

## **APPENDIX 6**

### **AIR QUALITY ACTION PLAN FOR NITROGEN DIOXIDE – UPDATE**

#### **Background to the Air Quality Action Plan**

The Environment Act 1995, Part IV, requires local authorities to review and assess current and future air quality in their areas against a number of air quality objectives. If it is unlikely that an air quality objective will be met in an area, a local authority must declare an 'Air Quality Management Area' (AQMA) and put in place an action plan setting out measures it intends to take in pursuit of the air quality objective. One of the air quality objectives for nitrogen dioxide is an annual mean concentration of  $40\mu\text{g}/\text{m}^3$  to be met by the 31<sup>st</sup> December 2005.

An AQMA was declared for nitrogen dioxide in the vicinity of the inner and outer ring roads in August 2001, as the annual objective concentration for nitrogen dioxide was unlikely to be met in these locations (*Reference 3*). Since then monitoring has continued to show exceedences of this objective in some locations in Derby. The boundaries of the original AQMA were also reviewed in January 2003, based on updated modelling and monitoring results, to ensure that the AQMA covered only those locations where the annual air quality objective for nitrogen dioxide was unlikely to be met (*Reference 5*). This resulted in the designation of 2 separate AQMAs for nitrogen dioxide based on the inner and outer ring roads.

A further change in the AQMA boundaries is now proposed for consultation, based on updated monitoring results, to continue to ensure the AQMAs cover all locations where the annual air quality objective for nitrogen dioxide is unlikely to be met (*Reference 11*). Proposals involve creating a new AQMA in Spondon and merging the current separate Inner and Outer Ring Road AQMAs along Osmaston Road, as well as extending and reducing this AQMA in other locations. The need to increase the overall geographical area of the AQMAs has resulted from a greater understanding of nitrogen dioxide pollution concentrations in Derby, in the context of local monitoring data

showing a year-on-year downward trend in annual average nitrogen dioxide concentrations between 2001 and 2005.

### **The Original Air Quality Action Plan**

The original Air Quality Action Plan (AQAP) was adopted in December 2003 and set out the Council's proposals for reducing nitrogen dioxide concentrations within the NO<sub>2</sub> AQMAs (*Reference 6*). It aimed to find ways of reducing nitrogen dioxide concentrations inside the AQMAs by up to 7µg/m<sup>3</sup>, so that the annual average nitrogen dioxide objective concentration of 40µg/m<sup>3</sup> was met in all locations across the city. Notably the AQAP:

- Contained a series of proposed actions that, together, would benefit the air quality of the whole city as well as targeting air quality problems in the AQMAs.
- Acknowledged that there were few locations inside the AQMAs which would require a full 7µg/m<sup>3</sup> reduction in annual average nitrogen dioxide concentrations to meet the annual air quality objective. It was noted that even a small reduction in nitrogen dioxide concentrations would be enough to remove a large number of locations from the AQMAs.
- Aimed to reduce the number of properties inside the AQMAs, as the Action Plan proposals took effect.
- Set improving air quality as a long term objective. There were short, medium and long term proposals for improving air quality within 4 years, 5 to 10 years and longer than 10 years respectively.
- Ensured that the proposals reflected the needs of the wider community and did not conflict with other Council policies, such as those relating to social inclusion and economic development.
- Identified traffic as the major source of nitrogen dioxide, so the majority of proposals therefore related to the impact of road traffic emissions.

Derby City Council developed the original AQAP in consultation with a steering group of stakeholders from Derby's industrial, commercial, public and private sectors. Many of the proposals identified were already in hand and had been approved following public consultation as part of the Local Transport Plan (LTP), the Local Plan and other Council policies.

The plan was split into 2 sections: a set of existing policies and a set of additional proposals. The existing policies were expected to reduce nitrogen dioxide concentrations by between  $1.6\mu\text{g}/\text{m}^3$  and  $5\mu\text{g}/\text{m}^3$  by 2010, and therefore not enough to remove the AQMAs. The additional proposals were expected to reduce nitrogen dioxide concentrations by an additional  $5.5\mu\text{g}/\text{m}^3$  to  $8\mu\text{g}/\text{m}^3$  by 2010, which is sufficient to remove the AQMAs. However, whilst many of the additional proposals were an extension of existing Council Policy, they required investigation, public support and funding to make their implementation viable. It was estimated that the existing policies and additional proposals would together reduce nitrogen dioxide concentrations by between  $7.1\mu\text{g}/\text{m}^3$  and  $13\mu\text{g}/\text{m}^3$  by 2010.

The following six categories of proposals were supported and formed the main themes in the AQAP for the existing policies and additional proposals:

- reduce vehicle emissions
- reduce traffic impact of new development
- reduce traffic congestion
- encourage modal shift away from the car
- promote cleaner vehicle technologies
- reduce nitrogen dioxide emissions from non-traffic related sources such as domestic, industrial or commercial building.

Progress on implementing the original AQAP has been periodically reviewed as part of the local air quality management process.

### **Air Quality and the Local Transport Plan**

The LTP for Derby covers the City and surrounding rural area of Derbyshire, and is produced as a joint document by Derby City Council and Derbyshire

County Council. When the original AQAP was adopted the LTP was already in place. It had been produced in July 2000 and covered the 5 year period from April 2001 to March 2006 (*Reference 18*). Whilst the LTP was not produced specifically to improve air quality, there were schemes implemented through it that had a positive impact on air quality. Examples included improvements to public transport and facilities for cycling and walking.

The current LTP (LTP2) was produced in July 2005 and covers the 5 year period from April 2006 to March 2011 (*Reference 19*). It was adopted by the City Council in March 2006. In line with guidance from Defra and DfT, the AQAP for the road traffic related nitrogen dioxide was integrated into the LTP2. One of the overarching objectives of the LTP2 is therefore to enhance air quality in the LTP area, particularly within the AQMAs. The LTP2 includes a strategy for better air quality and a revised AQAP. Many of the proposals in the revised AQAP build on those given in the original AQAP. Whilst progress on the implementation of the original AQAP is being reported here as part of the local air quality management process, future progress on the implementation of the revised AQAP will be reported in the LTP annual progress reports.

### **Revised Air Quality Action Plan in LTP2**

The revised AQAP forms the basis of the detailed strategy for better air quality in the LTP2 and builds on the original AQAP. The main themes of the revised AQAP are the same as those detailed in the original AQAP as detailed above. However, the original AQAP has been updated and the 6 themes have been broken down into specific measures, which have then been screened to review and rank all potential proposals. The revised AQAP also includes where possible, quantifiable measures to assess the Council's progress on the implementation of proposals. Colour coding of proposals also indicates which measures will be delivered mainly through the air quality strategy or the other LTP2 strategies. It is estimated that the effect of implementing the revised AQAP with other LTP2 measures, alongside technological advances in vehicles engine design and fuel efficiency, will reduce nitrogen dioxide concentrations, averaged across the current AQMAs, below the annual average objective of  $40\mu\text{g}/\text{m}^3$  by 2011.

The original AQAP was updated having regard to research and guidance from DfT and Defra, research and studies from other agencies, examples of best practice, the Council's own research and feedback from public and stakeholder consultation. Notably, widespread public consultation was carried out in 2004 to gather views about the shared priority for transport outcomes. All of the following options received support, with encouraging people to use public transport being the most popular:

- encourage people to make transport less polluting
- reduce the amount of car traffic
- encourage people to use public transport
- car sharing, business and school travel plans
- reduce visual and noise impacts of roads
- make it easier for people to walk and cycle.

The proposals in the original AQAP were reviewed to focus on these preferred options. Furthermore, in October 2005 the strategy for better air quality and revised AQAP were consulted on in compliance with Schedule 11 of the Environment Act 1995. Proposals in the revised AQAP were supported. Of the main themes in the revised AQAP the highest priorities of the respondents were:

- reduce vehicle emission
- tackle traffic congestion
- encourage people to use alternative modes of transport to the car.

All potential proposals in the revised AQAP have been screened to review and rank them in line with guidance from DfT and Defra. Each measure is ranked between 1 and 4, based on professional judgement of the potential impact, cost, cost benefit, timescale and feasibility of the measure. A score of 1 indicates that the measure has already been done or will definitely occur during the lifetime of LTP2. A score of 4 indicates that the measure is not feasible or desirable, for one or more reasons, and therefore will not be considered in the lifetime of LTP2. A summary of the screening process is given in the revised AQAP.

A copy of the revised AQAP from the LTP2 is given at the end of this Appendix (pages 119 to 129). Note that the revised AQAP forms Annex J of the LTP2.

### **Progress on the Implementation of the Measures in the Air Quality Action Plan**

The Council has put considerable resources, time and effort into the integration of the original AQAP into the LTP2 as described above. Progress has also continued on the implementation of measures given in the original AQAP since the last update in April 2005 (9).

Further updates on the implementation of the existing policies and additional proposals are summarised below. Note that details of other ongoing measures and additional actions are given in the newly adopted revised AQAP.

Air Quality Action Plan – Update on Existing Policies		
Existing Policy Number	Description of Action	Progress/Outcome
Actions to Reduce Vehicle Emissions		
1e	City Centre on street parking charges. Pay and display meters have been installed for all on street parking spaces in the City Centre.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ In 2001/02, we met the target of eliminating long-stay, on-street parking in the city centre. Continued enforcement of on-street parking charges has ensured that this success has been maintained.</li> <li>▪ The Council has applied to the Secretary of State for powers to enforce on street parking. It is hoped to introduce decriminalized parking enforcement in 2006 to help control parking on key transport corridors.</li> </ul>
2e	Increasing the number of low emission vehicles within the Council's own fleet from the existing 10% to 25% by the end of 2003.	<ul style="list-style-type: none"> <li>▪ The fleet currently includes 50 LPG/petrol dual fuel vehicles, one electric van and all 8 refuse vehicles have been retrofitted with particulate reducing Continuously Regenerating Traps (CRTs).</li> <li>▪ Eight new refuse vehicles are on order. They will replace the older refuse vehicles and comply with stringent Euro IV emission standards.</li> <li>▪ The Council is likely to introduce the use of biodiesel in its LDVs (approximately 100 vehicles) following an investigation of the feasibility of this initiative. This will include the replacement of the 50 LPG/petrol dual fuel vehicles.</li> </ul>
3e	Trialling the use of electric vehicles to assess, where low daily mileages are guaranteed, their suitability for use in the Council fleet. Pilot to be completed by December 2002.	<ul style="list-style-type: none"> <li>▪ The mileage per charge (35 to 38 miles) is too low for a standard fleet vehicle. The battery technology is still limited and there are disposal problems. The Council currently operates one electric Berlingo but its batteries will be outlawed by 2005/06.</li> <li>▪ The Council is looking at the feasibility of providing a number of electric/petrol hybrid pool cars.</li> </ul>

<b>Existing Policy Number</b>	<b>Description of Action</b>	<b>Progress/Outcome</b>
<b>4e</b>	Training programme for Council fleet drivers to promote more economical urban driving techniques.	The induction process for new drivers includes a driving course to assess driving technique, to ensure it is both safe and makes the efficient use of fuel through sympathetic driving and journey planning.
<b>5e</b>	Ensuring that all diesel powered vehicles in the Council fleet use only ultra low sulphur diesel.	Achieved. All DCC vehicles run on ultra low sulphur diesel
<b>Actions to Reduce Traffic Impact of New Developments</b>		
<b>6e</b>	Ensuring that air pollution is taken into consideration when assessing applications for planning permission. This should include measures encouraging travel by foot, bike or public transport.	Ongoing through planning process and consultation with Environmental Health.
<b>7e</b>	Considering air quality impact of proposals in the implementation of 'Derby Cityscape' the Urban Design and Development Strategy for Derby city centre, and in preparing the next stage of the study.	Ongoing through planning process and consultation with Environmental Health.



Existing Policy Number	Description of Action	Progress/Outcome
Actions to Reduce Traffic Congestion		
<b>8e</b>	Installation of an Urban Traffic Management and Control System. This enables traffic flows to be managed, by linking and co-ordinating traffic signals across the city.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ In April 2005 47% of the entire Council stock was monitored remotely allowing us to be more reactionary to variations in traffic flows. This figure had increased to approximately 70% in April 2006.</li> <li>▪ In 2004/05 a variable messaging sign (VMS) project commenced which links to the UTMC database. VMS equipment was purchased and most of it installed in 2005/06. Installation will finish in July 2006. VMS provides real time information on available car parking within the city, helping to minimise congestion by reducing the number of journeys made on the network, as drivers avoid making trips to car parks that are already full.</li> <li>▪ The Microprocessor Optimised Vehicle Actuation system, MOVA, has been implemented at one site in 2004/05 and at a further site in 2005/06. There are now 5 MOVA sites operating in Derby. MOVA signal timings vary in response to traffic conditions to reduce congestion. MOVA also provides information on traffic flows at junctions.</li> <li>▪ In 2006/07 CCTV will be installed linking information to the UTMC database.</li> <li>▪ The Council is currently investigating the potential use of real time indicative air pollution monitors to manage traffic in Derby during high pollution episodes.</li> </ul>
<b>9e</b>	Minimising road closures and temporary traffic controls by co-ordinating works, and charging utilities for spending longer than scheduled on completing works.	<p>See LTP1 Delivery Report and LTP2</p> <p>Continuing to achieve the stretched target of 3 days per km. There were 1.63 days and 0.19 days per km in 2004/05 and 2005/06 respectively.</p>

Existing Policy Number	Description of Action	Progress/Outcome
<b>Actions to Reduce Traffic Congestion: Connecting Derby – Phase 1</b>		
<b>10e</b>	Restricting through and unnecessary traffic in Victoria Street and Albert Street.	This part of Connecting Derby is complete.
	New access to car parking from traffic signals at St Alkmund's Way and Cathedral Road.	Programmed to happen as part of LTP 2
	Closure of Becket Street to through traffic, at the junction with the Wardwick.	Programmed to happen as part of LTP 2
	New 24-hour bus lane (taxis and cyclists) in Friar Gate from Bridge Street to Cheapside.	Programmed to happen as part of LTP 2
	Removing traffic from Friar Gate (city centre side).	Programmed to happen as part of LTP 2
<b>Actions to Reduce Traffic Congestion: Connecting Derby – Phase 2</b>		
<b>11e</b>	Improving Friar Gate and Ford Street area junctions.  Making Stafford Street and Ford Street two-way.	Programmed to happen as part of LTP 2

Existing Policy Number	Description of Action	Progress/Outcome
<b>Actions to Reduce Traffic Congestion: Connecting Derby – Phase 3</b>		
<b>12e</b>	New pedestrian and cycle facilities at key locations. All junctions with signal control will have red/green figure signals. Advance cycle stop lines and Toucan crossings on key walk/cycle routes	See LTP1 Delivery Report and LTP2 Five pedestrian crossings with associated safety features and footway improvements were completed in 2004/05. Six more were completed in 2005/06. One new signal control was also installed in 2005/06.
	Road safety programme with Becket Primary School, including 'Kerbcraft' child pedestrian training and development of a physical measures package around the school	Target to provide road safety training for 22,000 children each year with a stretched target of 25,000 by 2010. <ul style="list-style-type: none"> <li>▪ Road safety awareness activities include themed road safety plays, pedestrian skills and cycling proficiency.</li> <li>▪ In 2004/05 the Council piloted an interactive road safety quiz in ten schools with approximately 1,000 children taking part.</li> <li>▪ In 2005/06 24,125 children received travel awareness training.</li> <li>▪ Derby City has been chosen by Cycle England as a Demonstration City for the under 25s. As part of this initiative the Council will extend its cycle training in schools.</li> </ul>
	Construction of new road links with new traffic management arrangements in residential areas	From April 2003 to April 2006 73 traffic management and traffic calming schemes were completed in the LTP area.
<b>Actions to Encourage Modal Shift</b>		
<b>13e</b>	Safer Routes to School. Physical measures introduced to enhance the safety of the school journey.	See LTP1 Delivery Report and LTP2 Ten Safer Routes to School schemes were completed in 2004/05. Three more schemes were completed in 2005/06. Eleven schemes are planned for 2006/07, 2 having been carried over from 2005/06.

Existing Policy Number	Description of Action	Progress/Outcome
<b>14e</b>	Business travel plans - formal plans being developed with employers and other organisations containing measures and incentives to promote alternatives to lone travel by car. (Travel Plans for new developments are now secured through the planning application process).	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ Currently 20 business travel plans have been adopted with a target of 50 by 2010/11.</li> <li>▪ In 2005/06 the Council met its target of assisting 5 employers to adopt a travel plan.</li> </ul>
<b>15e</b>	School travel plans - formal plans being developed in partnership with schools to encourage the school community to walk, cycle or use Public Transport for travel to and from school.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ National target for all schools to adopt a travel plan by 2010.</li> <li>▪ Fourteen school travel plans were adopted in 2005/06.</li> <li>▪ Currently 52 school travel plans are in place out of a total of 106 schools.</li> </ul>
<b>16e</b>	'TravelWise' travel awareness activities. Events and publicity for particular modes of travel e.g. National Bike Week, Car Free Day, etc. (See glossary for description of TravelWise).	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ Achieved our stretched target of 7 TravelWise activities in 2004/05. Another 7 activities were completed in 2005/06.</li> <li>▪ Activities included Bike2School events, slogan wristbands for Year 7 pupils, public event in the Market Place during the Cycle Tour of Britain which included races, BMX ramp and displays, Enviro Learn course, Employers Travel Plan and Tax Incentive Scheme Workshop and Sustrans School Travel Plan Champions national workshop held in Derby.</li> </ul>

Existing Policy Number	Description of Action	Progress/Outcome
<b>17e</b>	Introduction of bus priority measures at key junctions and points of delay. Installation of the UTM system (see 8e) in conjunction with plans to install further bus priority measures.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>Three bus priority schemes are currently in operation including measures such as bus access kerbs to compliment new bus lanes.</li> <li>Several junctions are proposed for bus priority measures at signals in 2006/07.</li> <li>Design and consultation work is ongoing for the provision of a bus lane to tie in with the signals along Kedleston Road and Duffield Road.</li> </ul>
<b>18e</b>	Increasing the percentage of low floor buses operating in the city.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>In 2001/02 the proportion of low floor buses was 32%. In 2004/05 and 2005/06 this had risen to 45% and 51% respectively.</li> <li>The target for 2005/06 was 60%. Delays have been experienced in improving the fleet by bus companies, due to construction work associated with Riverlights, the inner ring road maintenance scheme, the extension to the Eagle Centre and the new bus station.</li> </ul>
<b>19e</b>	Development of new Bus Quality Partnerships. Steps taken between the local authority and the Bus operators to increase levels of bus patronage by providing new infrastructure and measures to assist buses, as well as improving information to make services more accessible and providing newer, high quality vehicles to make services more attractive.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>The target is to develop one BQP each year.</li> <li>Five BQPs have been developed. One route was fully commissioned in the autumn of 2005 and another route is due to be fully commissioned by July 2006. A further 3 routes will be commissioned in 2006/07.</li> <li>Bus operators are unlikely to want to introduce new buses until 2008 when construction associated with Riverlights, the inner ring road maintenance scheme, the extension to the Eagle Centre and the new bus station are complete. As a result no new BQPs are planned until after 2008.</li> <li>The current emphasis is on getting the infrastructure of existing BQPs finished and up and running.</li> </ul>

Existing Policy Number	Description of Action	Progress/Outcome
<b>20e</b>	Increasing the use of Park and Ride facilities. The two existing sites are publicised and well signed from the highway network. This, along with an increase in long stay parking charges in the City Centre, should encourage an increased use of the services.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ Target was to increase use of park and ride by 50% over baseline year 2000/01. In 2005/06 ticket sales had increased by 134%.</li> <li>▪ The new target is to increase the use of park and ride by 75% over baseline year 2003/04.</li> <li>▪ In 2005/06 the Council re-launched the 'Pride Park' park and ride scheme.</li> <li>▪ A new park and ride is planned to be opened in May 2008 at Derby City General Hospital.</li> </ul>
<b>21e</b>	Increasing secure cycle parking spaces in the City Centre, District Centres, at transport interchanges, schools and workplaces.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ The following cycle parking spaces have been provided since 2001/02: 60 in the City Centre and Allenton Districts, 26 at Council sites and 40 at 2 schools (including 2 shelters). In 2005/06 a further 606 spaces were provided across Derby.</li> <li>▪ Further school cycle parking will be provided as part of the adoption of travel plans in schools.</li> <li>▪ Derby City has been chosen by Cycle England as a Demonstration City for the under 25s. As part of this initiative the Council will extend its cycling infrastructure.</li> </ul>
<b>22e</b>	Increasing the completed length of the strategic cycle network. 5km per year will be added to complete the network by 2012.	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ The cycle network was extended by 1.77km 2004/05 and 3.15km in 2005/06.</li> <li>▪ Derby City has been chosen by Cycle England as a Demonstration City for the under 25s. As part of this initiative the Council will extend its cycling infrastructure.</li> </ul>

<b>Existing Policy Number</b>	<b>Description of Action</b>	<b>Progress/Outcome</b>
<b>23e</b>	Maintaining and improving the condition of footways. Poor footways are a major deterrent to walking.	See LTP1 Delivery Report and LTP2 The target was to reduce the percentage of footway network considered deficient to 32% in 2005/06. Unfortunately the target was not met and the Council only achieved 36% in 2005/06
<b>24e</b>	Improving signage and ease of use for footpaths that take their own route i.e. separate to that of a road.	See LTP1 Delivery Report and LTP2 88.1% of the footway network is now considered easy to use. The Council met its stretched target of 82% for 2005/06.
<b>25e</b>	New and improved street lighting. A programme of upgrades to lighting, particularly on routes to district centres.	See LTP1 Delivery Report and LTP2 <ul style="list-style-type: none"> <li>▪ There is a target to reduce the percentage of streetlights not working at any one time to 1%.</li> <li>▪ In 2004/05 and 2005/06 1.9% and 1.44% of streetlights were not working respectively. Loss of experienced staff left the contractor unable to meet the Council's specified repair times.</li> <li>▪ New street lighting was provided in 2004/05 in Allenton District Centre, as part of the Chaddesden Park Road and Nottingham Road Strategic Integrated Transport Schemes and as part of Normanton Home Zone.</li> <li>▪ Street lighting was also improved in 2004/05 as part of local road safety schemes.</li> <li>▪ A substantial investment is required to replace older existing columns and bring lighting levels up to current standards. This issue is being addressed through a PFI contract with an anticipated start date of July 2006.</li> </ul>
<b>26e</b>	Securing redevelopment of existing bus station to improve public transport facilities.	<ul style="list-style-type: none"> <li>▪ Key planning permissions secured.</li> <li>▪ Demolition of the old bus station started in May 2006. It is anticipated that the new bus station will open within the next 2.5 years.</li> </ul>

Existing Policy Number	Description of Action	Progress/Outcome
27e	The introduction of plans to introduce 'stop specific' information panels on all bus stops by the end of the Local Transport Plan period (2006).	See LTP1 Delivery Report and LTP2 <ul style="list-style-type: none"> <li>Timetables were provided at 93% of bus stops in the LTP area in 2005/06, which is slightly less than the target of 95% by 2005/06.</li> <li>In April 2004, the City and County Councils adopted a joint bus information strategy, (BIS), which in part, aims to secure further improvements in the availability of public transport information.</li> </ul>
28e	Upgraded Bus Shelters. A programme to replace 56 bus shelters is in place for 2002/03	<ul style="list-style-type: none"> <li>The target of 56 bus shelters by 2002/03 was met.</li> <li>Bus shelters have been upgraded citywide and are now improved on an ad hoc basis with the provision of new shelters where bus routes are extended or altered.</li> <li>New bus shelters are proposed for Chaddleston/Oakwood, Chellaston and London Road in the 2006/07 capital programme.</li> </ul>
<b>Actions to Reduce NO<sub>2</sub> Emissions from Non-Traffic Related Sources i.e. Domestic, Industrial or Commercial Buildings</b>		
29e	Encouraging high standards of energy efficiency in new buildings.	<p><i>New Council Buildings:</i> Condensing boilers, high frequency luminaries and lighting controls are now installed.</p> <p><i>Other Buildings:</i></p> <ul style="list-style-type: none"> <li>Ongoing through the Development and Building Control processes.</li> <li>New building regulations came into force in April 2006 including tighter limits on carbon emissions from new and existing buildings.</li> </ul>
30e	Encouraging development of renewable energy sources through Local Plan policies	The Local Plan Review was adopted in January 2006. Policy E10 concerns Renewable Energy. It makes clear that development proposals must have regard to the need to reduce the net use of energy including conserving energy and generating renewable energy sources.



Existing Policy Number	Description of Action	Progress/Outcome
31e	Continuing to work to reduce emissions from industrial sources by regularly inspecting premises and enforcing legislation in accordance with government guidelines.	Ongoing risk rated inspection programme
32e	Measures to abate/discourage bonfires i.e. advice, warnings and ultimately, legal action.	Ongoing complaint work / advice by Environmental Health.
33e	Work closely with the Environment Agency to reduce emissions from industrial sources.	Ongoing through formal consultations and the Integrated Pollution and Prevention Control permitting regime
34e	In Council operated building and housing stock, all new boiler replacement projects utilise condensing boilers, and in commercial buildings lighting projects utilise high frequency luminaries.	<p><i>Council Buildings:</i> This is now the Council's policy, with condensing boilers being used as lead boilers where possible. This often also involves upgrading the insulation of associated pipe work.</p> <p><i>Derby Homes:</i> A 3 year programme was completed in 2006 for the installation/replacement of old boilers with condensing boilers in over 7000 properties. A smaller programme is now being undertaken to replace storage heaters with condensing boilers in 2,500 properties. High energy efficient light bulbs are regularly distributed to tenants. A current project involves British Gas progressively undertaking a health check on all properties to ensure the appropriate cavity and loft insulation have been installed. Over the past 3 years approximately 3000 properties have been upgraded.</p>

Existing Policy Number	Description of Action	Progress/Outcome
35e	Improving standards of home insulation and heating systems by developing and promoting financial assistance/grants to encourage people to make improvements in home insulation and heating systems	The Council's Home Energy Advice Service provides advice to householders and has a target to reduce carbon dioxide emissions from homes in the Derby City area by 2% per year. The annual reduction in 2004/05 was 3.16%. Notably, funding has been obtained for projects to target fuel poor households, i.e. 'Warm Homes for Derwent' and 'Warm Homes for Normanton'.
36e	Improving home energy awareness.	Ongoing through the Council's Home Energy Advice Service.
37e	In 1998 the Council adopted its first Environmental Policy, which provides a strategic framework to develop more detailed objectives and action plans	<ul style="list-style-type: none"> <li>▪ The Council revised its Environmental Policy in 2005. It commits the Council to improving the environment.</li> <li>▪ The Council signed the Derby Declaration on Climate Change in March 2006. It commits the Council to tackling the causes and effects of climate change.</li> <li>▪ The Council adopted a Corporate Energy Policy in May 2005. It aims to improve energy efficiency, reduce waste and reduce carbon dioxide emissions</li> </ul>
38e	The Council's Green Team actively promotes good practice to all Council employees on a number of issues, including those outlined in the Council's Staff Travel Plan	<ul style="list-style-type: none"> <li>▪ The Green Work Guide is available on the intranet.</li> <li>▪ A presentation from the Green Team is provided to all new starters, as part of their induction with the City Council.</li> <li>▪ Green Team notice boards are provided in Council buildings and are updated on a regular basis.</li> </ul>

Existing Policy Number	Description of Action	Progress/Outcome
39e	The Council offers a 6 week 'EnviroLearn' training course, to enable local people to understand the role they can play in improving the environment. The course contains a specific module on green travel and alternative forms of transport.	The EnviroLearn course continues to run, with an average of 15 participants each time. Its purpose is to create environmental champions within communities.
40e	Raising awareness of environmental issues such as Eco-Fest, which is an annual festival that provides a networking opportunity for local environmental groups and organisations	<ul style="list-style-type: none"> <li>▪ Eco-Fest now takes place every couple of years. It provides a useful networking opportunity for local environmental groups and organisations.</li> <li>▪ The last Eco-fest took place in September 2005. There were 6 themes including Travelwise and an energy village.</li> <li>▪ The Council's Green Team have recently gained funding to provide energy saving advice for small and medium sized enterprises in the Normanton regeneration area. The ErBAN (Energy Business Advice Normanton) project will run from June '06 to December '07.</li> </ul>

Air Quality Action Plan – Update on Additional Proposals		
Additional Policy Number	Description of Action Plan measure	Progress/Outcome
Proposals to Reduce Vehicle Emissions		
1a	The Council will aim to adopt new legal powers to carry out roadside emissions testing in and around the AQMA, issuing fixed penalties to those who continue to pollute excessively.	Powers adopted and may be used in the future for awareness raising.
2a	To train and delegate 'engine switch off' powers to selected officers. This will enable them to issue fixed penalties to persistent offenders who leave their engines running in places such as bus stops & rail stations.	Yet to be implemented. May be used in connection with the proposed new bus station.
3a	To develop a policy on replacing existing Council 'non green' vehicles, identifying vehicles to modify with particulate traps or other emission control devices, & seeking funding from the Energy Saving's Trust Clean Up Programme.	It is estimated that HDVs and LDVs are replaced every 7 to 9 years and 4 to 5 years respectively. As they are replaced all vehicles will comply with stringent Euro IV standards. The eight refuse vehicles are due to be replaced later this year.
4a	To publicise within the Council the availability of Energy Savings Trust 'CleanUp' grants, which encourage retrofitting of existing vehicles and the take-up of cleaner fuels.	Publicity has taken place regarding the 'greening' of the Council's vehicle fleet

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
<b>5a</b>	To trial fuel additives in Council's diesel storage tanks, monitoring emission reductions and performance improvements of vehicles involved in trials.	The Council is likely to introduce the use of biodiesel in its LDVs (approximately 100 vehicles) following an investigation of the feasibility of this initiative.
<b>6a</b>	To look at setting up an education programme for bus companies about idling engines and the benefits of smoother driving.	It is the policy of both Arriva and Trent Barton (Derby bus operators) to switch off idling engines. DCC encourages this at Bus Operator meetings and Strategic Bus Partnership meetings. There is no plan for an additional education programme at present. However, the Council has formed Quality Partnerships with bus operators on some routes to get RTI (real time information) at bus stops and priority for buses as they approach traffic signals. This will reduce idling buses on these routes. One route was commissioned late in 2005. Another 3 routes are due to be commissioned during the next 12 months.
<b>7a</b>	To carry out driver training and education to improve driving technique for motorists (e.g. 'Greener Driving' courses), increase awareness of road users and encourage appropriate vehicle use (Speed Workshops, Vehicle Maintenance). The Council will investigate possibilities to extend this type of service.	Driver training currently exists for employees driving fleet vehicles but there are no plans to extend the service, without additional funding
<b>8a</b>	To investigate developing or facilitating pool car schemes, city car clubs and ride-sharing schemes.	<ul style="list-style-type: none"> <li>▪ Countywide car share database established. Sub-group areas for individual business established. <a href="http://www.carsharerbyshire.com">www.carsharerbyshire.com</a></li> <li>▪ No progress on pool cars or city car clubs</li> </ul>

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
9a	To investigate the development of Low Emission Zones to exclude the most heavily polluting vehicles. Those that do not comply with set emission standards could be prevented from entering an area of pollution concern, whether by voluntary agreement with bus and freight operators and/or based on the enforceable exclusion of certain categories of vehicle	<ul style="list-style-type: none"> <li>▪ There is currently no plan to implement Low Emission Zones, although they are not ruled out for the future.</li> <li>▪ The possibility of congestion charging in the 3 cities of Derby, Nottingham and Leicester is being investigated for the next LTP period 2011 to 2016.</li> </ul>
10a	To lobby the government to review provisions available to local authorities to reduce traffic emissions	Ongoing through the LTP process.
11a	Seminar and Conference development in key action plan areas to offer environmental best practice sharing and learning across all sections of the community.	<ul style="list-style-type: none"> <li>▪ The Council held a conference 'Planning for a Changing Climate' in June 2004.</li> <li>▪ A School travel plan conference was hosted by Derby City Council, in partnership with Sustrans, in 2004. In May this year the Council held a conference for local school travel plan champions.</li> <li>▪ Until recently Derby City Council chaired the Travelwise regional working group. Work included developing regional planning guidance on the adoption of travel plans.</li> </ul>
<b>Proposals to Reduce Traffic Impact of New Developments</b>		
12a	To prepare Supplementary Planning Guidance on the assessment of the air quality impacts of new development and prepare guidance notes for developers.	Achieved

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
13a	To ensure that the traffic impacts of all major land use developments and major highway network improvements are modelled and monitored to assess their air quality impacts. (links in with proposal 12a)	The Council now measures the traffic impacts of all major land use developments. All major highway network improvements are modelled and monitored.
14a	To consider introducing Design Guidance on minimising exposure to areas of poor air quality in new developments through the use of site layout and mitigation measures.	Achieved. Guidance on mitigation in SPG (see 12a) complete and now being applied to new planning applications
15a	To influence the preparation of the Regional Environmental Action Plan, so that air quality issues are incorporated into regional policies for development.	This Action Plan has now been adopted
<b>Proposals to Reduce Traffic Congestion</b>		
16a	Investigation into the expansion of the UTM System, to link all the traffic signals in the city. The system could redistribute traffic flows (including consideration of pollution gating), provide bus priority measures and make journey times more predictable. Stationary traffic could be redistributed away from AQMAs.	See LPT Delivery Report, LTP2 and Action 8e above.

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
17a	To consider the implementation of multi-occupancy vehicle lanes.	<ul style="list-style-type: none"> <li>▪ No plans currently for multi-occupancy vehicles lanes</li> <li>▪ Following successful trials motorcycles will be allowed to use bus lanes from June 2006.</li> </ul>
<b>Proposals to Encourage Modal Shift</b>		
18a	<p>Travel Plan development through the adoption of new initiatives, including;</p> <ul style="list-style-type: none"> <li>▪ Ongoing development of a city wide business travel plan network for the sharing and learning of best practice</li> <li>▪ establishing a co-funding or grant system from LTP funding to enable organisations to implement travel plan initiatives</li> <li>• investigation of the provision of personalised travel planning services (including TravelSmart)</li> </ul> <p>encouraging businesses to adopt corporate occupational road risk policies; including driver training, incident reporting, vehicle maintenance and fleet monitoring</p>	<p>See LTP1 Delivery Report and LTP2</p> <ul style="list-style-type: none"> <li>▪ The Council helps businesses and schools to adopt travel plans. At the end 2005/06 there was 52 schools and 20 businesses with travel plans.</li> <li>▪ The Council has contributed to the development of regional guidance on the adoption of travel plans.</li> <li>▪ One of the main elements of LTP2 is 'smarter choices' to encourage people to make more sustainable and smarter transport choices. One of the programme areas is marketing and travel awareness initiatives.</li> <li>▪ In 2005/06 24,125 children received travel awareness training.</li> <li>▪ Work also continues throughout Derbyshire through the road safety partnership.</li> </ul>
19a	To investigate the options for the development or enabling of a city-centre bike facility including cycle parking, hire, maintenance, sales, showering, lockers and changing.	<ul style="list-style-type: none"> <li>▪ This is currently being considered as part of the Derby Cityscape and City Centre developments</li> <li>▪ Derby City has been chosen by Cycle England as a Demonstration City for the under 25s. As part of this initiative the Council will extend its cycling infrastructure.</li> </ul>



Additional Policy Number	Description of Action Plan measure	Progress/Outcome
20a	Development of a city accessibility index to categorise major routes for alternative travel modes to enable a detailed enhancement programme. This will be developed in consultation with local communities and stakeholders.	We are not doing this in this format but we are concentrating on accessibility planning in consultation with local communities and stakeholders.
21a	To investigate the development of a 'pavement parking' enforcement programme. Footway blockages can discourage walking.	<ul style="list-style-type: none"> <li>▪ Currently dealt with on an ad hoc basis.</li> <li>▪ Awaiting outcome of research by MVA for Department of Transport including an evaluation of 6 pilot schemes for their cost effectiveness, public acceptability, impact on pavement parking, clarity and visual impact of the signs. <a href="http://www.pavementparking.org.uk">www.pavementparking.org.uk</a></li> </ul>
22a	To consider extending parking controls, extending long-stay and on-street restrictions and increasing parking charges.	<ul style="list-style-type: none"> <li>▪ These measures are considered on the merits of each scheme, as and when it is developed.</li> <li>▪ Increase in overall Council car park charges over the last 6 years is approximately 9%.</li> </ul>
23a	To develop an information and marketing strategy, to raise awareness of air quality and related issues including use of broadcast media (for example radio broadcasting of traffic and travel news and website development).	<ul style="list-style-type: none"> <li>▪ The Council's website is currently under development.</li> <li>▪ The recently acquired Enview software has the facility to enable real-time pollution monitoring data to be placed on the website and the feasibility of doing this is being evaluated.</li> <li>▪ The Council recently applied to DEFRA for an Air Quality Grant (2006/07) to provide a real time display of air pollution monitoring data at the Council House.</li> </ul>

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
<b>24a</b>	To investigate the development of health promotion initiatives and interventions to encourage adoption of cycling and walking as transport modes.	Developed a Physical Activity Strategy known as 'Getting Derby Active'. It aims to change the way physical activity is perceived and delivered making it more accessible to everyone in the community.
<b>25a</b>	To establish a detailed walking strategy, to give walking a higher profile and bring more focused improvements to pedestrian facilities in Derby.	See LTP1 Delivery Report and LTP2 <ul style="list-style-type: none"> <li>▪ There are no plans to develop a walking strategy.</li> <li>▪ The long term transport strategy in LTP2 acknowledges the need to increase levels of walking. The local accessibility and environmental improvements will include measures to maintain and enhance the existing public path network.</li> </ul>
<b>26a</b>	To develop city wide cycle and pedestrian training, including adult, family and child programmes, as appropriate.	See LTP1 Delivery Report and LTP2 <ul style="list-style-type: none"> <li>▪ No progress has been made on the provision of pedestrian training.</li> <li>▪ Derby City operated a pilot 'Bike It' scheme 2 years ago. This initiative included the promotion of children cycling to school.</li> <li>▪ Derby City has been chosen by Cycle England as a Demonstration City for the under 25s. As part of this initiative the Council hope to provide cycle training to every school pupil.</li> </ul>
<b>27a</b>	To investigate the possibility of developing a TravelWise, travel awareness and mobility shop (see glossary for description of TravelWise)	Riverlights development (city centre) incorporates proposals for a travel centre. This will occur within the lifetime of LTP2

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
28a	To work with the Freight Quality Partnership members to encourage shifts from road to rail haulage wherever possible, including the promoting the availability of rail freight grants.	<ul style="list-style-type: none"> <li>▪ Ongoing project as part of Freight Quality Partnership</li> <li>▪ A freight map has been completed in conjunction with Derbyshire County Council. This shows major sites and preferred routes and has been distributed widely. We don't have an adequate freight depot to encourage shifts from road to rail, so the remainder is not currently possible.</li> </ul>
29a	To consider ways of bringing disused railway lines back into use, where they have been safeguarded in the Derby Local Plan	<p>Part of LTP2 process</p> <p>Investigating the feasibility and value for money of using the former rail line from Friar Gate to Mickleover/Mackworth as a bus- only route.</p>
30a	To investigate the possibilities for local freight and deliveries by alternative transport modes, including cycle couriers, electric vehicles and co-ordinated home delivery systems.	Feasibility study for a multi-cycle facility theme park at Chaddesden Sidings was completed in 2005/06. The project has been passed to the Head of Development and Tourism to take the project forward and secure funding. It is hoped that such a facility would be able to be used as a hub to provide a cycle courier service within Derby.
31a	To evaluate and further develop the Safer Rail Station programme	Derby Railway Station has been upgraded to include new safety features including upgrading the walkways and CCTV system.
32a	To lobby Rail Track and the Strategic Rail Authority for improvements in rail emissions	<ul style="list-style-type: none"> <li>▪ Engines fitted to new rolling stock must meet strict emissions limits from January 2006. New engines must meet the limits from January 2009.</li> <li>▪ The majority of locomotives using Derby Station are now less than 6 years old. Midland Mainline, Central Trains and Virgin Trains all use the station.</li> </ul>

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
Proposals to Reduce NO <sub>2</sub> Emissions from Non-Traffic Related Sources i.e. Domestic, Industrial or Commercial Buildings		
33a	To develop a Corporate Energy Policy	<ul style="list-style-type: none"> <li>▪ A corporate energy policy was adopted by the Council in May 2005. It aims to improve energy efficiency, reduce waste and reduce carbon dioxide emissions from Council operations by 10% by the end of the decade.</li> <li>▪ The Council has recently joined the Carbon Trust Local Authority Carbon Management Programme. This initiative will include production of a carbon emission inventory from the Council's operations to help manage carbon dioxide emissions from them.</li> </ul>
34a	To develop a Divisional Environmental Policy within the Design and Property Maintenance Dept of the City Council.	The Department have developed an informal Sustainable Design Guide. They also have regard to the Council's Environmental Policy, Energy Policy, Declaration on Climate Change and the Procurement Code.
35a	To explore the possibility of purchasing renewable electricity in future utilities tenders, as part of the corporate energy policy.	The PFI contract for street lighting includes a requirement for 100% renewable energy. It is due to start in July 2006.
36a	To explore the possibility of using the Environmental Preference Method for the selection of materials in the Design and Property Maintenance and Housing Department.	<p><i>Property Services:</i> An informal Sustainable Design Guide exists for the design and maintenance of buildings. It is referred to for the maintenance of buildings subject to the client's requirements.</p> <p><i>Derby Homes:</i> Environmental considerations are taken account of in the purchase of goods and services. Notably, an environmental questionnaire is included in the tender process as part of the evaluation of tenders submitted to Derby Homes.</p>

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
37a	To develop a bonfire initiative, geared at reducing bonfires in both a domestic and commercial environment.	<ul style="list-style-type: none"> <li>▪ This is related to particulates rather than NO<sub>2</sub>.</li> <li>▪ The Council discourages bonfires and recently a new bonfire leaflet was produced to deal with complaints about domestic bonfires. The leaflet is in the process of being transposed from English into a number of other languages including Urdu and Punjabi.</li> </ul>
Proposals to Promote Cleaner Automotive Technologies		
38a	To lobby local fuel suppliers to provide alternative fuels at more sites, as well as publicising existing availability and benefits of cleaner fuels.	This is currently done on an ad-hoc basis usually in association with courses/events organised by the Council such as Eco-Fest.
39a	To raise the profile of the Council's commitment to the 'Declaration of Florence'.	This includes commitments to use cleaner vehicle technologies and consider the increased use of low emission zones. Commitments are reiterated in LTP2 and the revised AQAP.
40a	To encourage local car dealers to promote the sale of cleaner technology vehicles and improve provision for the maintenance of and conversion to cleaner technology vehicles.	This requires targeting of national companies, which is an issue for Central Government
41a	To investigate the possibility of extending accessibility of the Council's liquid petroleum gas fuelling site to other government agencies, emergency services and large commercial organisations.	Derbyshire CC, Derbyshire Constabulary and Derbyshire Ambulance all have access to Derby City Council LPG tanks. Introduction of LPG to local forecourts has diminished demand recently

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
<b>42a</b>	To encourage bus operators to purchase replacement vehicles with the lowest available emission levels. All new buses from 1 October 2001 have to conform to the Euro III emissions standards. It is anticipated that vehicles meeting the Euro IV standard will be available before it becomes compulsory on 1 October 2006.	It is the policy of both Arriva and Trent Barton (Derby bus operators) to replace old buses with the newest, cleanest technology possible as soon as they can. DCC encourages this at Bus operator meetings and bus quality partnership meetings.
<b>43a</b>	To investigate the feasibility of providing electric vehicle recharging points in the city.	Lack of demand and high cost has prevented this
<b>44a</b>	To encourage the Council to take environmental performance into account in the tender evaluation process i.e. to explore the possibility of incorporating a clause in contracts that favours alternatively fuelled or converted vehicles.	The Council have a Procurement Code. Environmental considerations are taken account of in the purchase of goods and services. Notably, an environmental questionnaire is included in the tender process as part of the evaluation of tenders submitted to the Council.
<b>45a</b>	To investigate ways of reducing emissions from taxis within the City e.g. by encouraging alternatively fuelled vehicles.	The Council is aware that all taxis in London will be required to meet at least Euro III emissions standards by July 2008. To help meet the costs of this initiative all fares have been increased by 20p. Currently this action is not considered economically viable in Derby.

Additional Policy Number	Description of Action Plan measure	Progress/Outcome
46a	To investigate the possibility of introducing an incentive within the Council's Car Loan Scheme to favour the purchase of alternatively fuelled vehicles.	Yet to be implemented.

