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Air Quality Plan for the achievement of EU air quality limit values for nitrogen dioxide (NO_2) in East Midlands (UK0032)

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Contents

1. Introduction

1.1. This document

This document is the East Midlands (UK0032) air quality plan for the achievement of the EU air quality limit values for nitrogen dioxide (NO_2).

This plan presents the following information:

• General information regarding the East Midlands non-agglomeration zone
• Details of NO_2 exceedence situation(s) within the East Midlands non-agglomeration zone
• Details of local air quality measures that have been implemented, will be implemented or are being considered for implementation in this non-agglomeration zone.

This air quality plan for East Midlands should be read in conjunction with the separate UK overview document and the list of UK and national measures that are available on the Defra website (http://www.defra.gov.uk/environment/quality/air/air-quality/eu/). The UK overview document sets out, amongst other things, the authorities responsible for delivering air quality improvements and the national measures that are applied in some or all UK zones. The measures presented in this plan and the accompanying UK overview and list of UK measures show how the UK will ensure that compliance with the NO_2 limit values is achieved as soon as possible.

This plan should also be read in conjunction with the supporting UK technical report (http://www.defra.gov.uk/environment/quality/air/air-quality/eu/), which presents information on assessment methods, input data and emissions inventories used in the analysis presented in this plan.

1.2. Context

Two NO_2 limit values for the protection of human health have been set in the Air Quality Directive (2008/50/EC). These are:

• The annual limit value: an annual mean concentration of no more than 40 μgm^{-3}
• The hourly limit value: no more than 18 hourly exceedances of 200 μgm^{-3} in a calendar year

The Air Quality Directive stipulates that compliance with the NO_2 limit values will be achieved by 01/01/2010. However, where the limit values cannot be achieved by then, the Directive also allows Member States to postpone this attainment date until 01/01/2015 provided air quality plans are established demonstrating how the limit values will be met by this extended deadline.

1.3. Zone status

The assessment undertaken for the East Midlands non-agglomeration zone indicates that the annual limit value is likely to be exceeded in 2010 and in 2015 but achieved by 2020 through introduction of measures included in the baseline modelling, a low emission zone (LEZ) scenario (if applied) and the non-quantifiable local measures outlined in this plan.

The assessment undertaken for the East Midlands non-agglomeration zone indicates that the hourly limit value not exceeded in this non-agglomeration zone in 2008.

1.4. Plan structure

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

Section 3 then presents the overall picture with respect to NO_2 levels in this non-agglomeration zone for the 2008 reference year of this air quality plan. This includes the declaration of exceedance situations within the non-agglomeration zone and presentation of a detailed source apportionment for each exceedance situation.

An overview of the measures already taken and to be taken within the non-agglomeration zone both before and after 2010 is given in section 4.

Baseline modelled projections for 2010, 2015 and 2020 for each exceedance situation are presented in section 5. The baseline projections presented here include, where possible, the impact of measures that have already been taken and measures for which the relevant authority has made a firm commitment to take the measure(s). However, it has not been possible to quantify the impact of all measures. This section therefore also explains which measures have been quantified, and hence included in the model projections, and which measures have not been quantified.

Details of an LEZ scenario under consideration as part of our investigation of additional measures to achieve the NO_2 limit values is presented in section 6.

2. General Information about the Zone

2.1. Administrative information

Zone name: East Midlands
Zone code: UK0032
Type of zone: non-agglomeration zone
Reference year: 2008
Extent of zone: Figure 1 shows the area covered by the East Midlands non-agglomeration zone

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

1. Amber Valley Borough Council
2. Ashfield District Council
3. Bassetlaw District Council
4. Blaby District Council
5. Bolsover District Council
6. Boston Borough Council
7. Broxtowe Borough Council
8. Charnwood Borough Council
9. Chesterfield Borough Council
10. City of Lincoln Council
11. Corby Borough Council
12. Daventry District Council
13. Derby City Council
14. Derbyshire Dales District Council
15. East Lindsey District Council
16. East Northamptonshire District Council
17. Erewash Borough Council
18. Gedling Borough Council
19. Harborough District Council
20. High Peak Borough Council
21. Hinckley and Bosworth Borough Council
22. Kettering Borough Council
23. Leicester City Council
24. Mansfield District Council
25. Melton Borough Council
26. Newark and Sherwood District Council
27. North East Derbyshire District Council
28. North Kesteven District Council
29. North West Leicestershire District Council
30. Northampton Borough Council
31. Nottingham City Council
32. Oadby and Wigston Borough Council
33. Rushcliffe Borough Council
34. Rutland County Council
35. South Derbyshire District Council
36. South Holland District Council
37. South Kesteven District Council
38. South Northamptonshire Council
39. Wellingborough Borough Council
40. West Lindsey District Council

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

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

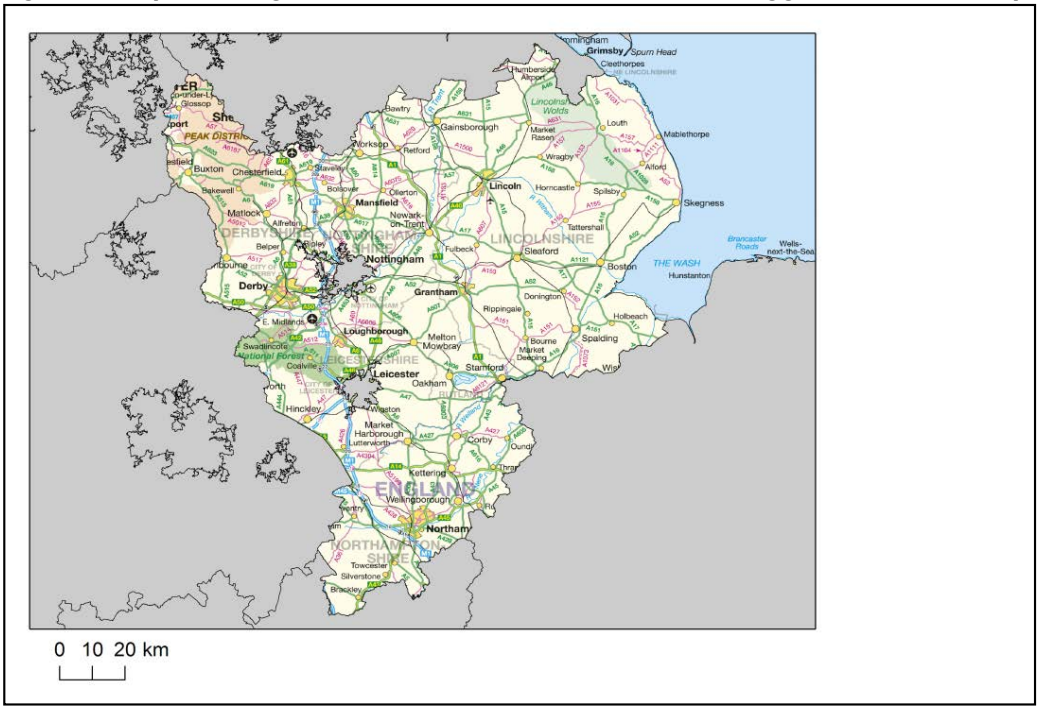
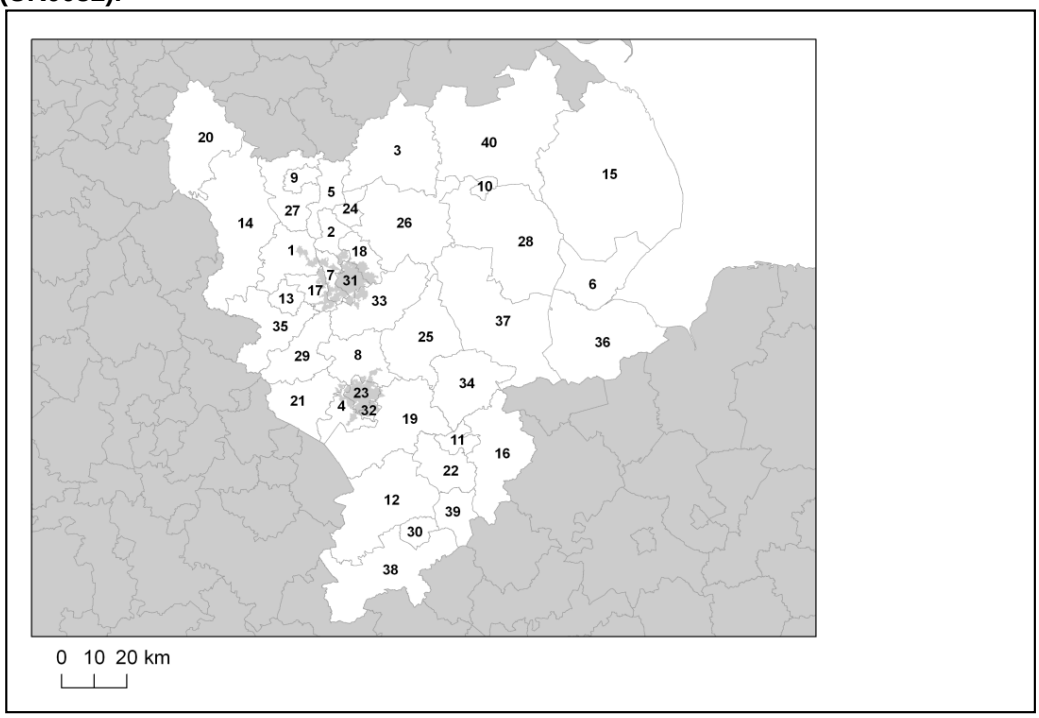


Figure 2. Map showing Local Authorities within the East Midlands non-agglomeration zone (UK0032).



2.2. Assessment details

Measurements
NO_2 measurements in this zone were available in 2008 from the following national network monitoring stations (NO_2 data capture for each station in 2008 shown in brackets):

• Chesterfield GB0929A (73.5%)
• Chesterfield Roadside GB0928A (72.4%)
• Ladybower GB0037R (94.3%)
• Market Harborough GB0838A (99%)
• Northampton GB0738A (92.4%)

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

Modelling
Modelling for the 2008 reference year has been carried out for the whole of the UK (see the UK technical report). This modelling covers the following extent within this zone:

• Total background area within zone (approx): 15564 km^2
• Total population within zone (approx): 3263622 people
• Total road length where an assessment of NO_2 concentrations have been made: 694.6 km in 2008 (and similar lengths in previous years).

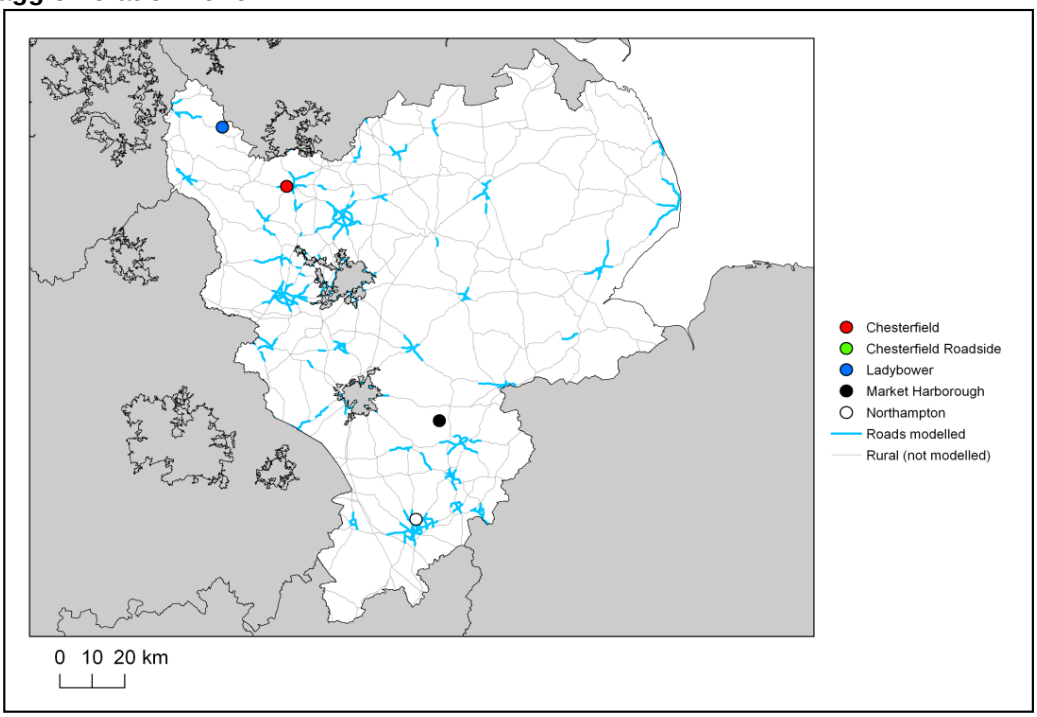
Zone maps
Figure 3 presents the location of the NO_2 monitoring stations within this zone for 2008 and the roads for which NO_2 concentrations have been modelled. NO_2 concentrations at background locations have been modelled across the entire zone at a 1 x 1 km^2 resolution.

2.3. Reporting Under European Directives

Since 2001 the UK has reported annually on air quality concentrations using a standard excel questionnaire (Decision 2004/461/EC). These questionnaires are available online from http://cdr.eionet.europa.eu/gb/eu/annualair

In addition, the UK has reported on air quality plans and programmes (Decision 2004/224/EC) on an annual basis depending on the reported concentrations in the previous year. Plans and programmes were first reported in this zone in 2003. Plans and programmes for 2003 and all other years for which they have been required are available from http://cdr.eionet.europa.eu/gb/eu/aqpp.

Figure 3. Map showing the location of the NO_2 monitoring sites with valid data in 2008 and roads where concentrations have been modelled within the East Midlands (UK0032) non-agglomeration zone.



3. Overall Picture for 2008 reference year

3.1. Introduction

There are two limit values for the protection of health for NO_2. These are:

- The annual limit value (annual mean concentration of no more than 40 μgm^{-3})
- The hourly limit value (no more than 18 hourly exceedances of 200 μgm^{-3} in a calendar year)

Within the East Midlands non-agglomeration zone only the annual limit value was exceeded in 2008. Hence, one exceedance situation for this zone has been defined, NO_2_UK0032_Annual_1, which covers the exceedance of the annual limit value. This exceedance situation is described below.

For both NO_2 limit values, a margin of tolerance for 2008 and other years has been defined in the Air Quality Directive (2008/50/EC). Data comparing assessed concentrations at locations within this non-agglomeration zone with the 2008 margin of tolerance are presented in the annual reporting questionnaire for 2008 (http://cdr.eionet.europa.eu/gb/eu/annualair).

3.2. Reference year: NO_2_UK0032_Annual_1

The NO_2_UK0032_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the East Midlands non-agglomeration zone in 2008.

Compliance with the annual limit value in this exceedance situation has been assessed using a combination of air quality measurements and modelling. Table 1 presents measured annual mean concentrations at national network stations in this exceedance situation since the 1st Daughter Directive (1999/30/EC) came into force in 2001. This shows that there were no measured exceedances of the annual limit value in this zone in 2008. Table 2 summarises modelled annual mean NO_2 results in this exceedance situation for the same time period. This table shows that, in 2008, 80.8 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of this limit value. Table 2 also shows that the maximum modelled annual mean NO_2 concentration in 2008 was 80.1 μgm^{-3}. Maps showing the modelled annual mean NO_2 concentrations for 2008 at background and at roadside locations are presented in Figures 4 and 5 respectively. All modelled exceedances of the annual limit value are coloured orange or red in these maps.

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

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO_X source apportionment for all modelled locations, along with an indicative annual mean NO_2 source apportionment. Table 3 presents summary source apportionment information in this exceedance situation for 2008, including:

- The modelled NO_X and indicative NO_2 source apportionment for the section of road with the highest modelled NO_2 concentration in this exceedance situation in 2008. This is important information because it shows which sources need to be tackled at the point with the largest compliance gap in the exceedance situation. It is not possible to calculate an unambiguous source apportionment for annual mean NO_2 concentrations for the reasons discussed in the UK Technical Report. We have, however, developed a method to provide an indicative source apportionment for annual mean NO_2 concentrations for these air quality plans. This method involves calculating the maximum and minimum possible contribution from each source to the NO_2 concentration. The final source apportionment has been calculated as the average of the minimum and maximum contributions for each source, with the results normalised so that the contributions sum to the total modelled NO_2 concentration. Further information on the methods used for source apportionment are provided in the UK Technical Report.

• The maximum NO_X contribution from each source from across all the roads included in this exceedance situation in 2008. This is important information because it highlights all the key sources that need to be tackled within the exceedance situation in order to achieve compliance across the entire area of the exceedance situation.

Figure A1.1 in Annex 1 presents the annual mean NO_X source apportionment for each section of road within the NO_2_UK0032_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2008. Roads have been grouped into motorways, trunk roads and primary road in this figure.

Table 1. Measured annual mean concentrations at national network stations in NO_2_UK0032_Annual_1 for 2001 onwards, μgm^{-3}. (Data capture shown in brackets) (a)

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009
Chesterfield (GB0929A)								18 (74%)	19 (95%)
Chesterfield Roadside (GB0928A)								22 (72%)	21 (97%)
Ladybower (GB0037R)	12 (88%)	12.9 (97%)	12.9 (98%)	9.2 (90%)	8.6 (92%)	8.1 (46%)	8.9 (73%)	7.7 (94%)	9.8 (77%)
Market Harborough (GB0838A)			22.4 (5%)	12.8 (90%)	12.7 (93%)	10.9 (96%)	11.6 (98%)	10.8 (99%)	12 (92%)
Northampton (GB0738A)	23 (59%)	21 (99%)	24 (99%)	20 (87%)	23 (52%)	21 (98%)	21 (97%)	21 (92%)	21 (99%)

(a) Annual Mean Limit Value = 40 μgm^{-3}

Table 2. Annual mean NO_2 model results in NO_2_UK0032_Annual_1 for 2001 onwards

	2001	2002	2003	2004	2005	2006	2007	2008	2009
Road length exceeding (km)	204.3	52.3	249.7	118.3	120.5	112.2	101.8	80.8	85.9
Background area exceeding (km^2)	34	0	1	0	0	0	0	0	3
Maximum modelled concentration (μgm^{-3}) (a)	67.1	63.5	78.5	69.3	79.4	72.5	74.8	80.1	75.8

(a) Annual Mean Limit Value = 40 μgm^{-3}

Table 3. Source apportionment summary information for 2008 in NO_2_UK0032_Annual_1 (μgm^{-3}).

Spatial scale	Component	Highest road link (a)		Maximum (b)
		NOx	NO2 (d)	NOx
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	9.2	(c)	
	From within the UK	5.4	(c)	5.7
	From transboundary sources (includes shipping and other EU Member States)	3.8	(c)	4.8
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	14.9	9.8	-
	From road traffic sources	10.7	5.3	36.1
	From industry (including heat and power generation)	1.3	(c)	33.7
	From agriculture	0.0	(c)	0.0
	From commercial/residential sources	1.2	(c)	13.6
	From shipping	0.0	(c)	1.8
	From off road mobile machinery	0.9	(c)	15.5
	From natural sources	0.0	(c)	0.0
	From transboundary sources	0.0	(c)	0.0
	From other urban background sources	0.8	(c)	3.3
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	178.3	70.3	-
	From cars	30.9	12.9	54.6
	From HGV rigid	22.0	8.9	32.7
	From HGV articulated	109.6	41	109.6
	From Buses	1.6	0.7	27.0
	From LGVs	14.1	6.8	14.5
	From motorcycles	0.2	0.1	0.4
Total (i.e. regional background + urban background + local components)		202.5	80.1	-

(a) The road with the highest modelled annual mean NO_2 concentration in this exceedance situation in 2008 is a section of the A1, traffic count point id 81033 (OS grid (m): 482840, 352580).
(b) This column gives the maximum contribution for each component from all the roads included in the exceedence situation.
(c) The combined modelled annual mean NO_2 concentration contribution for these components is 4.5 μgm^{-3}. A more detailed NO_2 source apportionment is currently unavailable for these sectors.
(d) Source apportionment for NO_2 is indicative, see UK Technical Report.

Figure 4. Map of modelled background annual mean NO_2 concentrations 2008. Modelled exceedances of the annual limit value are shown in orange and red.

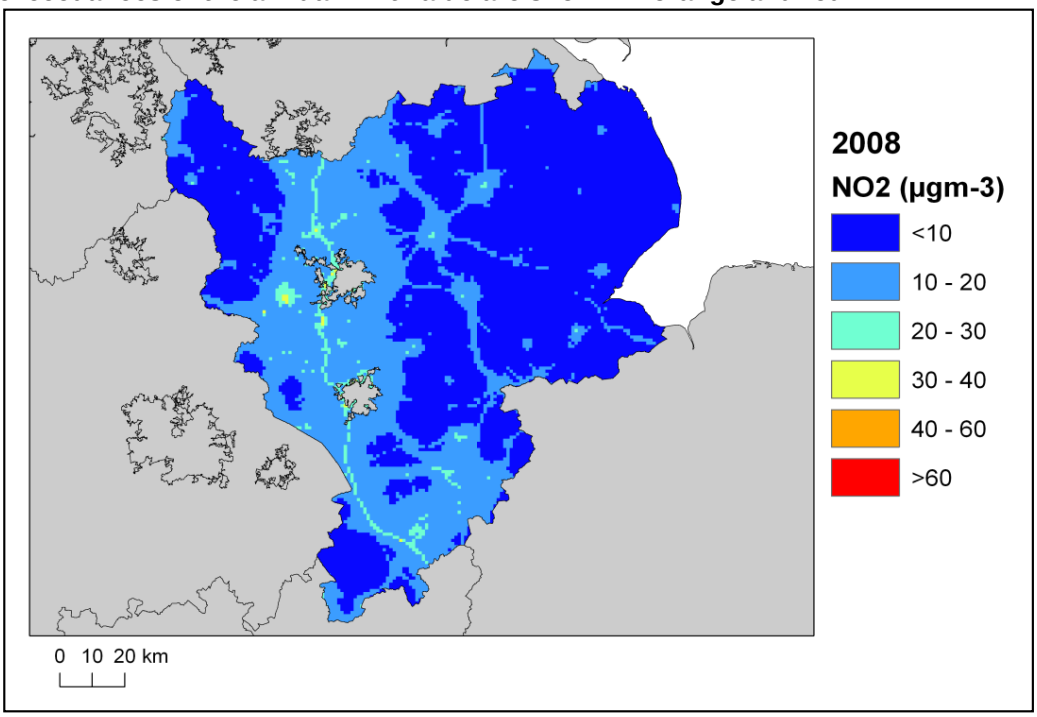
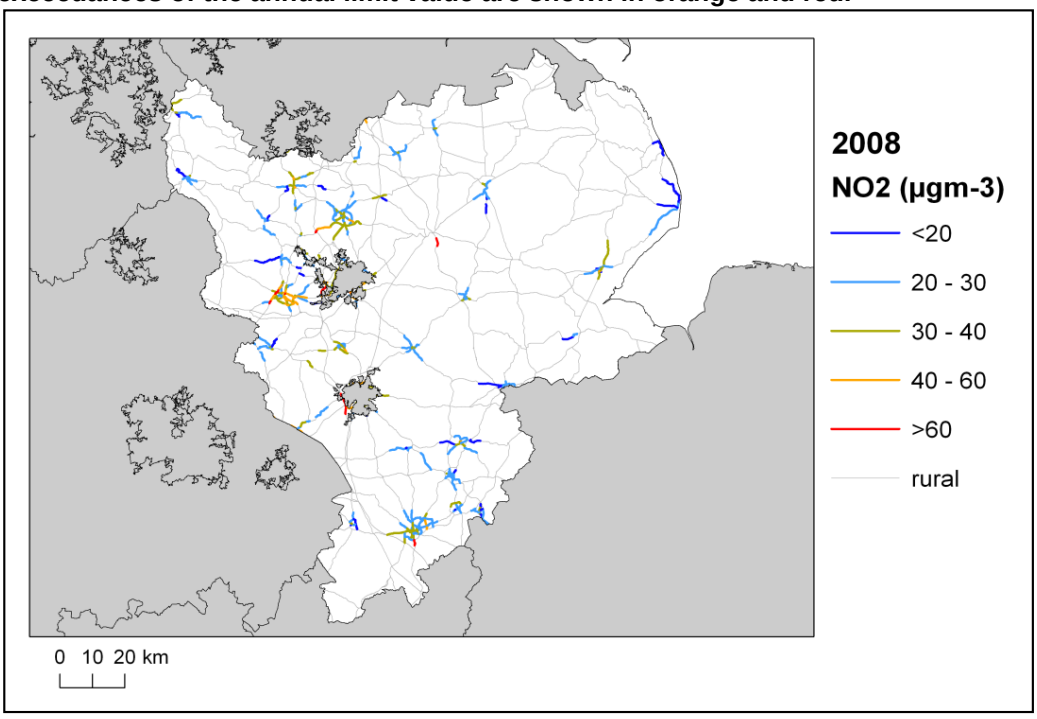


Figure 5. Map of modelled roadside annual mean NO_2 concentrations 2008. Modelled exceedances of the annual limit value are shown in orange and red.



4. Measures

4.1. Introduction

This section (section 4) gives details of measures that address exceedances of the NO_2 limit values within East Midlands non-agglomeration zone. This includes both measures that have already been taken and measures for which there is a firm commitment that they will be taken.

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

4.2. Source apportionment

It is important to understand which sources are responsible for causing the exceedance in order to most effectively tailor measures to address the NO_2 exceedance situation(s) described in section 3 above. This can be achieved by considering the source apportionment for the exceedance situation, also presented in section 3. A summary of what the source apportionment shows and the implications for which measures would therefore be appropriate is given here.

Local road traffic was the dominant source in this exceedance location in the reference year. The largest contribution was from articulated HGVs at the location of maximum exceedance with a contribution of 109.6 ugm^{-3} of NO_X out of a total of 202.5 ugm^{-3} of NO_X. Articulated HGVs were important sources on the motorway roads with the highest concentrations in this exceedance situation. Articulated HGVs, cars and rigid HGVs were important sources on the trunk roads with the highest concentrations. Articulated HGVs, cars, rigid HGVs and on some roads buses were important sources on the primary roads with the highest concentrations.

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

4.3. Measures

Measures potentially affecting NO_2 in this non-agglomeration zone have been taken and/or are planned at a range of administrative levels. These are:

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

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

Relevant Local Authority measures within this exceedance situation are listed in Table A2.1 (see Annex 2). Relevant Local Authority measures are considered to be those measures which directly target, or are in close geographical proximity to roads and/or background grid squares in exceedance of one or other of the NO_2 limit values. Other Local Authority measures may also have been taken in this zone, but they are not listed in this table. All the measures listed in Table A2.1 have been carried out, are in the process of being carried out or a firm commitment had been made to carry them out on the timetables listed at the point at which information on local measures was collected.

4.4. Measures timescales

Timescales for national measures are given in the UK overview document and list of UK and National measures.

Information on local measures was collected in autumn 2009. Hence, any Local Authority action plans and measures adopted by Local Authorities after this time have not been included in this air quality plan. Many of the measures listed in Annex 2 will either have happened before autumn 2009 or have been planned for implementation before or during 2010. Others will be planned for after 2010. It should be noted that many of the measures taken before or during 2010 will continue to have a beneficial impact on air quality after the end of 2010.

Local Authorities report on progress with the implementation of their action plans annually and review action plan measures regularly. Where future Local Authority measures to improve air quality are under consideration these would be included in future local authority action plans and published by the local authority.

5. Baseline Model Projections

5.1. Overview of model projections

Baseline projections for 2010
Model projections for 2010, starting from the 2008 reference year described in section 3, have been calculated in order to determine whether compliance with the NO_2 limit values is likely to be achieved for each exceedance situation by the original deadline for compliance of 01/01/2010. Details of the methods used for the baseline emissions and concentration projections modelling are provided in the the UK technical report.

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

The impacts of the individual Local Authority measures have not been explicitly included in the baseline model projections. However, measures may have been included implicitly if they have influenced the traffic counts for 2007 (used as a basis for the compilation of the emission inventory) or in the traffic activity projections to 2010 and beyond (used to calculate the emission projections). It should be recognised that these measures will have a beneficial impact on air quality, even if it has not been possible to quantify this impact here.

A number of the local measures in Table A2.1 can be considered to be 'smarter choices' measures (see http://www.dft.gov.uk/pgr/sustainable/smarterchoices/ctwwt/ for a detailed description of this type of measure). We have quantified the impact of this group of measures on a national scale within the projections. Details of how this has been done can be found in the UK technical report. Table A2.1 indicates which local measures we have considered to be 'smarter choices'.

Baseline projections for 2015
Model projections for 2015, starting from the 2008 reference year described above, have been calculated in order to determine whether compliance with the NO_2 limit values is likely to be achieved for each exceedance situation by the revised deadline for compliance of 01/01/2015 on the basis of EU-wide measures and the measures currently planned. This modelling is described in detail in the UK technical report. Many of the measures listed in annex 2 of this document and the supporting list of UK and national measures will continue or will continue to have an impact beyond the original deadline for compliance of 01/01/2010.

5.2. Baseline projections: NO_2_UK0032_Annual_1

Table 4 presents summary results for the baseline model projections for 2010, 2015 and 2020 for the NO_2_UK0032_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO_2 concentration predicted for 2010 in this exceedance situation is 69 μgm^{-3}. By 2015, the maximum modelled annual mean NO_2 concentration is predicted to drop to 42.3 μgm^{-3}. Hence, the model results suggest that compliance with the NO_2 annual limit value is unlikely to be achieved by 2015 under baseline conditions in this exceedance situation.

The projected modelled NO_X and indicative NO_2 annual mean source apportionments for 2010, 2015 and 2020 at the location with the biggest compliance gap in 2008 are presented in Table 5. In 2010 and 2015, the model results suggest that this location will continue to have the highest annual mean NO_2 concentration within this exceedance situation. However, in 2020 the model indicates that the location with the highest annual mean NO_2 concentration within this exceedance situation will be elsewhere. Information regarding the new location with the highest NO_2 concentration, including the source apportionment is given in Table 6. The locations of maximum concentration in each year are given in the footnote to this table. This source apportionment information is useful because it shows which sources need to be tackled at the point with the largest compliance gap in the exceedance situation.

Table 7 shows the maximum NO_X contribution from each source apportionment component from any road across the whole exceedance situation. This source apportionment information is useful because

it highlights all the key sources that need to be tackled within the exceedance situation in order to achieve compliance across the entire area of the exceedance situation. It should be noted that this table only includes roads which continue to be in exceedance in the relevant year. Hence, for example, the road with the largest contribution from cars in 2010 may no longer be included in the table in 2015 if the road is predicted to be compliant in 2015.

Figures 6 and 7 show maps of projected annual mean NO_2 concentrations in 2010, 2015 and 2020 at background and roadside locations respectively. Maps for 2008 are also presented here for reference.

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

Table 4. Annual mean NO_2 model results in NO_2_UK0032_Annual_1

	2008	2010	2015	2020
Road length exceeding (km)	80.8	36.0	13.5	0.0
Background area exceeding (km^2)	0	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	80.1	69.0	42.3	28.6

(a) Annual Mean Limit Value = 40 μgm^{-3}

Table 5. Modelled source apportionment for 2010, 2015 and 2020 under baseline conditions for traffic count point 81033 on the A1 (the road section with the maximum modelled annual mean NO_2 concentration in 2008 in NO_2_UK0032_Annual_1. OS grid (m): 482840, 352580). 2008 results are also presented here for reference (units: μgm^{-3}).

Spatial scale	Component	NOx				NO2 (indicative)			
		2008	2010	2015	2020	2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	9.2	7.9	6.9	5.6	(a)	(b)	(c)	(d)
	From within the UK	5.4	4.7	4.1	3.3	(a)	(b)	(c)	(d)
	From transboundary sources (includes shipping and other EU Member States)	3.8	3.3	2.8	2.3	(a)	(b)	(c)	(d)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	14.9	12.0	8.1	5.2	9.8	8.4	6.6	5.2
	From road traffic sources	10.7	8.3	4.9	2.4	5.3	4.7	4.3	4.0
	From industry (including heat and power generation)	1.3	1.1	1.0	0.9	(a)	(b)	(c)	(d)
	From agriculture	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From commercial/residential sources	1.2	1.2	1.1	1.0	(a)	(b)	(c)	(d)
	From shipping	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From off road mobile machinery	0.9	0.8	0.4	0.3	(a)	(b)	(c)	(d)
	From natural sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From transboundary sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From other urban background sources	0.8	0.7	0.6	0.6	(a)	(b)	(c)	(d)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	178.3	149.4	81.1	33.6	70.3	60.6	35.7	16.4
	From cars	30.9	20.8	14.3	9.5	12.9	9.2	6.8	4.8
	From HGV rigid	22.0	19.6	10.1	3.6	8.9	8.1	4.4	1.7
	From HGV articulated	109.6	95.4	48.2	15.8	41.0	36.5	20.2	7.5
	From Buses	1.6	1.4	0.8	0.4	0.7	0.6	0.4	0.2
	From LGVs	14.1	12.1	7.6	4.2	6.8	6.1	4.0	2.2
	From motorcycles	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.0
Total (i.e. regional background + urban background + local components)		202.5	169.4	96.2	44.4	80.1	69.0	42.3	21.6

(a) The total annual mean NO_2 contribution for all components labelled (a) in 2008 was modelled to be 4.5 μgm^{-3}.
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2010 is predicted to be 3.6 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2015 is predicted to be 2.3 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2020 is predicted to be 1.2 μgm^{-3}.

Table 6. Modelled source apportionment for 2010, 2015 and 2020 under baseline conditions for traffic count point with the highest concentration in these years in NO_2_UK0032_Annual_1 (a). 2008 results are also presented here for reference (units: μgm^{-3}).

Spatial scale	Component	NOx				NO2 (indicative)			
		2008	2010	2015	2020	2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	9.2	7.9	6.9	5.1	(b)	(c)	(d)	(e)
	From within the UK	5.4	4.7	4.1	3.2	(b)	(c)	(d)	(e)
	From transboundary sources (includes shipping and other EU Member States)	3.8	3.3	2.8	1.9	(b)	(c)	(d)	(e)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	14.9	12.0	8.1	42.1	9.8	8.4	6.6	21.1
	From road traffic sources	10.7	8.3	4.9	5.7	5.3	4.7	4.3	18.4
	From industry (including heat and power generation)	1.3	1.1	1.0	19.5	(b)	(c)	(d)	(e)
	From agriculture	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From commercial/residential sources	1.2	1.2	1.1	11.1	(b)	(c)	(d)	(e)
	From shipping	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From off road mobile machinery	0.9	0.8	0.4	4.8	(b)	(c)	(d)	(e)
	From natural sources	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From transboundary sources	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From other urban background sources	0.8	0.7	0.6	1.0	(b)	(c)	(d)	(e)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	178.3	149.4	81.1	16.1	70.3	60.6	35.7	7.5
	From cars	30.9	20.8	14.3	8.2	12.9	9.2	6.8	3.9
	From HGV rigid	22.0	19.6	10.1	2.8	8.9	8.1	4.4	1.3
	From HGV articulated	109.6	95.4	48.2	0.1	41.0	36.5	20.2	0.1
	From Buses	1.6	1.4	0.8	3.5	0.7	0.6	0.4	1.6
	From LGVs	14.1	12.1	7.6	1.4	6.8	6.1	4.0	0.7
	From motorcycles	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.0
Total (i.e. regional background + urban background + local components)		202.5	169.4	96.2	63.3	80.1	69.0	42.3	28.6

(a) The road with the maximum annual mean NO_2 concentration in different years is as follows. 2008: A section of the A1 (count point id 81033). 2010: A section of the A1 (count point id 81033). 2015: A section of the A1 (count point id 81033). 2020: A section of the A601 (count point id 47986). (OS grid (m): 482840, 352580; 482840, 352580; 482840, 352580; 482840, 352580).
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2008 was modelled to be 4.5 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2010 is predicted to be 3.6 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2015 is predicted to be 2.3 μgm^{-3}.
(e) The total annual mean NO_2 contribution for all components labelled (e) in 2020 is predicted to be 2.7 μgm^{-3}.

Table 7. The maximum NO_X contribution from each source from across all the roads included in the exceedance situation on which exceedances remain in 2010, 2015 and 2020 under baseline conditions. Zeros indicate that there are no exceedances in the relevant year.

Spatial scale	Component	NOx			
		2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	From within the UK	5.7	4.9	4.2	0.0
	From transboundary sources (includes shipping and other EU Member States)	4.8	3.9	2.8	0.0
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	From road traffic sources	36.1	28.9	15.4	0.0
	From industry (including heat and power generation)	33.7	29.0	3.8	0.0
	From agriculture	0.0	0.0	0.0	0.0
	From commercial/residential sources	13.6	12.2	3.5	0.0
	From shipping	1.8	0.0	0.0	0.0
	From off road mobile machinery	15.5	12.7	2.2	0.0
	From natural sources	0.0	0.0	0.0	0.0
	From transboundary sources	0.0	0.0	0.0	0.0
	From other urban background sources	3.3	2.2	0.7	0.0
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	From cars	54.6	36.7	15.1	0.0
	From HGV rigid	32.7	29.1	10.1	0.0
	From HGV articulated	109.6	95.4	48.2	0.0
	From Buses	27.0	24.2	1.5	0.0
	From LGVs	14.5	12.1	7.6	0.0
	From motorcycles	0.4	0.3	0.1	0.0

Figure 6. Background baseline projections of annual mean NO_2 concentrations in 2010, 2015 and 2020. 2008 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.

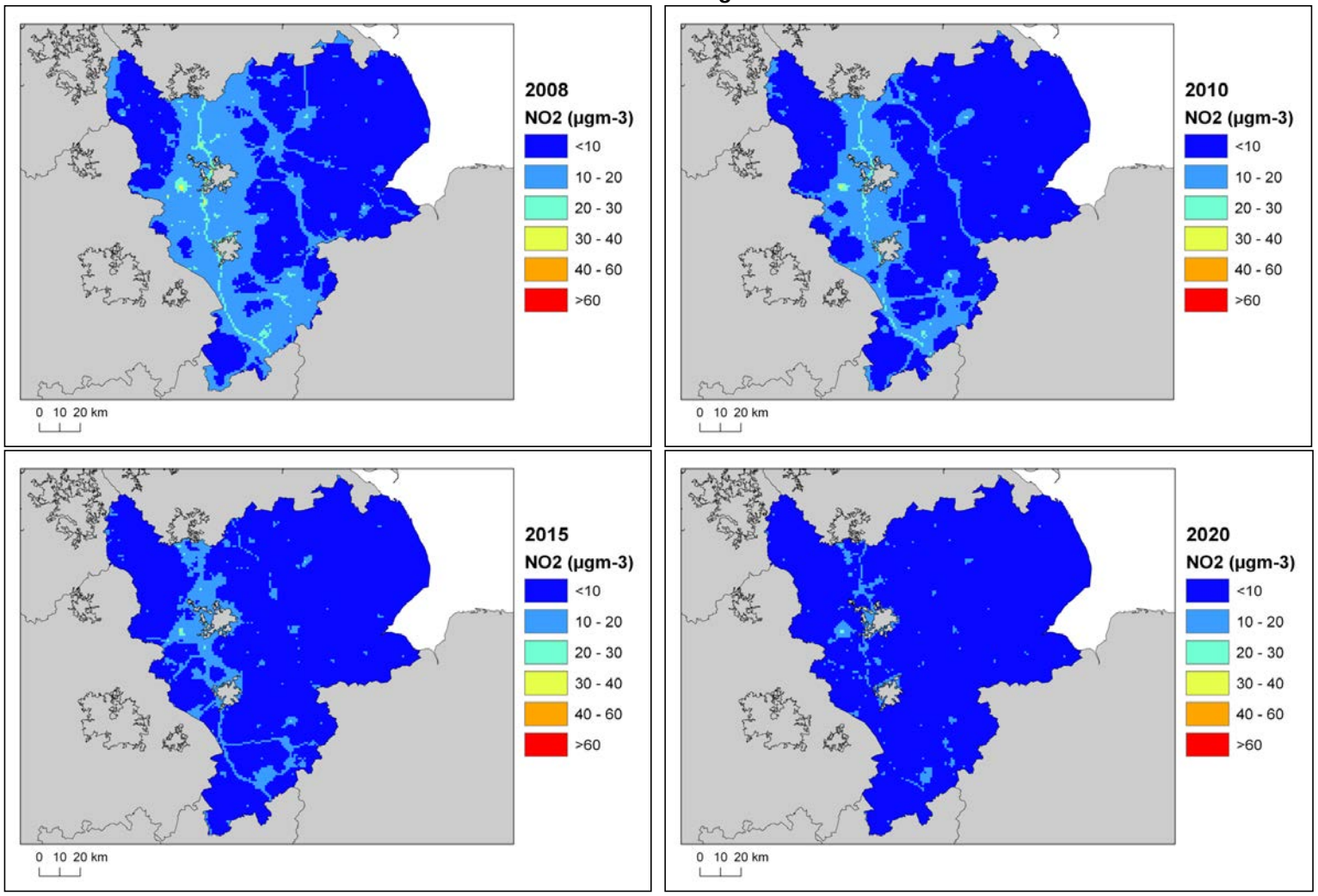
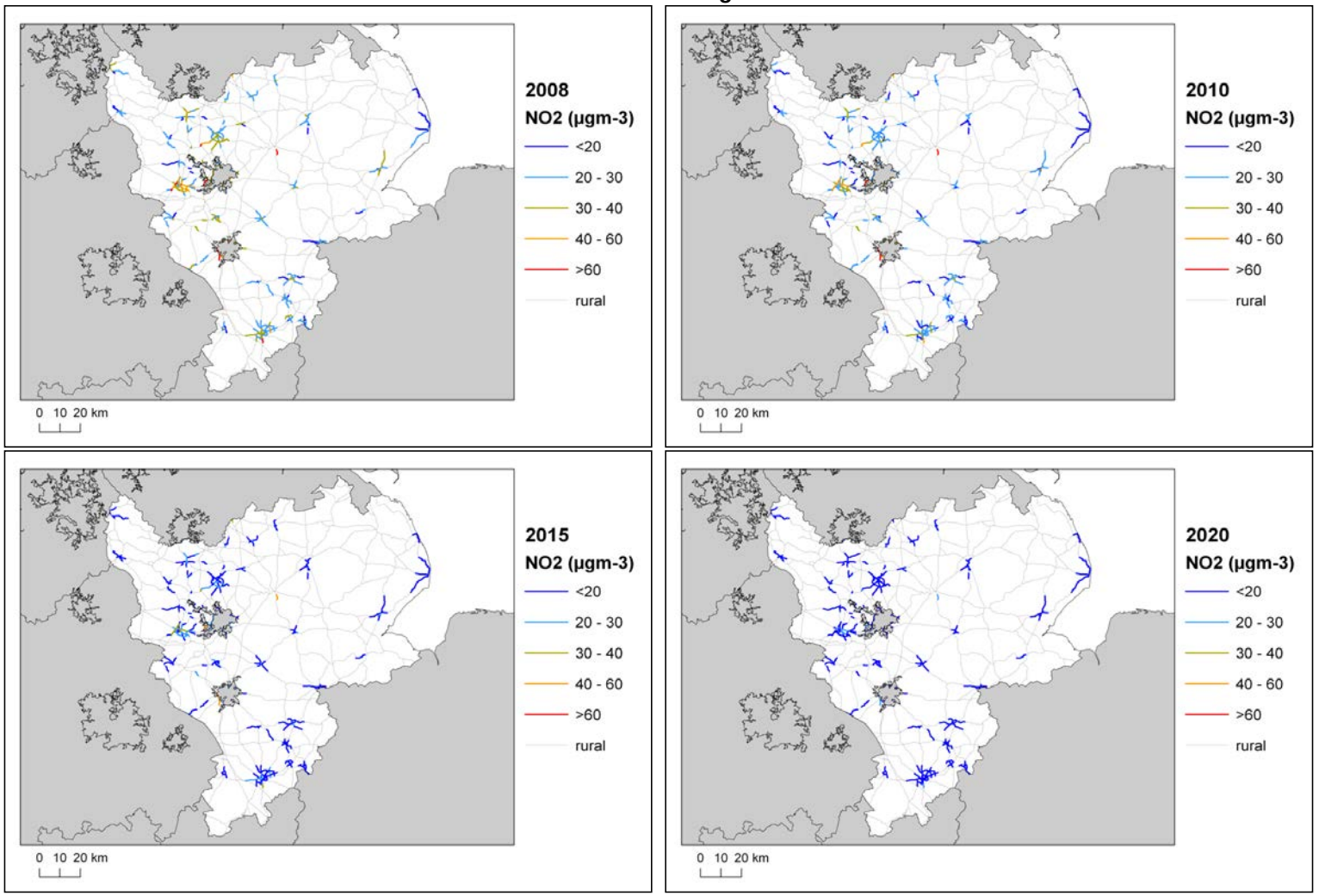


Figure 7. Roadside baseline projections of annual mean NO_2 concentrations in 2010, 2015 and 2020. 2008 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



6. Projections including the impact of the low emissions zone (LEZ) scenario

6.1. Overview of model projections

Further model projections for 2015 and 2020 have also been calculated that include the impact of the LEZ scenario. This scenario is under consideration as part of our investigation of additional measures to achieve the NO_2 limit values. The scenario modelled here would require all HGVs and buses to meet at least Euro IV emission standards for NO_X and PM_{10} in 2015 in order to travel on roads other than the strategic long distance road network within the selected Local Authority boundaries. More details of the work underway to explore the feasibility and costs of a national LEZ framework are provided in the UK overview document and a description of the modelling assumptions included in the LEZ scenario is available in the UK technical report.

While initial screening work indicated that it may not be appropriate to apply an LEZ at specific local authorities within this zone, there are expected to be smaller benefits of the LEZ scenario in all areas. The model results for the LEZ scenario projections are therefore presented in this section.

Further work is underway to investigate the feasibility and practicality of a national framework for LEZ as an additional measure to reduce concentrations of NO_2. These investigations include:

• the likely effectiveness of any scheme at controlling air pollutant emissions and delivering increased compliance with European air quality standards within the timescales specified by the EU Ambient Air Quality Directive;
• the effectiveness and reliability of available NO_X abatement equipment, taking into account evidence on the performance of Euro standards;
• the cost and resource such a measure might place upon national and/or local government;
• administrative and enforcement considerations for the scheme and the implications of this for Government Executive Agencies;
• the likely take-up of the scheme by local authorities and others;
• how any scheme would relate to ongoing certification work at EU and UNECE level.

These investigations will continue over the coming months and decisions will be made following the investigation as to whether or not it is feasible to introduce a national LEZ Framework and the details of any scheme. Should a local authority decide to introduce an LEZ, final decisions on the nature and extent of such a measure would be for the local authority to make taking into account local circumstances and any national arrangements put in place. These might not reflect what has been modelled in the scenario.

The LEZ scenario examines the impact of a LEZ applied within the selected local authorities listed in the supporting UK technical report. None of the selected local authorities are directly relevant to this zone.There are also expected to be smaller benefits in other areas as a result of the changes to the national HGV fleets required to ensure LEZ compliance within the LEZ locations. The impact of these fleet changes on projected NO_2 concentrations in 2015 have been assessed in all zones for which the baseline projections do not show compliance with the annual mean limit value in 2015.

6.2. LEZ scenario projections: NO_2_UK0032_Annual_1

Table 8 presents summary results for the LEZ scenario model projections for 2015 and 2020 for the NO_2_UK0032_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO_2 concentration predicted for 2015 for the LEZ scenario in this exceedance situation is 41.2 μgm^{-3}. Hence, the model results suggest that compliance with the NO_2 annual limit value is unlikely to be achieved by 2015 for the LEZ scenario in this exceedance situation. The model results do, however, show that the NO_2 annual mean limit value is likely to be achieved in this exceedance situation in 2020, when the maximum modelled annual mean NO_2 concentration predicted to be 28.6 μgm^{-3}.

The projected modelled NO_X and indicative NO_2 annual mean source apportionments for 2010, 2015 and 2020 at the location with the biggest compliance gap in 2008 are presented in Table 9. In 2010 and 2015, the model results suggest that this location will continue to have the highest annual mean NO_2 concentration within this exceedance situation. However, in 2020 the model indicates that the location with the highest annual mean NO_2 concentration within this exceedance situation will be elsewhere. Information regarding the new location with the highest NO_2 concentration, including the source apportionment is given in Table 10. The locations of maximum concentration in each year are given in teh footnote to this table. This source apportionment information is useful because it shows which sources need to be tackled at the point with the largest compliance gap in the exceedance situation.

Table 11 shows the maximum NO_X contribution from each source apportionment component from any road across the whole exceedance situation. This source apportionment information is useful because it highlights all the key sources that need to be tackled within the exceedance situation in order to achieve compliance across the entire area of the exceedance situation. It should be noted that this table only includes roads that continue to be in exceedance in the relevant year. Hence, for example, the road with the largest contribution from cars in 2010 may no longer be included in the table in 2015 if the road is predicted to be compliant in 2015.

Figures 8 and 9 show maps of projected annual mean NO_2 concentrations for the LEZ scenario in 2015 and 2020 at background and roadside locations respectively. Maps for 2008 and baseline projections for 2010 are also presented here for reference.

Table 8. Annual mean NO_2 model results in NO_2_UK0032_Annual_1. 2015 and 2020 results are for the LEZ scenario. Results for 2008 and baseline projections for 2010 are also shown

	2008	2010	2015	2020
Road length exceeding (km)	80.8	36.0	9.3	0.0
Background area exceeding (km^2)	0	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	80.1	69.0	41.2	28.6

(a) Annual Mean Limit Value = 40 μgm^{-3}

Table 9. Modelled source apportionment for 2015 and 2020 for the LEZ scenario for traffic count point 81033 on the A1 (the road section with the maximum modelled annual mean NO_2 concentration in 2008 in NO_2_UK0032_Annual_1 OS grid (m): 482840, 352580). 2008 and 2010 baseline projections results are also presented here for reference (units: μgm^{-3}).

Spatial scale	Component	NOx				NO2 (indicative)			
		2008	2010	2015	2020	2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	9.2	7.9	6.9	5.5	(a)	(b)	(c)	(d)
	From within the UK	5.4	4.7	4.0	3.3	(a)	(b)	(c)	(d)
	From transboundary sources (includes shipping and other EU Member States)	3.8	3.3	2.8	2.3	(a)	(b)	(c)	(d)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	14.9	12.0	8.0	5.2	9.8	8.4	6.5	5.2
	From road traffic sources	10.7	8.3	4.8	2.4	5.3	4.7	4.3	4.0
	From industry (including heat and power generation)	1.3	1.1	1.0	0.9	(a)	(b)	(c)	(d)
	From agriculture	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From commercial/residential sources	1.2	1.2	1.1	1.0	(a)	(b)	(c)	(d)
	From shipping	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From off road mobile machinery	0.9	0.8	0.4	0.3	(a)	(b)	(c)	(d)
	From natural sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From transboundary sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From other urban background sources	0.8	0.7	0.6	0.6	(a)	(b)	(c)	(d)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	178.3	149.4	78.5	33.4	70.3	60.6	34.7	16.4
	From cars	30.9	20.8	14.3	9.5	12.9	9.2	6.8	4.8
	From HGV rigid	22.0	19.6	9.5	3.5	8.9	8.1	4.1	1.7
	From HGV articulated	109.6	95.4	46.1	15.7	41.0	36.5	19.4	7.5
	From Buses	1.6	1.4	0.8	0.4	0.7	0.6	0.4	0.2
	From LGVs	14.1	12.1	7.6	4.2	6.8	6.1	4.0	2.2
	From motorcycles	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.0
Total (i.e. regional background + urban background + local components)		202.5	169.4	93.3	44.2	80.1	69.0	41.2	21.6

(a) The total annual mean NO_2 contribution for all components labelled (a) in 2008 was modelled to be 4.5 μgm^{-3}.
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2010 is predicted to be 3.6 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2015 is predicted to be 2.2 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2020 is predicted to be 1.2 μgm^{-3}.

Table 10. Modelled source apportionment for 2015 and 2020 for the LEZ scenario for traffic count point with the highest concentration in these years in NO_2_UK0032_Annual_1. (a) 2008 and 2010 baseline projections results are also presented here for reference (units: μgm^{-3}).

Spatial scale	Component	NOx				NO2 (indicative)			
		2008	2010	2015	2020	2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	9.2	7.9	6.9	5.1	(b)	(c)	(d)	(e)
	From within the UK	5.4	4.7	4.0	3.2	(b)	(c)	(d)	(e)
	From transboundary sources (includes shipping and other EU Member States)	3.8	3.3	2.8	1.9	(b)	(c)	(d)	(e)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	14.9	12.0	8.0	42.1	9.8	8.4	6.5	21.1
	From road traffic sources	10.7	8.3	4.8	5.7	5.3	4.7	4.3	18.4
	From industry (including heat and power generation)	1.3	1.1	1.0	19.5	(b)	(c)	(d)	(e)
	From agriculture	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From commercial/residential sources	1.2	1.2	1.1	11.1	(b)	(c)	(d)	(e)
	From shipping	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From off road mobile machinery	0.9	0.8	0.4	4.8	(b)	(c)	(d)	(e)
	From natural sources	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From transboundary sources	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From other urban background sources	0.8	0.7	0.6	1.0	(b)	(c)	(d)	(e)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	178.3	149.4	78.5	16.1	70.3	60.6	34.7	7.5
	From cars	30.9	20.8	14.3	8.2	12.9	9.2	6.8	3.9
	From HGV rigid	22.0	19.6	9.5	2.8	8.9	8.1	4.1	1.2
	From HGV articulated	109.6	95.4	46.1	0.1	41.0	36.5	19.4	0.1
	From Buses	1.6	1.4	0.8	3.5	0.7	0.6	0.4	1.6
	From LGVs	14.1	12.1	7.6	1.4	6.8	6.1	4.0	0.7
	From motorcycles	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.0
Total (i.e. regional background + urban background + local components)		202.5	169.4	93.3	63.3	80.1	69.0	41.2	28.6

(a) The road with the maximum annual mean NO_2 concentration in different years is as follows. 2008: A section of the A1 (count point id 81033). 2010: A section of the A1 (count point id 81033). 2015: A section of the A1 (count point id 81033). 2020: A section of the A601 (count point id 47986). (OS grid (m): 482840, 352580; 482840, 352580; 482840, 352580; 482840, 352580).
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2008 was modelled to be 4.5 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2010 is predicted to be 3.6 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2015 is predicted to be 2.2 μgm^{-3}.
(e) The total annual mean NO_2 contribution for all components labelled (e) in 2020 is predicted to be 2.7 μgm^{-3}.

Table 11. The maximum NO_X contribution from each source from across all the roads included in the exceedance situation on which exceedances remain in 2010, 2015 and 2020 under baseline conditions. Zeros indicate that there are no exceedances in the relevant year.

Spatial scale	Component	NOx			
		2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	From within the UK	5.7	4.9	4.2	0.0
	From transboundary sources (includes shipping and other EU Member States)	4.8	3.9	2.8	0.0
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	From road traffic sources	36.1	28.9	15.0	0.0
	From industry (including heat and power generation)	33.7	29.0	3.6	0.0
	From agriculture	0.0	0.0	0.0	0.0
	From commercial/residential sources	13.6	12.2	2.8	0.0
	From shipping	1.8	0.0	0.0	0.0
	From off road mobile machinery	15.5	12.7	1.9	0.0
	From natural sources	0.0	0.0	0.0	0.0
	From transboundary sources	0.0	0.0	0.0	0.0
	From other urban background sources	3.3	2.2	0.6	0.0
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	From cars	54.6	36.7	15.1	0.0
	From HGV rigid	32.7	29.1	9.5	0.0
	From HGV articulated	109.6	95.4	46.1	0.0
	From Buses	27.0	24.2	1.5	0.0
	From LGVs	14.5	12.1	7.6	0.0
	From motorcycles	0.4	0.3	0.1	0.0

Figure 8. Background projections of annual mean NO_2 concentrations in 2015 and 2020 for the LEZ scenario. 2008 and baseline projections for 2010 are also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.

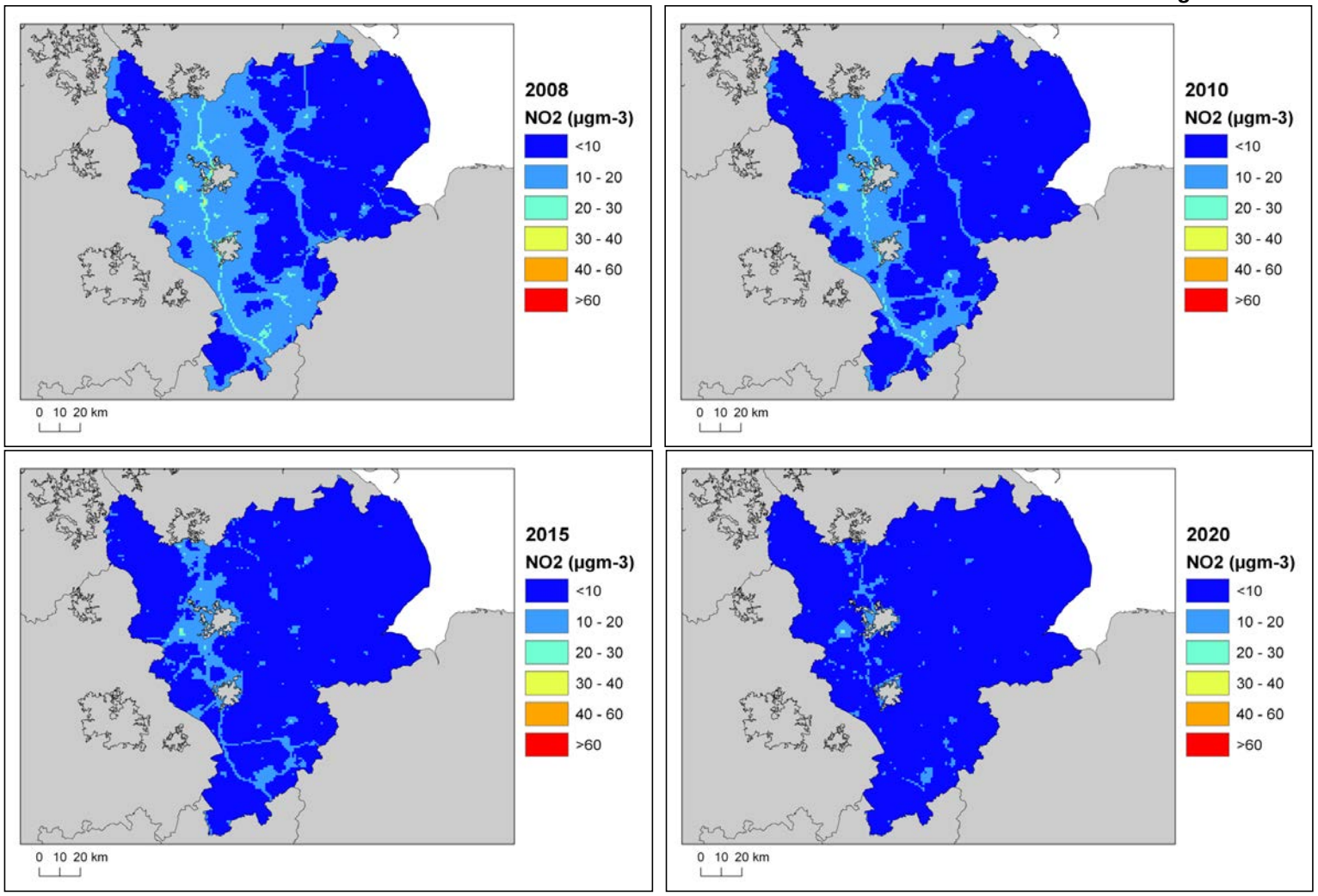
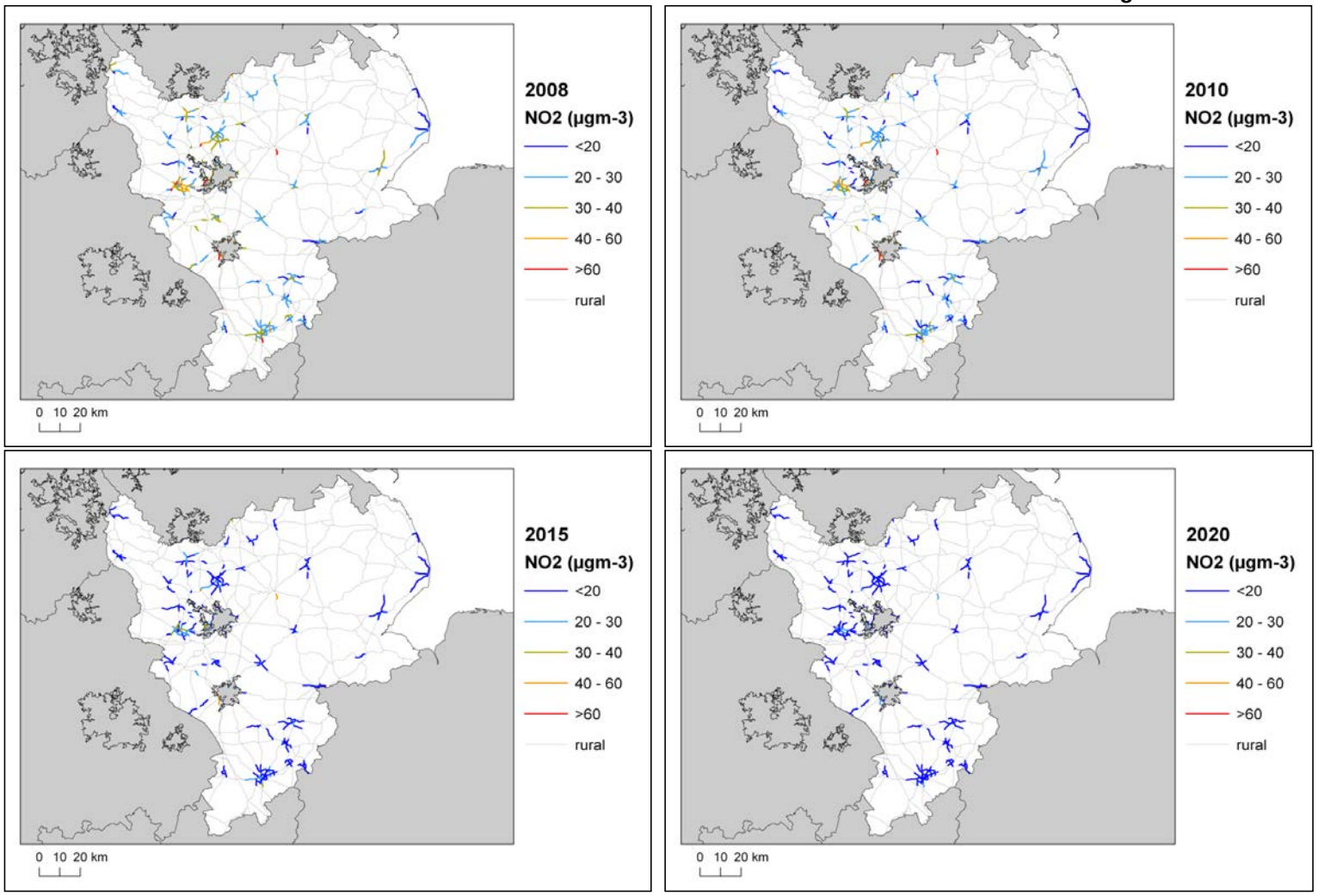


Figure 9. Roadside projections of annual mean NO_2 concentrations in 2015 and 2020 for the LEZ scenario. 2008 and baseline projections for 2010 are also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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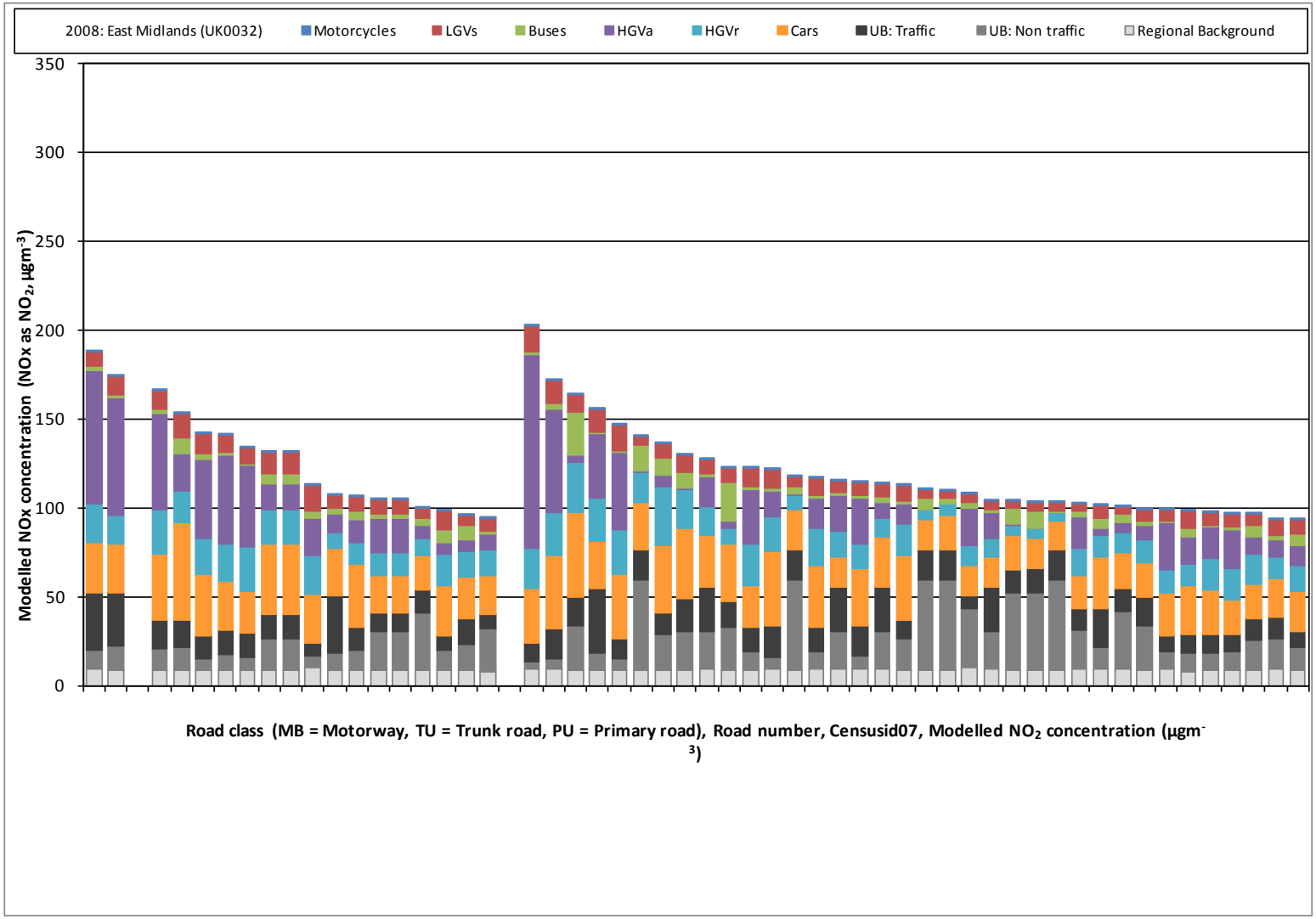
List of Annexes

Annex 1: Source apportionment graphs

Figure A1.1 Annual mean roadside NO_X source apportionment plots for all roads exceeding the annual mean NO_2 limit value in 2008



Annex 2: Tables of measures

Table A2.1 Relevant Local Authority measures taken before or during 2010 within East Midlands (UK0032)

LA (a)	Measure code (b)	Title	Description	Other information
Blaby	Local_Blaby_B1	Nuisance Policy	Ban bonfires - if 'significant problem in the area'.	• Type: Education/information • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C1	Access Control & Clear Zones	Home Zones.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_G1	Development of Cycling and Walking	Improverd facilities for cyclists.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C2	Fleet Management & clean fuels	Purchase of less polluting vehicles.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C3	Fleet Management & clean fuels	Target cleaner vehicles for use in AQMA.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term

				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C4	Fleet Management & clean fuels	Driver training.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C5	Fleet Management & clean fuels	Use of alternative fuels.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C6	Fleet Management & clean fuels	Retrofitting traps.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C7	Fleet Management & clean fuels	Low/zero emission school buses.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_C8	Fleet Management & clean fuels	Account for emissions in vehicle purchase decisions.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1

Blaby	Local_Blaby_C9	Fleet Management & clean fuels	Diversion of freight from road to rail.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_E1	Land Use Planning	Use planning to encourage more sustainable communities	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A2	Low Emission Zones	Consider declaration of Low emission zone	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_F1	Partnership & Travel Plans	Green travel plans	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Short term • Regulatory: Yes • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_F2	Partnership & Travel Plans	Individual travel plans	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A3	Physical Traffic Management	M1 speed limit reduction; traffic reduction on the M1	• Type: Technical • Sources affected: Transport • Spatial scale: local

				• Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A4	Physical Traffic Management	Ramp metering	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A5	Physical Traffic Management	Use of hard shoulder	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A6	Physical Traffic Management	Use of physical barriers to obstruct air flow and reduce noise to neighbouring houses.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A7	Physical Traffic Management	Junction re-design	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A8	Physical Traffic Management	Variable speed limits	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term

				• Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A9	Physical Traffic Management	Road re-design on A-road	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A10	Physical Traffic Management	Improved signing on A-road	• Type: Technical • Sources affected: Transport • Spatial scale: local & regional • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A11	Public Transport Initiatives - Bus	improvement to bus services	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_F3	Public Transport Initiatives - Bus	Better public transport information	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_D1	Public Transport Initiatives - Bus	Subsidise bus services	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1

Blaby	Local_Blaby_A12	Re-Routing and Road hierachy	Diversion of vehicles to alternative routes	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A13	Roadside Emissions Testing	Roadside emission testing	• Type: Other • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A14	Roadside Emissions Testing	Vehicle idling bans	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Blaby	Local_Blaby_A15	UTMC Systems	SCOOT system	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Blaby_AQActionplan_1
Broxtowe	Local_Broxtowe_B1	Proactive inspection programme for Part A2 and Part B processes	Continue to proactively inspect prescribed Part A2 / B processes (Environmental Protection Act 1990 / Pollution Prevention and Control Act 1999)	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
Broxtowe	Local_Broxtowe_B2	Statutory	Investigate and take appropriate	• Type: Technical

		Nuisance legislation	action to smoke nuisance under The Environmental Protection Act 1990. Ensure appliances are only using authorised fuels and exempted fireplaces which comply within Smoke Control Areas	• Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
Broxtowe	Local_Broxtowe_G1	Development cycling and walking	To launch the pool bikes in Summer 2007. To set up administration of the scheme and monitor usage. Promote cycling on a yearly basis during bike week. Seek funding for larger scale promotion using external organisations such as Company of Cyclists	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
Broxtowe	Local_Broxtowe_E1	Local Plan policy to include air quality considerations	The Council will continue to look for evidence that developers have taken appropriate steps to minimise any increases in air pollution regardless of their location. This will include an assessment of the air quality implications where applicable	• Type: Technical; Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
Broxtowe	Local_Broxtowe_G2	Development of travel plans	Detail the Council's commitment to promote sustainable travel to all Broxtowe Employees / Councillors and visitors	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
Broxtowe	Local_Broxtowe_H1	Continue dialogue with HA during M1 widening	Continue liaising and consulting with the Highways Agency with regards to the M1 expansion.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No

				• Smarter Choices (c) : No • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
Broxtowe	Local_Broxtowe_H2	Promotion of air quality issues	Provide free advice to members of the public and local businesses. Continually update the website with regards to air quality reports and information for members of the public.	• Type: Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
Broxtowe	Local_Broxtowe_G3	LTP initiatives for bus improvement measures	Supporting the County Council with its aim to achieve traffic reduction by improving the infrastructure needed to encourage sustainable travel and reduce unnecessary car use.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Broxtowe_AQActionplan_1
EREWASH	Local_Erewash_H1	Compulsory Purchase	Move residents.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_C1	Fleet Management & clean fuels	Implement a local Clean Vehicle programme	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_C2	Fleet Management & clean fuels	Trial new technologies	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback

				• Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_C3	Fleet Management & clean fuels	Information provision	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_C4	Fleet Management & clean fuels	Focus on car maintenance	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_A1	Freight Measures	Freight quality partnership	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_A2	Low Emission Zones	LEZ for HGV on the motorway	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_A3	Physical Traffic Management	Various methods to optimise traffic flows	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No

				• Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_A4	Public Transport Initiatives - Bus	Seek Quality Bus Partnerships	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_A5	Public Transport Initiatives - Bus	Faciliator role for national programmes	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
EREWASH	Local_Erewash_A6	Re-Routing and Road hierachy	Move the M1 away from residential area	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting Consultation feedback • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Erewash_AQActionplan_1
Leicester	Local_Leicester_G1	Pedestrian and cycle priority	During the LTP period we plan to extend the cycle network to reach all areas of Loughborough. Loughborough is the principal focus of our funding for cycling infrastructure outside Central Leicestershire. In 2006/07 nine schemes to encourage walking or cycling were completed in Leicestershire.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Leicester_AQActionplan_1
Leicester	Local_Leicester_A1	Minimum emission standards for buses (Bus Quality Partnership)	The two largest bus operators in the county either have or are developing strategies that include initiatives to reduce the time engines are left idling.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_1

Leicester	Local_Leicester_A2	Fleet Purchase favouring low emissions vehicles for City Council Fleet	The feasibility is being investigated of incorporating the requirement of low emission vehicles as part of the new District Council contract fleet.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_1
Leicester	Local_Leicester_H1	Partnerships with (and advice for) other fleet operators	Leicester City Council is in a position to facilitate and provide advice and support for other local fleet operators through printed material and seminars to encourage 'greener' fleets to operate in the city. Existing partnerships such as Leicester Environment Partnership will be used and new links developed where necessary, with large fleet operators to promote reduced emissions. Small to medium sized businesses will also be targeted.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_2
Leicester	Local_Leicester_C1	Promotion of alternative fuels	A feasibility study and report is to be undertaken into the use of renewable energy in the Council's transport fleet. Encouragement of licensed taxis / PHVs to use less environmentally damaging fuels through provision of advice, grants and other incentives.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_3
Leicester	Local_Leicester_E1	Input into strategic/ area planning guidance (SPGs)	Land use planning to reduce impact of new development on AQMAs and eliminate unnecessary additional traffic through town centres.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_3
Leicester	Local_Leicester_H2	Development Control procedures: Protocol for AQ assessment where development	This action is already underway in that environmental health maintain a good working relationship with planners and have pre-planning application involvement in significant major developments, and it is these that are most likely to have an air quality impact. It is therefore extremely important that air quality professionals are involved in such discussions.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No

		adversely affects air quality or development is sensitive to air quality		• Reference (d): Local_zone32_Leicester_AQActionplan_2
Leicester	Local_Leicester_D1	Increase parking restrictions / costs	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	• Type: Economic/fiscal; Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_3
Leicester	Local_Leicester_H3	VMS parking guidance	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.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_3
Leicester	Local_Leicester_G2	Green travel plans	A district 'green travel plan' is being developed, exploring the options for alternative modes of transport, with tasks and milestones to be developed in future years.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Leicester_AQActionplan_3
Leicester	Local_Leicester_H4	Enforcement of speed limits and access restrictions	Fast driving and hard acceleration greatly increases vehicle emissions. Enforcement of speed limits would encourage more moderate driving, which would reduce NO_X emissions as well as improve safety on the roads for drivers, cyclists and pedestrians and therefore potentially making alternative modes of transport more appealing.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_4
Leicester	Local_Leicester_F1	Various	Real time air quality and transport information	• Type: Education/information

		education campaigns for public	provided via the web. Information campaigns targeted at general groups · Promote and reward car free days· Target short journeys· Health and air quality· Driving style	• Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Leicester_AQActionplan_4
Leicester	Local_Leicester_F2	Education campaigns for schools	Environmental education is already covered in the school curriculum, and by addressing local issues and problems, the subject becomes more relevant for children. Information as part of the school curriculum can therefore be made relevant to the location of the school.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Leicester_AQActionplan_4
Leicester	Local_Leicester_G3	Improved buses	Newer buses, level access and improved bus stops and with traffic signal priority.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_4
Leicester	Local_Leicester_G4	Public transport information (real time)	The system has been introduced as part of a package of measures including newer buses, level access and improved bus stops and with traffic signal priority. Passenger numbers on these improved routes have increased in the range of 8-26%.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Leicester_AQActionplan_4
Leicester	Local_Leicester_A3	Roadside emissions testing	In 2003, Leicester became the first local authority to use statutory powers to enforce vehicle emission standards within the AQMA, with other local authorities nationally later adopting the same powers. Emission Testing is an important element in the package of measures contained in the AQAP.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2003 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

				Local_zone32_Leicester_AQActionplan_4
Nottingham	Local_Nottingham_B1	Reduce emissions to air from Council activities and in particular energy generation.	Reduce emissions to air from Council activities and in particular energy generation.	• Type: Technical; Education/information • Sources affected: Transport; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_F1	Contribute to the establishment of a web based information system providing up to date real time air quality information.	Contribute to the establishment of a web based information system providing up to date real time air quality information.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_B2	Work with the Local Authorities, businesses, partners and all stakeholders to reduce emissions of air pollutants from processes in Nottinghamshire.	Work with the Local Authorities, businesses, partners and all stakeholders to reduce emissions of air pollutants from processes in Nottinghamshire.	• Type: Technical; Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_H1	Big Wheel campaign	Underpinning all Nottingham's transport developments and achievements, the Big Wheel campaign provides an over-arching marketing campaign to explain the aims of the Local Transport Plan in simple, engaging and accessible terms. The Greater Nottingham Transport Partnership, representing councils and companies across the city and its surroundings and backs the Big Wheel campaign. Distinctive branding and high profile campaigns have helped to raise public awareness	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Nottingham_AQActionplan_1

			about local transport issues, how they are being tackled and promoted to encourage public transport use.	
Nottingham	Local_Nottingham_A 1	The reporting of smoky diesels (heavy goods vehicles) to the Vehicle Inspectorate.	The reporting of smoky diesels (heavy goods vehicles) to the Vehicle Inspectorate.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_E 1	Planning considerations	Ensure air quality is a material consideration when assessing planning applications and, where a significant deterioration in air quality is predicted, put in place conditions to mitigate the effects.	• Type: Technical; Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_E 2	Development control	Ensure that wherever possible all new developments are accessible by alternative means of transport, minimising the need to travel by supporting mixed development schemes.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_G 1	School Travel Plans	A council team work with schools to implement School Travel Plans which aim to reduce traffic and related problems around schools by reducing car use and making it easier for children to find alternative ways of getting to school e.g. ‘walking buses’, promoting cycling.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_H 2	Eco-Schools	Eco Schools, an environmental management system for schools covering a range of areas including	• Type: Technical; Education/information • Sources affected: Transport; Commercial and residential

			transport, energy and water management and healthy living. These areas are reinforced through activities; classroom work; and linked to the National Curriculum.	sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_B3	Energy Certification for Schools programme	Energy Certification for Schools programme: The Council works across Nottinghamshire with the Newark and Sherwood Energy Agency supporting schools working on energy monitoring/reduction.	• Type: Technical • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_B4	Council Energy usage	Review their energy usage and put in place initiatives to improve energy efficiency where appropriate.	• Type: Technical; Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_F2	Provision of advice regarding energy efficiency	Provide advice to the public and businesses about energy efficiency and building design, maintenance and insulation etc. Make energy efficiency an integral part of housing and building maintenance.	• Type: Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_B5	Energy Efficiency	Play an active role in the Local Authorities Energy Partnership, • Promote home energy efficiency schemes.	• Type: Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

				Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_H3	Air Quality Enforcement	Rigorously enforce legislation to control emissions of air pollutants.	• Type: Technical; Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_F3	Awareness raising in business sector	Encourage businesses to be more environmentally aware by adopting a risk based enforcement and charging regime. Assist and advise business in complying with relevant legislation.	• Type: Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Nottingham	Local_Nottingham_F4	Provision of air quality information	Provide information for the public and other organisations on air quality monitoring results	• Type: Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources; Other • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Nottingham_AQActionplan_1
Rushcliffe	Local_Rushcliffe_B1	RBC energy efficiency	An energy strategy is in place for the period 2000-2010 with the aim or reducing energy usage in general. However progress on this measure is linked to the EMAS action which is currently under review.	• Type: Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1

Rushcliffe	Local_Rushcliffe_H1	encourage composting and enforce bonfire controls	Encourage composting recycling and enforce bonfire controls on demolition sites	• Type: Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_H2	Enforce SCAs	Enforce SCAs	• Type: Economic/fiscal; Technical; Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_B2	Control of industrial emissions	Liaise with Environment Agency to ensure that air quality is considered as part of the IPPC regime	• Type: Economic/fiscal; Technical; Education/information • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G1	Walking/cycling strategy	Promotion. Develop walking map for West Bridgford employees. A walking map was developed and distributed to employees in West Bridgford. The map was launched to coincide with 2007 Walk Week. 8,500 maps have been distributed in the West Bridgford area (2,500 to employees at the three largest employers; 2,500 to libraries; and 3,500 to households in the area	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_A1	RBC car leasing scheme	The Council has approved a car lease scheme as an alternative to essential/casual user allowances and car loan facilities under which the Council will provide cars to employees to be used for business and private travel. In line with the Council's Travel Plan, cars with a CO_2 emission of more than 185g/km are not be	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: No

			permitted under the scheme.	• Smarter Choices (c) : Yes • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_C1	RBC fleet and fuel policy	Fleet operated on bio diesel. Currently have 1 Euro V vehicle with 2 more to be delivered in June 08. Older vehicles on 8 year rolling programme of change. Has 1 electric all terrain vehicle for country park. To review fuel policy again in 2009. Driver awareness training in place.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_A2	Car club	nottinghamshare.com was launched in April 2006. 1,000 users are now registered on the website, of which 100 live within the West Bridgford area. A total of 331 NCC staff and 1 RBC staff are registered on the website. Matching of users shows that 34% of registered users are currently able to car share.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G2	Coordinated land use and travel plans	Reducing the need to travel through coordinated land use and transport planning.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_E1	Section 106 agreements	Rushcliffe Borough Councils Air Quality Strategy was last published in July 2002, and updated in July 2003, the Strategy can be viewed or downloaded from The Councils website: www.rushcliffe.gov.uk. A key action of the Strategy is to: Use Section 106 agreements to: i) require developers to carry out an air quality impact assessment where appropriate, and ii) secure funding by developers to contribute towards air quality monitoring and initiatives, to redress the impact on air quality	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1

			from proposed developments.	
Rushcliffe	Local_Rushcliffe_D1	Parking standards	Rushcliffe Air Quality Strategy - Consider the adoption of maximum parking standards for new developments and actively seek contributions from developers for sustainable transport measures. Local Transport Plan - Parking controls/ Enforcement of parking	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2003 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G3	Remote/home working	Environmental Health staff currently undertake a significant proportion of work from home negating the need to travel through the aqma areas. Expand to other Service areas as appropriate. Expand to other Service areas as appropriate	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G4	Smarter travel choices	The County Council travel plan has been in operation for the past 10 years and has been incorporated into the climate change action plan for the County Council. Various measures are underway to help deliver the reductions in business mileage including new terms and conditions which affect business mileage rates and driver training to help motorists drive more sustainably.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 1996 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G5	Workplace travel plans.	Workplace travel plans. 24 workplace travel plans have been developed in Rushcliffe Borough. Two further sites have been identified in the vicinity of the AQMA for prioritisation and will be contacted concerning the development of a plan: • Environment Agency • Nottingham Forest Football Club	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 1996 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_F1	Traffic control and information	The County and City Councils jointly fund the traffic control centre that monitors traffic movement and provides real time traffic control over many traffic signal installations.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No

				• Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_H3	RBC procurement	The Council are in the process of implementing a supplier and contractor accreditation system managed on our behalf by an external organisation. The accreditation system will check that suppliers and contractors are not only financially acceptable but also meet environmental, equality, health and safety requirements etc The Council published 'Green purchasing guidelines' in Jan 2004. The Council requires pre-qualification of suppliers to ensure that they practice equal opportunities and environmental policies. A procurement strategy is in place covering 2006-2009.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_H4	Nottinghamshire AQS	Partnership working with the Nottinghamshire Pollution Working Group and Air Quality Steering Group - Nottinghamshire Air Quality Strategy.	• Type: Technical; Education/information; Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_D2	Park and Ride	The Network Rail (Infrastructure) Ltd proposal to build a new railway station with park and ride facilities for 1000 cars, adjacent to the Ratcliffe on Soar power station was granted in 2007. Construction at EMP began in 2008 and due for completion in December 2008.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G6	Improved bus services	Introduction of SkyLink direct 24 hour bus service to the airport. Now operating every 30 minutes. Re-routed via Trent bridge. In 2007 over 350,000 people used this service.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_A3	Bus emissions	Operators are encouraged to take-up cleaner vehicles	• Type: Technical; Education/information

		standards	through partnership working. Due to the sustained high level of investment by the two main operators the average age of the bus fleet operating in the AQMA is already less than six years old and by the end of 2007 all of the two main operators fleet were low-emission. Euro2, 3 or 4 standards.	• Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_D3	Nottingham Express Transit extension	The promoters of the NET system, Nottingham City Council and Nottinghamshire County Council, recently submitted an application for a Transport & Works Act Order (TWAO), which will give the Councils the powers to acquire land, build and run the two new tram extensions. The application was submitted on 26 April 2007.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_H5	Road User Charge study	Road User Charging feasibility study.	• Type: Economic/fiscal; Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_A4	Vehicle emissions testing	Discussions have taken place in the Nott's Pollution Working Group to undertake monitoring within each LA area on a joint procurement basis.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_H6	AQ monitoring/ information	Air quality monitoring information is updated onto RBC website regularly and the recent development of the Notts pollution working group joint venture on real time analyser information handling has lead to NO_2 information being posted in real time. web.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2000 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

				Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_D4	Civil parking enforcement	Implementation took place in May 2008. No outcome from the scheme will be measurable until at least one year after scheme implementation.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G7	Personalised travel planning	A pilot 'travel smart' scheme was undertaken in the Meadows and Lady Bay areas adjoining the AQMA Undertake further travel smart scheme within the Rushcliffe area a further travel smart scheme is due to be undertaken - 2008/09.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_G8	Promotion of public transport	Nottinghamshire is now part of the national, multi-modal Traveline journey planner. Web links to the Traveline site are publicised and available from the County Council's website. In addition to this, links to all of the area's public transport operators' journey planner information are also available from NCC's website.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2003/4 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Rushcliffe	Local_Rushcliffe_D5	Subsidised travel	A free countywide off-peak concessionary fare scheme for the over 60s and disabled was introduced on 1 April 2006.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Rushcliffe_AQActionplan_1
Boston	Local_Boston_E2	The Borough Council supports the longer-term vision for the provision of the	The Borough Council supports the longer-term vision for the provision of the Outer Distributor Road for Boston.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No

		Outer Distributor Road for Boston.		• Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_E3	The Council supports the development of a Transport Strategy for Boston.	The Council supports the development of a Transport Strategy for Boston.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_G1	The Council supports the expansion of the CTZ within Boston in order to contain traffic growth and promote sustainable forms of transport.	The Council supports the expansion of the CTZ within Boston in order to contain traffic growth and promote sustainable forms of transport.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_C1	The Borough Council will seek the provision of Liquid Petroleum Gas (LPG) pumps at new filling stations through the planning process and encourage the provision of fuel alternatives at existing filling stations through partnership working with suppliers.	The Borough Council will seek the provision of Liquid Petroleum Gas (LPG) pumps at new filling stations through the planning process and encourage the provision of fuel alternatives at existing filling stations through partnership working with suppliers.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_H1	The Borough Council aims,	The Borough Council aims, through the Local Plan, to explore the development	• Type: Technical • Sources affected: Transport

		through the Local Plan, to explore the development of a rail-freight interchange.	of a rail-freight interchange.	• Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_H2	The Borough Council will designate a senior officer within the Borough Council to take an over-arching responsibility for transport-related issues within the Borough Council and for those between the Borough Council and the County Council.	The Borough Council will designate a senior officer within the Borough Council to take an over-arching responsibility for transport-related issues within the Borough Council and for those between the Borough Council and the County Council.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_D1	The Borough Council will develop a framework detailing considerations to CPZs within the Borough as part of the Boston Transport Study	The Borough Council will develop a framework detailing considerations to CPZs within the Borough as part of the Boston Transport Study	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_G2	The Borough Council will require the provision of new pedestrian and cycle links	The Borough Council will require the provision of new pedestrian and cycle links through development sites and encourage these links to integrate into existing routes.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No

		through development sites and encourage these links to integrate into existing routes.		• Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_E4	The Borough Council will work to discourage development within the towncentre that places an emphasis on private vehicle use over public transport.	The Borough Council will work to discourage development within the towncentre that places an emphasis on private vehicle use over public transport.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_E5	The Borough Council will require detailed air quality assessments of proposed developments where a proposed development is likely to have a significant impact on local air quality.	The Borough Council will require detailed air quality assessments of proposed developments where a proposed development is likely to have a significant impact on local air quality.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_E6	The Borough Council will (where necessary) use Planning Conditions or Section 106 Agreements to	The Borough Council will (where necessary) use Planning Conditions or Section 106 Agreements to ensure that impacts of development on air quality are determined. Such agreements are likely to include consideration of monitoring requirements and on the methodologies employed to determine impact.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1

		ensure that impacts of development on air quality are determined. Such agreements are likely to include consideration of monitoring requirements and on the methodologies employed to determine impact.		
Boston	Local_Boston_G3	The Borough Council aims to implement a staff travel plan. A reduction target in private vehicle use of 20% has been set in order to assess the success of the travel plan.	The Borough Council aims to implement a staff travel plan. A reduction target in private vehicle use of 20% has been set in order to assess the success of the travel plan.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_G4	The County Council is committed to establishing travel plans with large new employers within the Borough on a case-by-case basis.	The County Council is committed to establishing travel plans with large new employers within the Borough on a case-by-case basis.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_G5	The Borough Council will seek to promote	The Borough Council will seek to promote walking as a healthy alternative to private vehicle use for short journeys within the town-	• Type: Technical • Sources affected: Transport • Spatial scale: local

		walking as a healthy alternative to private vehicle use for short journeys within the town-centre.	centre.	• Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_A1	The Council will seek to have included in the new Local Transport Plan the potential of the local inland waterway network for supplementing existing road distribution of freight.	The Council will seek to have included in the new Local Transport Plan the potential of the local inland waterway network for supplementing existing road distribution of freight.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Boston	Local_Boston_B2	The Borough Council will discourage the use of bonfires for waste disposal and distribute information on the effects of bonfires on air quality through leaflets and through the Council's web-site. The Council will consider the introduction of green waste kerbside collection scheme.	The Borough Council will discourage the use of bonfires for waste disposal and distribute information on the effects of bonfires on air quality through leaflets and through the Council's web-site. The Council will consider the introduction of green waste kerbside collection scheme.	• Type: Technical • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1

Boston	Local_Boston_H3	The Borough Council is committed to maintaining its existing level of monitoring and, where necessary, expand the diffusion tube network to take into consideration changes at the local level that may impact on air quality.	The Borough Council is committed to maintaining its existing level of monitoring and, where necessary, expand the diffusion tube network to take into consideration changes at the local level that may impact on air quality.	• Type: Technical • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Boston_AQActionplan_1
Charnwood	Local_Charnwood_D 1	Parking Control Policies	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, although no detailed analysis of the data has been completed to date. Initial observations have however identified that for the first 18 months of the CPE operation, there has been a steady decline in the number of Penalty Charge Notices issued on street, indicating a higher level of compliance with parking restrictions.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_G 1	Improved access for cyclists and pedestrians	Improvements have been made to cycleways across Loughborough both on and off the highway to help reduce congestion within the town. This has delivered an increase in cycle usage, most notably on	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007

			the A512 which saw a 14% increase in 2007 Members of the Charnwood Cycle User Group (CCUG) have assisted in the work providing input to route audits that have helped inform the programme of works, most notably on the A6, A512 and the A6004. A sub-group of the CCUG has provided positive feedback on the work undertaken to date. Existing tracks have been upgraded to current standards, cycle links have been provided to new housing developments in the town and new toucan crossings and improved signing have been provided across Loughborough to encourage people to cycle safely. The improvements have been funded by the County Council, Charnwood Borough Council, SUSTRANS and Cycling England.	• Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_G 2	Improved bus services and facilities	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. A number of bus operators in the County either have or are developing strategies that include initiatives to improve fuel efficiency. Both First Bus and Arriva are introducing driving training to reduce fuel consumption. One of the schemes involves the fitting of economy driving style LED indicators which will rate driving style as green, amber and red in relation to hard acceleration and harsh braking. This will have a positive benefit of also increasing customer comfort. Another example is the provision of information on timetables for drivers to turn off engines if they will be at bus stops for longer than 2 minutes. 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. Meynells Gorse Park and Ride vehicles were upgraded to EEV emission standards in mid 2008. In	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006/07 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1

			addition to this, the new Enderby Park and Ride service, introduced in November 2009 makes use of EEV vehicles. Outcome to date: ON TRACK. Bus patronage has increased in Loughborough from 2.86m in 2006/07 to 3.06m in 2007/08, and 3.69m in 2008/9.	
Charnwood	Local_Charnwood_E 1	Bus/rail interchange at Loughborough Station	Planning Permission has been granted to build 122 dwellings and a new link road from Nottingham Road to Meadow Lane on derelict land around Loughborough Rail Station. This will enable a much improved access to the station, reducing delay and congestion in the area. Charnwood Borough Council are continuing to work with Network Rail to bring forward improvements to the station forecourt area, which combined with the new link road will enable greatly improved public transport interchange facilities at the station. Leicestershire County Council are facilitating construction of the link road and are also progressing traffic management improvements to surrounding narrow residential streets, including removing lorries from unsuitable routes and introducing a residents parking scheme. An Action Plan has been developed and the following initiatives have already been implemented: 1. Introduction of Plus Bus scheme for Loughborough (May 09). 2. Production of sustainable travel information map for Loughborough Station (August 09). 3. Customer service staff trained to provide onward sustainable travel information to passengers (June 09). 4. Additional 20 secure cycle storage facilities installed. (March 09). 5. Interim improvements for bus access to station (March 09). Monitoring surveys on mode of travel to the station	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Charnwood_AQActionplan_1

			will be carried out in autumn 2010 and again in autumn 2011 to assess the impact of the initiatives.	
Charnwood	Local_Charnwood_G 3	Development of travel plans for new sites	The LCC 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. Currrently CBC are consulting LSPs with a Travel Plan Survey	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_F1	Fines for stationary idling vehicles	Following a public consultation excercise held during 2006 Charnwood residents expressed concerns over such punitive measures. Although no futher consideration has been given to this action, it should be noted that following the withdrawal of support from Nottingham and Derby City Councils the 6Cs study into the feasibility of other "economic charges" in respect to a congestion management package (to deal with the economic consequences of congestion in the 6Cs area) this has also been discontinued.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_B 1	Improve fuel quality	Improve fuel quality	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term

				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_F2	CBC will promote the local use of VOSAs 'dirty diesel hotline' to enable public intervention to address poorly maintained HGV fleet operators.	Contact information for the 'hotline' is included within the Environmental Protection pages of the Council's website.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_E 2	Development control	CBC works closely with all partners to ensure air quality is taken into account in respect of air quality issues during the planning process	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_E 3	Development of supplementary planning guidance.	Whilst no formal supplementary planning guidance has been introduced, core policy links are being achieved within the Local Development Framework in repsect of matters in relation to air quality assessments and development proposals.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_H 1	LAQM	Charnwood fulfil their duties under the Environment Act 1995 in repsect of monitoring and reviewing current air quality within the Borough. Our air quality monitoring network is freqently reviewed and tailored towards areas of air quality concern. All data is regularly published on the Council website for public consumption	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_F3	Provision of	All LAQM documents that have been accepted by	• Type: Education/information

		information	CBC Cabinet/Regulatory Committee/Councillors (where applicable) are made available on the Council's webpages	• Sources affected: Transport • Spatial scale: local • Implementation date: 2001 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_F4	Awareness Raising	Promotional activites have included; vehicle emission testing days held at local supermarkets within the Borough in conjunction with VoSA Officers, and regular articles for inclusion in the Borough's periodical "Charnwood News"	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
Charnwood	Local_Charnwood_F5	Energy Awareness	Charnwood Borough Council has introduced an Environmental Management System (EMS) for its own activites as well as promoting energy awareness throughout the Borough. The EMS hs been introduced across the Council's sites and services with a mumber of Council's sites acheiving certification under ISO14001. As part of this EMS the Council has adopted an Environmental Policy which sets out the council's overall direction in terms of environmental performance. A copy of the policy can be downloaded from http://www.charnwood.gov.uk/files/documents/environmental_policy/charnwoodboroughcouncilenvironme.pdf	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006/7 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Charnwood_AQActionplan_1
DERBY	Local_Derby_A1	Public Transport Initiatives - Rail	Lobby industry for improvements in rail emissions	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G1	Development of Cycling and Walking	New pedestrian and cycle facilities	• Type: Other • Sources affected: Transport; Industry including heating and power production

				• Spatial scale: local • Implementation date: Completed 2010/ 2011. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G2	Development of Cycling and Walking	Increase secure cycle places	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G3	Development of Cycling and Walking	Increase length of cycle network	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G4	Development of Cycling and Walking	Maintain & improve footways	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G5	Development of Cycling and Walking	Increase footpath signage	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G6	Development of Cycling and Walking	New and improved street lighting	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - Ongoing. • Reduction timescale: Long term

				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G7	Development of Cycling and Walking	Develop citywide cycle and pedestrian training	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_C1	Fleet Management & clean fuels	Increase percentage of Council low emission vehicles to 25%.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Completed. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_C2	Fleet Management & clean fuels	Trial electric vehicles.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_C3	Fleet Management & clean fuels	Ensure diesel-powered vehicles use low sulphur fuel.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Completed. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_C4	Fleet Management & clean fuels	Trial fuel additives.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - Ongoing, • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1

DERBY	Local_Derby_C5	Fleet Management & clean fuels	Develop policy for replacing non-green Council vehicles.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_C6	Fleet Management & clean fuels	Investigate establishing electric vehicle recharging points	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A2	Freight Measures	Investigate alternative freight delivery strategy	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A3	Freight Measures	Work closely with QFP	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A4	Low Emission Zones	Option for investigating possibility of LEZs within Action Plan	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_D1	Parking Management & Charging	On street parking charges introduced through LTP.	• Type: Technical • Sources affected: Transport • Spatial scale: local

				• Implementation date: Achieved - ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_D2	Parking Management & Charging	New access arrangements to car parks out for discussion within Action Plan	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: all • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_D3	Partnership & Travel Plans	Safer routes to school	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F1	Partnership & Travel Plans	Business travel plans	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F2	Partnership & Travel Plans	School travel plans	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F3	Partnership & Travel Plans	Investigate developing pool car schemes, city car clubs, ride sharing schemes (AP)	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing.

				• Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F4	Partnership & Travel Plans	Travel plan developments: network for businesses, co-funding system, personalised travel planning services	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A5	Physical Traffic Management	Restricting through / unnecessary traffic	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A6	Physical Traffic Management	Junction Improvements	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Connection Derby - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A7	Physical Traffic Management	Consider adoption of Multi Occupancy Lanes (MOV) (AP)	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F5	Promotion, Education & Awareness Raising	Training for Council fleet drivers	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No

				• Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F6	Promotion, Education & Awareness Raising	TravelWise travel awareness activities	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Achieved and ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F7	Promotion, Education & Awareness Raising	Investigate possibility of TravelWise/travel awareness/mobility shop	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F8	Promotion, Education & Awareness Raising	Publicise availability of Energy Savings Trust Clean Up Grants	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F9	Promotion, Education & Awareness Raising	Lobby Government to Review Legislation available to local authorities to regulate emissions (AP)	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: No implemented at this time. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F10	Promotion, Education & Awareness Raising	Lobby fuel supplies to provide more alternative fuel sites	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F11	Promotion, Education &	Raise profile of Declaration of Florence	• Type: Technical • Sources affected: Transport

		Awareness Raising		• Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F12	Promotion, Education & Awareness Raising	Encourage car dealers to promote take-up of cleaner vehicles	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F13	Promotion, Education & Awareness Raising	Investigate making Council LPG site more widely available	• Type: Other • Sources affected: Transport • Spatial scale: national • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F14	Promotion, Education & Awareness Raising	Develop information & awareness campaigns	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F15	Promotion, Education & Awareness Raising	Investigate health promotion initiatives	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_F16	Promotion, Education & Awareness Raising	Encourage reduction in taxi emissions	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term

				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A8	Public Transport Initiatives - Bus	Bus priority measures	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A9	Public Transport Initiatives - Bus	Increase percentage low floor buses	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A10	Public Transport Initiatives - Bus	Development of QBPs	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A11	Public Transport Initiatives - Bus	Increase park and ride usage.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A12	Public Transport Initiatives - Bus	Secure bus station redevelopment	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1

DERBY	Local_Derby_A13	Public Transport Initiatives - Bus	Provide stop specific information at bus stops	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A14	Public Transport Initiatives - Bus	Upgrade bus shelters	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A15	Public Transport Initiatives - Bus	Encourage bus operators to purchase low emission vehicles	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A16	Public Transport Initiatives - Rail	Consider reopening disused rail lines	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A17	Public Transport Initiatives - Rail	Evaluate safer rail station programme	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_G8	Reallocated Roadspace	Specific schemes fall into other categories, e.g. cycle and pedestrian measures.	• Type: Technical • Sources affected: Transport • Spatial scale: local

				• Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A18	Re-Routing and Road hierachy	Minimise road closure / temporary traffic controls (LTP)	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Achieved and ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A19	Re-Routing and Road hierachy	Removal of traffic	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A20	Re-Routing and Road hierachy	Making certain streets 2-way.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1
DERBY	Local_Derby_A21	Roadside Emissions Testing	Training staff to have engine "switch off" powers	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: lcoal • Implementation date: Achieved and ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone32_Derby_AQActionplan_1

(a) Name of responsible Local Authority.
(b) The Letter in the measure code indicates the main source sector that will be affected by the measure. Letters are assigned as follows: A - measures to reduce emissions from mobile sources, B - measures to reduce emissions from stationary sources, C - fuels and petrol stations, D - Economic incentives to reduce emissions (e.g. congestion charging, controlled parking zones), E - measures related to traffic planning/redesigning infrastructure, F - information/educational measures, G - change of transport mode (e.g. scheme to encourage people out of cars and onto bikes), H - Other.
(c) Measures have been classified as 'smarter choices' or not based on expert judgement

(d) References available for download from: http://uk-air.defra.gov.uk/library/NO_2ten/