



Rushcliffe
Borough Council

2015 Air Quality Action Plan Progress Report for Rushcliffe Borough Council

In fulfillment of Part IV of the Environment Act 1995
Local Air Quality Management

Date May 2015

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Executive Summary

This report provides an update with respect to the progress of implementation of the measures outlined in the Air Quality Action Plan (AQAP), published initially in May 2007 (updated 2009) as required by the Environment Act 1995. Part IV of the Environment Act 1995 places a statutory duty on local authorities to review and assess the air quality within their area and take account of Government Guidance when undertaking such work. The report covers the 2014 period.

In addition a more recent AQAP was established with regards to the AQMA1, 2011. This area covers the A52 Stragglethorpe Road/A52 junction at Radcliffe on Trent.

This report will also provide an update on the progress with measures agreed with regard to the AQMA1, 2011.

The AQAP contains a set of measures aimed at working toward ensuring the air quality in Rushcliffe meets the Air Quality Objectives set out in the National Air Quality Strategy due to excessive levels of Nitrogen Dioxide in air quality management areas (AQMA's) within the borough. The updating and screening assessment report 2015 (USA 2015) provides additional information on air quality in the borough and should also be referred to in order to understand the air quality in the borough at this current time.

Rushcliffe now has three air quality management areas all of which have been declared due to traffic pollution and in particular due to excessive levels of the annual Nitrogen Dioxide above the air quality objective (AQO) level in certain areas. The causes of the exceedances have been due, and continue to be in certain places, to vehicle movements on the commuter routes into and out of Nottingham that pass through the Rushcliffe area. The areas covered by the AQMA's are the Trent Bridge/Radcliffe Road/Wilford lane areas and part of the A52 ring road up to the Nottingham Knight traffic island. In August 2011 an additional AQMA was declared (official title on the order AQMA 1 2011 although it may be referred to as AQMA 4 to avoid confusion with AQMA1). This new location is on the A52 at Radcliffe on Trent and encompasses a small group of houses at the junction of the A52 with the Stragglethorpe Road and is the responsibility of the Highways England (formerly the

Highways Agency) to manage and operate. A 'further assessment' has been previously completed by consultants (UWE) on behalf of Rushcliffe which has been submitted to Defra and approved. An AQAP has been agreed with the Highways England and other partners. Currently the traffic lights are optimised, work has taken place under a developer agreement to flare the Stragglethorpe Road access and the site has been formerly recognised as having poor air quality by the HE. Consideration is being given by the HE to firmer measures at the junction. But no commitment to any such scheme by the HE has been made at this time

The AQMA 2 area covers the A52 from the Nottingham Knight Island toward the boundary with the Nottingham City; this again is a road operated by the HE and a major transport link around the city. One property has, in previous reports been shown to be above the NO₂ AQO for the annual mean in this area although over the last number of years the level has been below the objective sufficiently to consider revoking the AQMA. However, the Nottingham Knight Island is to undergo some redevelopment and as such any consideration to revoke is to be delayed until the impacts of air quality of the redevelopment are fully appreciated.

There are no AQAP measures that have been specifically put in place for the AQMA2 area as levels are compliant at this time.

All of the AQMA areas are major traffic routes into/out of and around the Nottingham area and are controlled by partner organisations to Rushcliffe; namely, the Highways England or the Nottinghamshire County Council.

Updated results in USA 2015 demonstrate that area around the Trent House Flats on Trent Bridge and the turn into Radcliffe Road is the only area where levels are currently exceeding at relevant receptors. If fall off over time occurs as is set out in TG(09) the THF site will be below the 36 $\mu\text{g}/\text{m}^3$ level by 2017, although historically the fall off has not occurred as predicted according to the technical guidance.

The AQAP, through the LTP programmes of work, continues to implement a number of measures with the aim of reducing single occupancy car usage and reducing the impact of road vehicles in and around the AQMA1 area and wider. The majority of the measures are, however, aimed at commuters as a whole and not just in and around the AQMA. The LTP indicators used to monitor performance against the

delivery of the LTP strategy and therefore the AQAP are generally meeting their targets, although there is room for improvement on one indicator.

The main mechanisms for addressing the AQMA1 issues continue to be smarter choices such as, travel planning and measures to encourage forms of transport other than single occupancy use of the private diesel/petrol cars or reducing impacts from the commercial fleet. It is considered that local congestion reduction strategies and national policies to reduce pollution will in time see AQO being met. This appears to be borne out by the assessment that most sites this year in AQMA1 are, (with the exception of THF) below the relevant AQS.

It is noted that in 2014 there have been a number of important measures progressed that are likely to impact the AQMA 1 to some extent. These include traffic signal upgrades on the Bridgford Road/A60 to improve junction capacity and reduce congestion outside of the THF area along with automatic vehicle detection for the bus lane on Bridgford Road. A potential park and ride site is being considered as part of any new development that takes place to the east of Nottingham to ease congestion on the A52 (the pocket park and ride has not had any significant impact), 16 travel plans are being developed in 2014 and new funding provided to target businesses in the AQMA1 with travel planning advice. The flexible working arrangements introduced to NCC staff and being rolled out to all possible RBC staff will enable peak traffic impacts from both council's staff to be minimised, a new cycle hub has been located in the West Bridgford town centre as well as smarter choices campaigns at all larger sporting events and improved ticketing arrangements to enable greater and more flexible use of public transport.

The construction of the NET phase 2 by the City Council nears completion and is expected to be operational in the summer of 2015. This extension to the tram system will see a new line from the city to the Clifton area through parts of the Rushcliffe Borough Council area. The NET2 is expected to have a positive effect on air quality once operational by reducing commuter traffic coming through routes used to access Trent Bridge within the Rushcliffe area.

Lastly the proposed new Trent crossing has been subject to a study by Gedling Borough Council and a further more encompassing study is to proceed to look at the feasibility of this aspiration, although funding is not committed as yet.

A comprehensive list of interventions undertaken to date and progress since the last R&A report by the Nottinghamshire County Council through the LTP is shown in Chapter 6. Within the same chapter are tables indicating the progress with measures undertaken by Rushcliffe B C and the Highways England. For information on preceding progress on these measures previous reports should be reviewed. For clarity these tables have had much of this historical progress information removed.

The conclusion from the County Council LTP states that Transport measures are indicating they are on target (with minor exceptions) across the county. The nature of these locations makes it difficult to remedy the problems with small-scale infrastructure improvements and therefore smarter choices measures (such as travel planning, marketing and promotions of alternatives to the car) are more likely to provide improvements.

The County Council has concerns about potential future increases in traffic and states that overall new development may be a challenge as the LDF has identified areas around the district for significant growth. Whilst developers will be required to deliver mitigation against traffic growth for such developments, traffic growth will be above those that are forecast without the development occurring. In such circumstances objection to such growth may be difficult and section 38, 278 and 106 planning obligations will be used to mitigate any effects of individual developments as far as is possible and seek to ensure sustainable development takes place. The cumulative impacts of developments will, however, impact on the AQMAs on A52 and Trent Bridge without sustainable transport measures being introduced and maintained at the developments (funded through the development control process).

Without significant mitigation at these locations to specifically address housing proposals (e.g. significant sustainable transport improvements), any measures subsequently included within an AQMA action plan would be very unlikely to mitigate this planned growth.

Table of contents

1	Introduction	9
1.1	Description of Local Authority Area	9
1.1	Purpose of Progress Report	14
1.2	Air Quality Objectives	14
2	Local / Regional Air Quality Strategy	15
3	Air Quality Planning Policies	17
4	Local Transport Plans and Strategies	18
5	Climate Change Strategies	21
6	Implementation of Action Plans	22
6.1	Introduction	22
6.2	NCC Action Plan Progress	27
6.4	Rushcliffe Borough Council AQAP Measures	48
6.5	Implementation of Action Plans AQMA1, 2011(AKA, AQMA 4)	60
7	Conclusions and Proposed Actions	69
8	References	73
9	Glossary of terms	74
10	Letter from the Highways Agency now Highways England	76

List of Tables

Table 1.1 Air Quality Objectives of relevance for this progress report included in Regulations for the purpose of Local Air Quality Management in England.	14
Table 6.1 Local Transport Objectives	23
Table 6.2 NCC Action Plan Progress	27
Table 6.3 Nottinghamshire County Council Indicator Table	45
Table 6.4 Rushcliffe Borough Council outstanding or on-going measures	48
Table 6.5 Rushcliffe BC Air Quality Action Plan indicators	54
Table 6.6 Traffic flows in AQMA's (and main roads into AQMA's)	58

List of Figures

Figure 1.1 Map of borough boundaries	10
Figure 1.2 Map of AQMA 1 & AQMA 2 boundaries	11
Figure 1.3 Detailed Map of AQMA 1 Boundaries	11
Figure 1.4 Detailed Map of AQMA 2 Boundaries	12
Figure 1.5 Map of AQMA Boundaries (detailed plan of AQMA4, Stragglethorpe Junction, A52 Radcliffe on Trent)	12
Figure 1.6 Map of AQMA Boundaries (location plan of AQMA4, Stragglethorpe Junction, A52 Radcliffe on Trent)	13

1 Introduction

1.1 Description of Local Authority Area

The Borough of Rushcliffe lies to the south of Nottingham City and the river Trent in Nottinghamshire and covers 157 square miles (around 400 sq km) and has a population of 111,100. It stretches from the River Trent to the Leicestershire borders and eastwards along the Trent Valley, to within a few miles of Newark.

The largest town is West Bridgford, with a population of about 36,000. This is part of the Nottingham urban area, being separated from the city of Nottingham by the River Trent. The other major settlements within the borough are Bingham, Cotgrave, East Leake, Keyworth, Ruddington and Radcliffe-on-Trent. A plan of the borough area is shown in Figure 1.1.

Several major roads cross the borough, linking the borough with both the M1 and the A1. Principally this is the A52 and the recently upgraded to dual carriageway A46. The A453 is in the process of being dualled also and will be open in the summer of 2015. There are also high daily traffic flows in West Bridgford, from the major arterial routes into Nottingham City centre (including from the recently upgraded A453 link to the M1, M40 and A50). Although the borough is predominantly rural in nature, it also contains some industrial processes. These include Ratcliffe-on-Soar power station and the British Gypsum plasterboard factory at East Leake.

East Midlands Airport (EMA) lies immediately to the south west of Rushcliffe, within the district of North West Leicestershire District Council. Although the flight paths for both approaching and departing aircraft pass directly over the borough, the air quality impacts of the airport itself do not affect Rushcliffe residents.

The major sources of pollution of concern are derived from commuter traffic queuing at junctions whilst travelling to/from Nottingham city centre, or at junction /island locations on the ring road.

Much of Rushcliffe is rural and agricultural. The western half of the Borough is characterised by the Wolds, with higher undulating land in the south. The remainder of the Borough is flatter and lower with the rivers Trent, Soar and Smite forming shallow valleys running through the Borough. There are mixed areas of woodland,

May 2015

Rushcliffe Borough Council

except for the north-eastern part and the area west of Ruddington which are characterised by an open, flat landscape where many trees and hedgerows have been removed. Other prominent features are Gotham Hill, Hickling Standard, Wilford Hill, Barton Gap and Cropwell Bishop Gap.

Figure 1.1 Map of borough boundaries

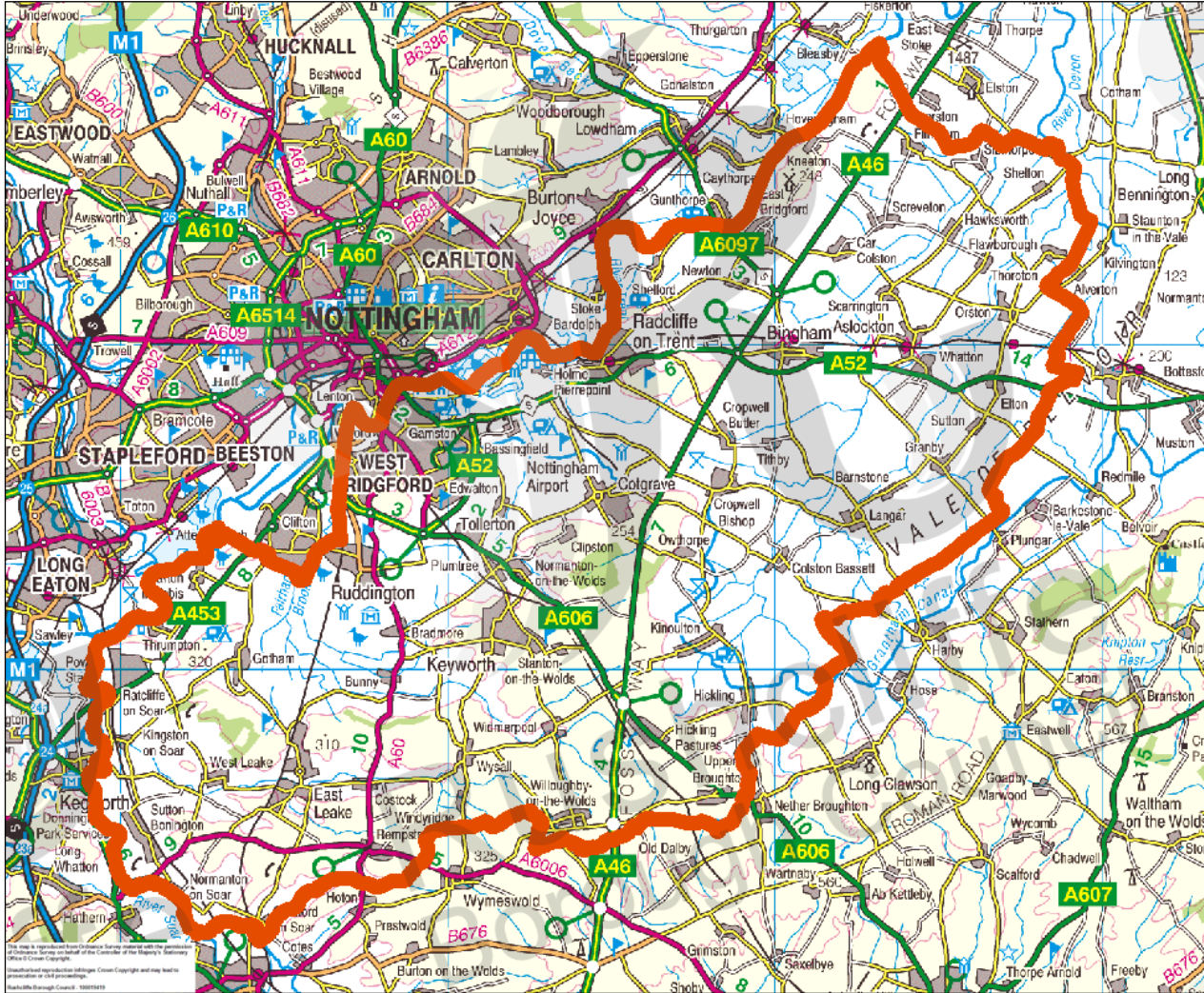


Figure 1.2 Map of AQMA 1 & AQMA 2 boundaries

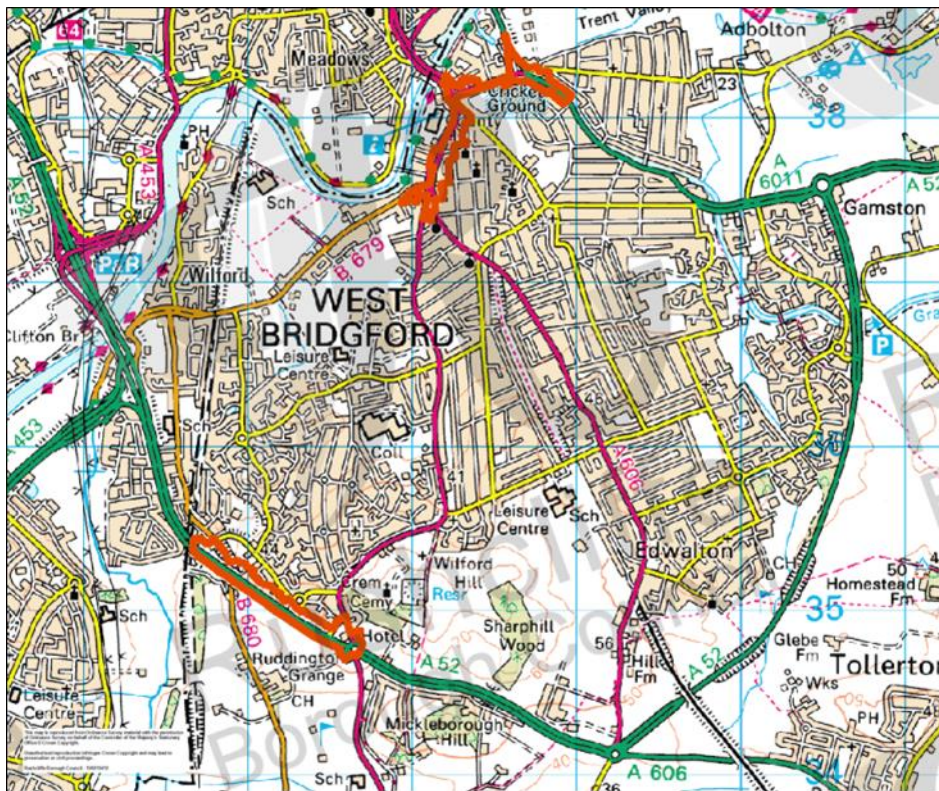


Figure 1.3 Detailed Map of AQMA 1 Boundaries

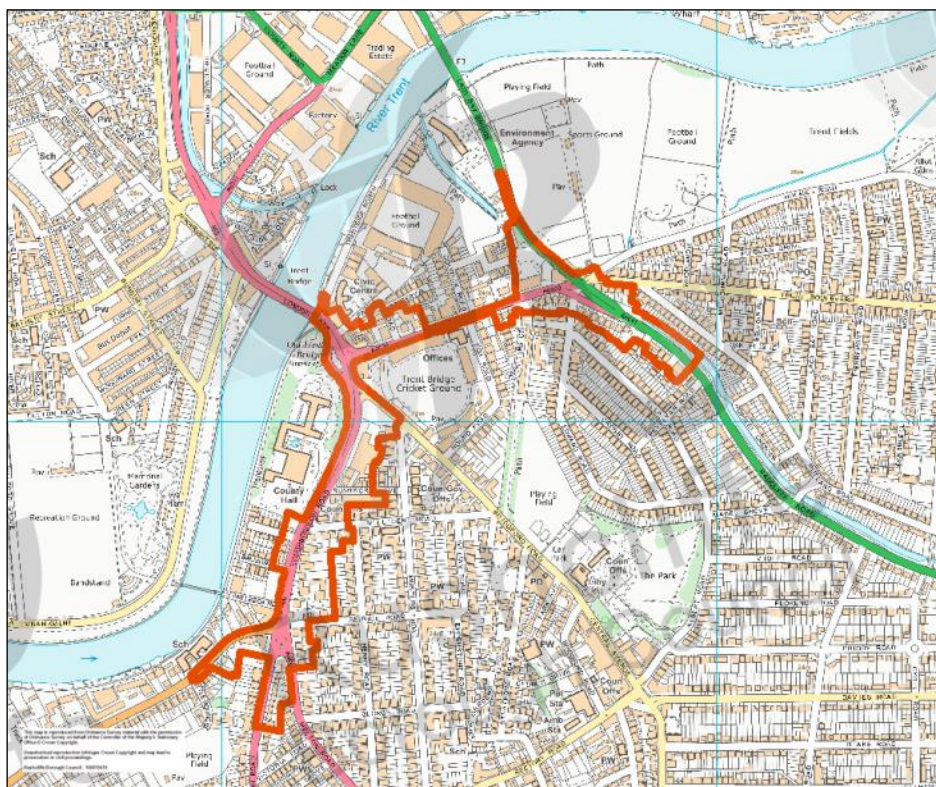


Figure 1.4 Detailed Map of AQMA 2 Boundaries

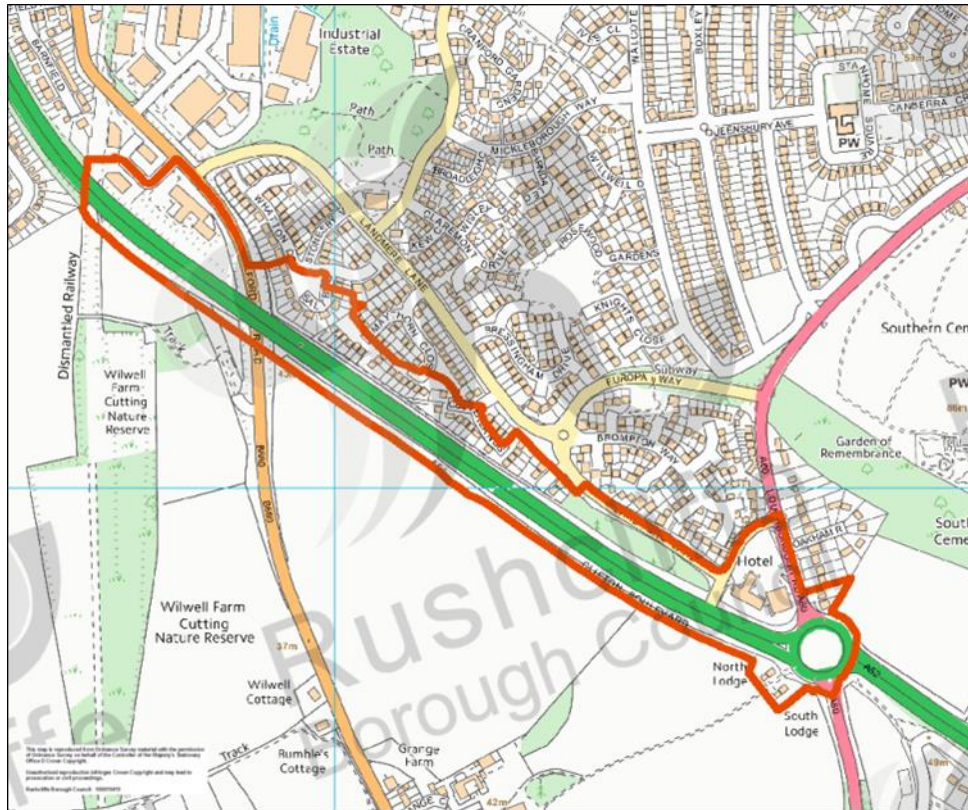


Figure 1.5 Map of AQMA Boundaries (detailed plan of AQMA4, Stragglethorpe Junction, A52 Radcliffe on Trent)

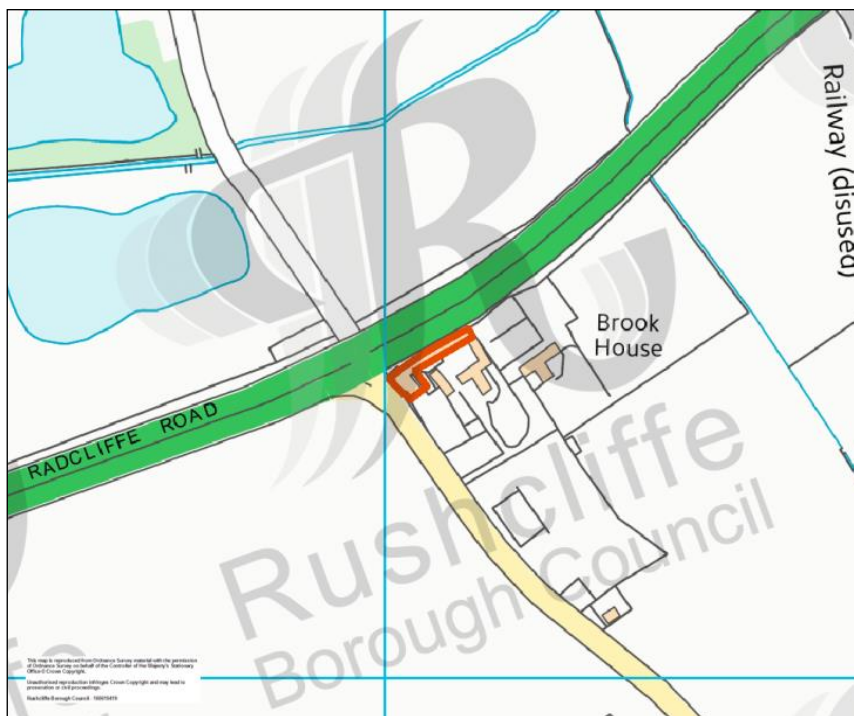
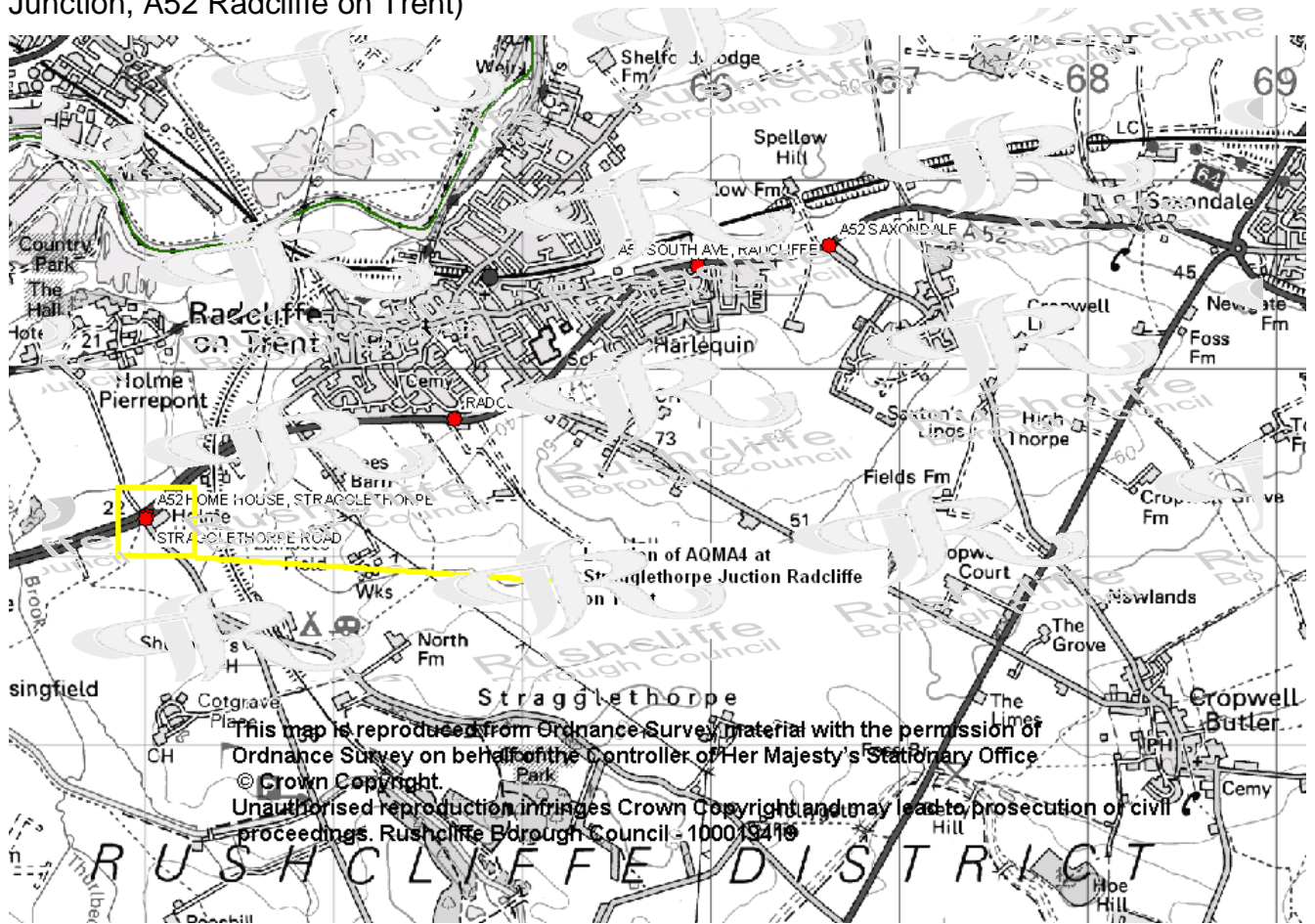


Figure 1.6 Map of AQMA Boundaries (location plan of AQMA4, Stragglethorpe Junction, A52 Radcliffe on Trent)



1.1 Purpose of Progress Report

In order to ensure that local authorities implement the measures within an Air Quality Action Plan by the timescales indicated within that plan, Defra expect authorities to submit annual action planning Progress Reports once the final Action Plan has been drawn up. The purpose of this report is to fulfil this requirement as stated in Local Air Quality Policy Guidance 2009 (PG09)

1.2 Air Quality Objectives

The air quality objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928) and the Air Quality (England) (Amendment) Regulations 2002 (SI 3043). The standards for nitrogen dioxide are shown in Table 1.1. This table shows the objectives in units of micrograms per cubic metre ($\mu\text{g}/\text{m}^3$).

Table 1.1 Air Quality Objectives of relevance for this progress report included in Regulations for the purpose of Local Air Quality Management in England.

Pollutant			Date to be achieved by
	Concentration	Measured as	
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005

2 Local / Regional Air Quality Strategy

Rushcliffe Borough Council have adopted a regional Air Quality Strategy, this is available at the following website:

http://cms.nottinghamshire.gov.uk/home/traffic_and_travel/strategy-policy/airquality.htm

This strategy has been prepared by a partnership of Nottinghamshire Local Authorities, the Environment Agency, The Health Protection Agency and the Highways Agency. The work has been led by the Nottinghamshire Environmental Protection Working Group. This framework identifies and agrees an effective strategy to improve air quality in the next decade throughout the whole of Nottinghamshire and also reduce greenhouse gas emissions particularly CO₂. The strategy is entitled 'A breath of fresh air for Nottinghamshire, An Air Quality Improvement strategy for the next Decade' and was launched in 2008.

The Framework for Action seeks to fulfil the following main objectives:

- Minimise air pollution and the impact of global warming and climate change.
- Encourage sustainable development in Nottinghamshire to protect the health and wellbeing of the population.
- To work with businesses, stakeholders and the residents of Nottinghamshire to encourage sustainable improvements in air quality.
- Support and maintain the work of the Nottinghamshire Air Quality Steering Group.
- Complement other county wide groups and strategies adopted and supported by Local Authorities and the County Council and other organisations such as the Environment Agency, Primary Care Trusts, Highways Agency and the Health Protection Agency.
- Ensure that the strategy to improve air quality in Nottinghamshire is reviewed by 2011.

The Council is a member of the Nottinghamshire Environmental Protection Working Group (NEPWG) formed in partnership with Nottinghamshire County Council, Ashfield District Council, Bassetlaw District Council, Broxtowe Borough Council, Gedling Borough Council, Mansfield District Council, Newark and Sherwood District

May 2015

Rushcliffe Borough Council

Council Nottingham City Council, Environment Agency, Health Protection Agency and the Highways Agency.

The NEPWG works under the direction of the Nottinghamshire Chief Environmental Health Officers Group. The NEPWG enables the authorities to work collaboratively on the full range of pollution issues, demonstrating that liaison on a technical level is already well established.

NPWG is tasked with updating the strategy but due to district re-organisations, workloads, and other corporate priorities (across the County), this not been done.

To progress this further the City Council has taken the lead within the group and work is on going to attain funding and resources through the JSNA (Joint Strategic Needs Assessment) with the health authority to ensure that the Nottinghamshire wide Air Quality Strategy is refreshed, with engagement from all our wider partners who will play a key role in putting the strategy into action. It hoped the JSNA will be finalised by the end of May 2015.

3 Air Quality Planning Policies

Rushcliffe Borough Council currently has no local planning policies dedicated solely to air quality; Policy G1 of the Rushcliffe Borough Non-Statutory Local Plan does cover issues in relation to pollution. Above this, the National Planning Policy Framework (NPPF), introduced in March 2012, states that “the planning system should contribute to and enhance the natural and local environment by... preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”. The NPPF states specifically that “planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan”. Wherever possible, the wording contained within the NPPF is used when responding to Air Quality matters to give any consultation responses greater impact within the planning decision making process

The first part of the Council’s new Local Plan, the Rushcliffe Core Strategy, was adopted in December 2014 and includes policies which will contribute to minimising air pollution. For example, policies aimed at ensuring new developments are well supported by sustainable means of transport. It is intended that the Local Plan, once fully completed, will include a full range of policies that contribute to minimising air pollution. A Supplementary Planning Document (SPD) relating to air quality is also likely to be prepared once work on the Local Plan has progressed further. At present, it is envisaged it will be around 18 months to 2 years before the SPD can be completed. The Environment & Waste Management Service have produced a non-statutory advice guide for developers with regards to air quality and the undertaking of air quality assessments which can be accessed from Rushcliffe’s Website at

<http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/airquality/Air%20quality%20guidance%20for%20developers.pdf>

4 Local Transport Plans and Strategies

The Nottinghamshire Local Transport Plan (LTP) is produced by the County Council and sets out the long-term transport strategy for the whole of Nottinghamshire. It was developed in consultation with a range of stakeholders and the public to identify existing and potential challenges and how to address these challenges.

The LTP consists of two separate documents:

- A strategy document detailing how transport improvements will be delivered in the county, and
- An implementation plan which sets out where investment will be prioritised to deliver the local transport strategy.

The local transport strategy element of the LTP covers the fifteen year period 1 April 2011 to 31 March 2026 and will be reviewed at least every five years; whilst the implementation plan mirrors central government's Comprehensive Spending Review periods and will be reviewed annually to ensure:

- Consideration of changes in transport conditions
- Consideration of the effectiveness of the strategy to deliver transport improvements in Nottinghamshire
- The priorities and focus are still relevant and address the transport issues in Nottinghamshire, as well as national and regional priorities, and
- Consideration of changes in corporate priorities such as those detailed within the County Council's Strategic Plan
- The effectiveness of the measures used to deliver the strategy.

The main functions of the LTP are to:

- Draw links with wider land-use planning, economic, social, health, and sustainability agendas
- Detail how the national and local priorities for transport will be delivered in Nottinghamshire
- Detail local objectives and indicators that will form the basis of the County Council's investment in transport, and
- Demonstrate best value solutions to transport issues in the county.

One of the strategic transport goals in the LTP is to minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions. This will focus on:

- Adapting to climate change
- CO₂ emissions
- Congestion management
- Air quality
- Noise, and Biodiversity, the natural, historic and physical environment.

The County Council's adaptation responses to the predicted impacts of climate change are detailed in section 7.1 of the LTP.

Addressing CO₂ emissions from ground transport (which is detailed in section 7.2 of the LTP) will involve:

- Effective spatial planning
- Supporting change to new vehicle technologies and lower carbon fuels
- Promoting lower carbon transport choices
- Encouraging a transfer to lower carbon vehicles, and
- Education on lower carbon transport issues.

Whilst congestion management will play a major role in minimising the impacts of transport on people's lives, maximising opportunities to improve the environment and helping tackle carbon emissions, the measures to be undertaken to manage congestion is detailed within Section 4.1 – Making best use of our existing transport networks, of the LTP.

Addressing transport related air quality issues, particularly within air quality management areas (which is detailed in section 7.4 of the LTP) will involve working with district councils to:

- Assess and monitor air quality, and
- Develop action plans to improve air quality where necessary.

On-going assessment will continue to be undertaken across the county to monitor levels of pollutants to help identify existing or potential exceedances in the future. If issues arise there are existing mechanisms whereby they can be raised and tackled through a partnership approach.

May 2015

Rushcliffe Borough Council

Given the close links between air quality and congestion, the measures detailed within Section 4.1 – Making the best use of our existing transport networks, of the LTP, are used to manage congestion and therefore help maintain air quality and will form the basis for air quality action plans. Where assessments identify existing or likely future exceedances additional resources will, however, be prioritised to address such exceedances.

The LTP can be viewed or downloaded from:

<http://www.nottinghamshire.gov.uk/travelling/travel/plansstrategiesandtenders/local-transport-plan/lt3/>

5 Climate Change Strategies

The council's climate change strategy was published in July 2010 and the associated climate action plan for the period 2009 – 2020 was developed and completed.

The Climate Change Strategy and The Climate Change Action Plan are available at:

http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/Climate_change_strategy_2013.pdf

and

http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/rushcliffe_climate_change_action_plan_09d.pdf

As part of the Climate Change Strategy and Action Plan, a five year Carbon Management Plan was produced for its own estates and operations up to 2020, as measured against emissions in 2009/10.

The emissions reduction target is to reduce the total direct GHG significant emissions by 15% by 2015 and a further 15% by 2020. To date the council has achieved 9.7% reductions in emissions.

The Carbon Management Plan is available at:

<http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/Carbon%20Management%20Plan%202011.pdf>

6 Implementation of Action Plans

6.1 Introduction

The air quality action plan was drawn up to outline the actions to be undertaken by the County Council, Rushcliffe BC, the Highways Agency (now Highways England) and other partner organisations to work toward reducing nitrogen dioxide levels within the declared AQMA1 and AQMA1, 2011(AKA AQMA4) to below the National Air Quality Objectives at relevant receptor locations. The main action plan measures are derived from the LTP. More recently an additional action plan has been developed in partnership with the Highways England to tackle AQMA4 on the strategic road network.

The AQMA 4 area is a junction on the strategic road network; although smarter choices and other measures of a similar aim may have a minor effect on levels at the junction, principally, the NO₂ reduction necessary will only result with management of the traffic at the junction or implementation of national measures.

The third local transport plan (LTP3) for Nottinghamshire came into effect from 1 April 2011 and was drawn up in consultation with the public, stakeholders and County Council elected members. The strategic goals of the LTP3 are to:

- provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel
- improve access to key services, particularly enabling employment and training opportunities, and
- Minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.

The consultation identified twelve local transport objectives that will be addressed to help deliver the LTP3 strategic goals as shown in Table 6.1. Delivery of the local transport objectives will also help deliver air quality improvements; nine of the twelve objectives will help lead to improved air quality and the table below details the impact that delivery of each of the objectives will have on the air quality improvements within the AQMAs.

Sustainable Transport Fund and approximately 43% of the national integrated transport block allocation will be included in the LGF. This reduced the amount of funding directly allocated for integrated transport nationally from £450m in 2014/15 to £258m in 2015/16.

The LGF will be distributed to Local Enterprise Partnerships (LEPs) based on a central government assessment of the priorities and actions set out within each LEPs' Strategic Economic Plan. Nottinghamshire is part of the D2N2 (Derby, Derbyshire, Nottingham, Nottinghamshire) LEP. The LEP, in discussions with government will therefore prioritise the projects that the LGF funding will be spent on and these form part of each LEP's Local Growth Deal. It is therefore important to note that the top-sliced transport funding will not necessarily be used for transport projects as it could be allocated to non-transport schemes, and may not be allocated to schemes within Nottinghamshire.

The top-slicing of the integrated transport block from 2015/16 onwards by the government and allocating it to the Local Growth Fund means that from 2015/16 the integrated transport funding allocated to individual highway authorities by DfT will be reduced. In addition to this the formula and data used to calculate each individual authority's allocation has been reviewed from 2015/16. These two changes to the funding arrangements have resulted in Nottinghamshire's integrated transport block funding allocated by DfT reducing by 47% from £7.406m in 2014/15 to £3.916m in 2015/16.

Recognising the importance of local transport improvements to help develop the economy and reduce harmful emissions, the County Council, however, determined to support the integrated transport funding with additional County Council capital funds of £0.5m in 2015/16 although budget pressures from reduced national funding levels mean that it is unlikely this will be continued in future years.

The reductions in central government funding will have a serious impact on the delivery of transport improvements within AQMA1.

The County Council submitted a successful joint Local Sustainable Transport Fund (LSTF) bid with Nottingham City Council for funding in 2015/16. The 2015/16 LSTF

bid contains elements to support the newly employed travel to work sustainably and to promote cycling generally, although these will not be specifically targeted in Rushcliffe.

Major transport schemes

From 2015/16 funding (and prioritisation) of major transport schemes has been devolved to the LEPs. £31.2m funding has been allocated to the D2N2 LEP area for the period 2015/16 to 2018/19.

Major transport schemes have historically been large transport schemes costing more than £5m. The D2N2 LEP determined that from 2015/16 major transport schemes will be defined as schemes that cost at least £2.4m but it should be noted that a minimum local contribution of 20% of any scheme cost is required.

No major schemes that would impact on the AQMAs have been allocated funding during the 2015/16 to 2018/19 funding period. Two major transport schemes that precede the D2N2 LEP allocation that may impact on the AQMA are, however, currently being completed by Nottingham City Council, the Nottingham Ring Road improvement scheme and Nottingham Express Transit (NET) Phase 2. Updates on these schemes as well as those being undertaken on the Highways Agency network that impact on the AQMA are included in Table 6.2 below.

General transport trends

Across the Nottingham built-up area the area wide road traffic mileage has reduced by 8% between 2005 and 2013. HGVs area wide road traffic mileage across the Nottingham built-up area has decreased by 23% during the same period.

Correspondingly there has also been a 6% reduction in CO₂ emissions. It is not possible to analyse these figures at a more local level. It should, however, be noted that there have been increases in the vkm travelled by all vehicles in the Nottingham built-up area of over 1.5% between 2012 and 2013 (HGV vkm travelled have remained constant).

Between 2004 and 2013 the A52 has seen traffic flow decreases of 5%. During the period 2009 to 2013 (pre and post upgrades to expand the road to dual carriageway) flows on the A46 increased by 23% at its highest.

Journey time delays continue to be constrained on the main arterial routes to Trent Bridge. Public transport patronage in the county has increased by 4% between 2005/06 and 2013/14. This information is supplied by public transport operators and is not currently available on a 'corridor by corridor' basis due to market confidentiality.

Between 2010 and 2013 cycling levels have increased by 7.5% across the county and almost 10% in the Greater Nottingham area of the county, whilst only increasing marginally within Rushcliffe.

Table 6.2 details progress on the measures implemented by the County Council to help reduce exceedances within AQMA1 in 2014/15 as well as those that are on-going. Whilst it should be recognised that these activities could potentially have an impact on AQMA 2 and AQMA4 the County Council is not the responsible transport authority for the highway network causing the exceedances within these areas as this is the responsibility of the Highways England. Rushcliffe Borough Council therefore also liaises with the Highway England to address the exceedances within AQMA 2 and AQMA 4.

Table 6.3 details the indicators used to measure the individual measures. A colour coding scheme is used to easily identify which targets are being met and which are behind schedule. Given that several of the indicators are reported on a financial year basis, data/analysis is still outstanding for several indicators. Indicators where data is not yet available are marked 'N/A' in Table 6.3.

Table 6.4 indicates the measures that have been identified for Rushcliffe to implement and provides an update on the progress made to date and Table 6.5 contains the indicator data for each adopted measure.

6.2 NCC Action Plan Progress

The table below shows the action plan measures and the progress made with them from implementation to the current period. Target indicators are also listed in the table for each measure.

Table 6.2 NCC Action Plan Progress

1	Measure	Effective network management	Lead authority	Nottinghamshire County Council	Planning phase	
	Focus	Traffic management/Transport planning and infrastructure			Implementation phase	Ongoing
	Indicator	Restrain average journey times in the morning peak to a 1% increase per year	Target annual emission reduction in the AQMA			
All of the measures below contribute to indicators LTP1, LTP2, LTP4, LTP5, NI178, LTP8, LTP20						
Progress to date			Progress in last 12 months			Estimated completion date
<p>1.1 Traffic control and information is provided through the jointly (County and City Councils) funded traffic control centre that monitors traffic movement and provides real time traffic control over many traffic signal installations. Real time information is conveyed onto the local media and disseminated via NCC’s web site, the internet, mobile phones, satellite navigation and radio broadcasting. The existing Travelwise web site was completely rebuilt and developed to become the central real time information hub for reporting road conditions, congestion, road works, events, incidents, travel information and useful advice for the travelling public.</p>			The Travelwise centre remains in operation 24hrs a day, every day			Ongoing
1.2 Contingency planning, and effective event and incident			The Travelwise centre remains in operation 24hrs a day, every day.			Ongoing

<p>management is undertaken to minimise traffic disruption and unnecessary congestion as part of NCC’s network management duty. These are managed through the joint County/City control centre and travelwise web site, which have been reviewed (as detailed above) to ensure that communication about the incident is passed effectively to those who need to deal with the matter and also to the road user. The local operating agreement between the authority and the HA has also been comprehensively reviewed to identify the relevant parts of the network which have interaction on each authority and to put in place appropriate communication channels for management of incident information.</p> <p>1.3 Co-ordination of streetworks – Systems for notice management and coordination have been upgraded to enhance noticing handling, monitoring of works proposals, coordination of works and directing timing of works. Staff awareness and training has been undertaken to ensure that powers are used effectively. Promoters of highway works have been made aware of their requirements to reduce traffic disruption. A review of street designations and network hierarchy has commenced to improve data quality for works promoters and network managers and to prioritise works management. Regular coordination meetings have been held between all works promoters and partners in addition to regular meetings between the HA and regional partners to create a framework programme of planned works affecting major routes in the region. In addition, workshops have been held with major works promoters including utility companies to promote good practice and to encourage alternative working methods with a review to reducing peak period working and thereby address the most disruptive aspect of working on the highway.</p>	<p>Incidents dealt with through agreed procedures and regular partnership meetings held. Working in close collaboration with the City and HA, tactical diversion routes have been developed for the emergency diversion of traffic from any part of the trunk road network, to reduce the delay in implementation of alternative routes and to ease congestion at the time of incidents. Key locations on the local network are being identified and associated diversion routes investigated in line with the developing network hierarchy.</p> <p>Street designations and network hierarchy review is ongoing; coordination meetings held between all works promoters in conjunction with the City Council and HA and also additional regular meetings between the HA and the local authorities of Nottinghamshire, Nottingham, Derbyshire and Derby.</p> <p>Detailed journey time monitoring of key corridors (including the A60, A6011 and A6520 which lie within the AQMA) has been undertaken annually since 2005/06.</p> <p>Between 2005 and 2013 there has been a decrease in journey times per mile on the three routes monitored in the AQMA as shown in the table below. Data for 2014 is not available yet.</p>	<p>Ongoing</p>
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<p>1.4 Introduction of SCOOT/MOVA was completed during 2012/13.</p> <p>1.5 Upgrades to traffic signals on Bridgford Road/A60 junction in 2012 enabled some alterations to the phasing of the signals at A60/Radcliffe Road junction. Significant improvements to the operation of the junction during the peak traffic period and off peak times were made, most significantly to allow the left turn manoeuvre from A60 London Road over Trent Bridge onto A6011 Radcliffe Road to go green earlier than before. This has the potential to significantly reduce the amount of time traffic is standing outside the Trent House flats on the A60 London Road (although it is dependent upon the length of queues through the junction).</p>			<p>Journey time per mile in the morning peak (mins)</p> <table border="1"> <thead> <tr> <th>Route</th> <th>2013</th> <th>2012</th> <th>2011</th> <th>2010</th> <th>2009</th> <th>2008</th> <th>2007</th> <th>2006</th> <th>2005</th> </tr> </thead> <tbody> <tr> <td>A6011 Lady Bay Bridge</td> <td>4.0</td> <td>4.0</td> <td>4.1</td> <td>4.2</td> <td>3.7</td> <td>4.0</td> <td>4.3</td> <td>3.9</td> <td>4.7</td> </tr> <tr> <td>A6520 & A60 Trent Bridge</td> <td>3.3</td> <td>3</td> <td>2.7</td> <td>3.1</td> <td>3.2</td> <td>4.1</td> <td>3.3</td> <td>3.2</td> <td>3.9</td> </tr> <tr> <td>A60 South</td> <td>3</td> <td>2.9</td> <td>2.8</td> <td>3.1</td> <td>2.9</td> <td>2.8</td> <td>2.7</td> <td>3.1</td> <td>3.2</td> </tr> <tr> <td>All Routes</td> <td>3.4</td> <td>3.3</td> <td>3.3</td> <td>3.4</td> <td>3.3</td> <td>3.6</td> <td>3.4</td> <td>3.4</td> <td>3.8</td> </tr> </tbody> </table>							Route	2013	2012	2011	2010	2009	2008	2007	2006	2005	A6011 Lady Bay Bridge	4.0	4.0	4.1	4.2	3.7	4.0	4.3	3.9	4.7	A6520 & A60 Trent Bridge	3.3	3	2.7	3.1	3.2	4.1	3.3	3.2	3.9	A60 South	3	2.9	2.8	3.1	2.9	2.8	2.7	3.1	3.2	All Routes	3.4	3.3	3.3	3.4	3.3	3.6	3.4	3.4	3.8	2012/13
			Route	2013	2012	2011	2010	2009	2008	2007	2006	2005																																																
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		2012																																																										
2	Measure	Parking	Lead authority	Nottinghamshire County Council/ Nottingham City Council		Planning phase																																																						
	Focus	Traffic management/Alternatives to private vehicle use/Transport planning and infrastructure				Implementation phase		Ongoing																																																				
	Indicator	Manage parking to improve journey time reliability			Target annual emission reduction in the AQMA																																																							
All of the measures below contribute to indicators LTP1, LTP2, LTP4, LTP5, NI177, LTP20																																																												
Progress to date			Progress in last 12 months					Estimated completion date																																																				
<p>2.1 Civil Parking Enforcement was introduced on county roads in May 2008 to help parking does not interfere with the free flowing traffic.</p> <p>2.2 Pocket park and ride schemes were introduced along the A46 and A52 corridors in 2010.</p>			Ongoing					Ongoing																																																				
			The last monitoring of the two sites indicated that approximately 6 vehicles use the A46 corridor site daily as a park and ride facility; and approximately 6 vehicles use the A52 corridor site daily as a					Complete																																																				

<p>2.3 A Park & Ride site to the east of Nottingham in the county is recognised in the Local Transport Plan as a potential future scheme to help ease congestion on the A52 and the route into Nottingham (including the AQMA). Therefore further investigations will be undertaken to identify a site (potentially linked to new housing/employment development).</p>		<p>park and ride facility.</p>		<p>2016</p>	
<p>2.4 The workplace parking levy (WPL) was introduced in the City by Nottingham City Council without charge in October 2011; and became fully operational (including charges) in April 2012. It aims to reduce traffic volumes entering the City Centre</p>		<p>No progress has been made on the development of an eastern park and ride site due to resource constraints but primarily as any scheme is potentially dependent upon future development which has not come forward yet.</p>		<p>Ongoing</p>	
<p>3</p>	<p>Measure</p>	<p>Travel planning</p>	<p>Lead authority</p>	<p>Nottinghamshire County Council</p>	<p>Planning phase</p>
	<p>Focus</p>	<p>Promoting travel alternatives/Public information/Alternatives to private vehicle use/Transport planning and infrastructure</p>			<p>Implementation phase</p>
	<p>Indicator</p>	<p>Develop travel plans with businesses, residents and schools in the vicinity of the AQMA</p>	<p>Target annual emission reduction in the AQMA</p>		<p>Ongoing</p>
<p>All of the measures below contribute to indicators LTP1, LTP2, NI176, LTP4, LTP5, LTP7, NI177, LTP13, NI198, LTP14, LTP19, LTP20, LTP21, LTP22, LTP23, LTP25, LTP30</p>					
<p>Progress to date</p>		<p>Progress in last 12 months</p>			<p>Estimated completion date</p>
<p>3.1 The NCC travel plan has been in operation for over 15 years and has been incorporated into the climate change action plan for the County Council. NCC staff at work locations in the AQMA are surveyed annually to determine how people travel to work.</p>		<p>A variety of measures have been undertaken to promote alternatives to the car, including involvement in ‘walk week’, ‘bike week’, car sharing, and personalised travel planning etc. The surveys undertaken during the 2014/15 financial year indicated that of the staff working at the West Bridgford campus 6% cycled (twice the county average) ;13% walked (county average 8%); 18% travelled by public transport (twice the county average); and 9%</p>			<p>Ongoing</p>

<p>3.2 Workplace travel plans are developed with businesses as part of planning conditions and through voluntary arrangements. For example, Nottingham Forest has developed an approved travel plan which covers not only its employees but also supporters and includes match day smarter choices promotion.</p> <p>3.3 Personalised travel planning was undertaken in 2003/04 in the Meadows and Lady Bay areas adjoining the AQMA.</p> <p>3.4 School travel plans have been developed and approved at all the schools in Rushcliffe (completed March 2011).</p>		<p>car share (county average 5%). These figures are much better than the mode of travel to work for all people in Nottinghamshire detailed in the 2011 census (3% cycled; 8% walked; 9% by public transport; and 5% car share).</p> <p>A further 16 travel plans have been developed in Rushcliffe Borough during 2014/15 although only 4 of these have been approved by the County Council. Funding has been approved for targeted travel planning at employment sites in/close to the AQMA during 2015/16.</p> <p>Funding has been approved for targeted personalised travel planning along the NET Phase 2 routes. Whilst the exact locations are still to be determined this is likely to include areas in Compton Acres.</p>	<p>Ongoing</p> <p>2015/16</p> <p>2015/16</p> <p>2011</p>			
4	Measure	Smarter working	Lead authority	Nottinghamshire County Council/ Rushcliffe Borough Council	Planning phase	
	Focus	Alternatives to private vehicle use/Transport planning and infrastructure			Implementation phase	Ongoing
	Indicator	Implement smarter working practices	Target annual emission reduction in the AQMA			
All of the measures below contribute to indicators LTP1, LTP2, LTP4, LTP5, LTP6, LTP20						
Progress to date			Progress in last 12 months			Estimated completion date
<p>4.1 Flexible working arrangements for staff are operated by the County Council including provision of equipment to allow them to work from home. All office-based County Council employees are able to work from home or from 'touch down' offices nearer to</p>			Arrangements remain in place and are ongoing.			Ongoing

home and are provided with remote access facilities.				2012		
4.2 Eco-driver training sessions to enable County Council employees to drive more efficiently and sustainably have been provided free to NCC staff.						
4.3 Flexible working arrangements at Rushcliffe Borough Council		See RBC progress report Table 6.4				
5	Measure	Car sharing	Lead authority	Nottinghamshire County Council	Planning phase	
	Focus	Promoting travel alternatives/Transport planning and infrastructure/Alternatives to private vehicle use			Implementation phase	Ongoing
	Indicator	Increase in car sharing	Target annual emission reduction in the AQMA			
All of the measures below contribute to indicators LTP1, LTP2, LTP4, LTP5, LTP20, LTP21						
Progress to date		Progress in last 12 months			Estimated completion date	
5.1 A car sharing scheme at NCC and throughout the county (nottinghamshare.com) was launched in April 2006 and continues to be promoted across the county.		Whilst Nottinghamshire is promoted throughout the year additional activities and promotion was held during liftshare week including features in the local press and other publications. The number of current registered users on the website has increased to 2,304 in 2015. The number of NCC staff registered on the website is 364. NCC staff are estimated to make emission savings of 14.8tonnes of CO2; and 124.8kg nitrogen oxides over the next 12 months as a result of car sharing through the website.			Ongoing	
5.2 Introduction of car club in the Nottingham urban area. A feasibility study was undertaken by consultants on the merits of introducing such a scheme. The study concluded that the greatest benefits would be seen by a scheme evolving out of a car share club introduced in the City.		A car club was introduced in Nottingham City in April 2014. The scheme was funded through the Local Sustainable Transport Fund and the Nottingham City workplace parking levy. The contract for the scheme allows for the expansion of the car club in to the county at a later date if the club proves consistently successful			Ongoing	

		over a period of time. The possibility of expanding the existing scheme is being considered for inclusion in a future OLEV funding bid.				
6	Measure	Walking and cycling infrastructure improvements	Lead authority	Nottinghamshire County Council	Planning phase	
	Focus	Promoting travel alternatives/Alternatives to private vehicle use/Transport planning and infrastructure			Implementation phase	Ongoing
	Indicator	Deliver annual programme of cycling improvements to increase walking and cycling levels		Target annual emission reduction in the AQMA		
All of the measures below contribute to indicators LTP1, LTP2 NI176, LTP4, LTP5, NI177, LTP8, LTP13, NI198, LTP14, LTP20						
Progress to date		Progress in last 12 months			Estimated completion date	
<p>6.1 Cycle parking facilities are provided at various locations throughout West Bridgford to encourage cycling for short journeys. It is proposed to introduce additional secure cycle parking in West Bridgford to provide better integration for cyclists to make longer distance journeys by bus. These facilities will be accessible by bus smartcard.</p>		<p>A suitable location has been identified in a RBC car park close to the main bus route into Nottingham City as well as to outlying villages/towns elsewhere. The Cycle Hub was installed in March 2015 and should be fully operational in April 2015.</p>			2015/16	
<p>6.2 The Big Track, a 10mile car free route linking the AQMA to the City, employment centres, tourist attractions, the University, national cycle route networks and further afield has been introduced.</p>		<p>The Big Track continues to be marketed through the Big Wheel and promotional maps/leaflets.</p>			Ongoing	
<p>6.3 Advisory 20mph speed limits are being introduced outside all schools in the county where feasible to improve safety around schools and to encourage more pupils to walk and cycle to school</p>		<p>A programme to install 20mph speed limits outside every school commenced in 2013/14 and is due to be completed in 2015/16.</p>			2015/16	
<p>6.4 City centre to Trent Bridge primary pedestrian route</p>		<p>A Maintenance Challenge Fund bid, rejected by DfT, was submitted</p>				

<p>6.5 Lady Bay Bridge cycle lane is planned as part of Eastside Regeneration scheme. This scheme has been delayed as it is part of a wider Eastside Regeneration scheme.</p> <p>6.6 Advance cycle stop lines have been installed at all feasible major signal junctions within the AQMA.</p> <p>6.7 Wilford Lane cycle route, a 330m off-road 3m wide shared-use cycle route was installed on Wilford Lane in 2007/08.</p>		<p>by Nottingham City Council which included upgrading the main walking route from Nottingham City to Trent Bridge (where two sporting facilities are located).</p> <p>The measure is part of a larger Nottingham City Council Eastside Regeneration scheme. The County Council cannot implement the scheme until works have been undertaken by Nottingham City Council. No progress has been made by the City Council as their scheme is dependent upon securing external funding.</p>		<p>Complete 2006/07</p> <p>Complete 2007/08</p>		
7	Measure	Marketing and promotion of walking and cycling	Lead authority	Nottinghamshire County Council	Planning phase	
	Focus	Promoting travel alternatives/Public information/Alternatives to private vehicle use			Implementation phase	Ongoing
	Indicator	Undertake training and marketing to maintain cycling levels	Target annual emission reduction in the AQMA			
All of the measures below contribute to indicators LTP1, LTP2, NI176, LTP4, LTP5, NI177, LTP8, LTP13, LTP14, NI198, LTP19, LTP20, LTP22, LTP23, LTP25, LTP26, LTP30						
Progress to date			Progress in last 12 months			Estimated completion date
<p>7.1 Cycle maps of Greater Nottingham area have been produced and are updated when required. Maps continue to be distributed throughout the county, and are available as a hard copy and on-line.</p>			<p>Cycling in the Nottingham built-up area part of the county has increased by 5% between 2010 and 2013; and in Rushcliffe district there has been a less than 1% increase in cycling between 2010 and 2013. It is not possible to analyse these figures at a more local level.</p>			Ongoing

<p>7.2 Cycle training continues to be offered free of charge. The County Council continues to offer nationally accredited cycle training to people of all ages and abilities. Cycle training is offered free of charge to children in the county and adult training is also available free to members of the public; whilst training is offered at workplaces at a cost to employers. 12 additional trainers were trained to accredited standards in 2008 to meet the national guidelines.</p>	<p>In 2014/15 6,274 children received cycle training, including 1,843 children in Rushcliffe.</p>	<p>Ongoing</p>
<p>7.3 Marketing of walking and cycling is undertaken in a variety of formats. Various campaigns have been undertaken. The Big Wheel marketing organisation was established to deliver year round marketing campaigns; including walk week, bike week etc. in the Greater Nottingham area. The County Council also undertakes its own marketing, such as developing and distributing a walking map for West Bridgford employees/households (the map was launched to coincide with 2007 Walk Week and remain available on-line to download.).</p>	<p>Various campaigns undertaken including marketing of bike week, walk week, walk to school week. Nottinghamshire County Council, in partnership with Nottingham City Council, held a Greater Nottingham cycle forum during Bike Week and Cycle Live (including mass participation cycle rides and activities such as the Great Notts Bike Ride) was held in June to promote cycling.</p> <p>Involvement in Walk Week during May includes guided walks, a chance to try out activities. Media campaigns were held internally with members of staff and externally to promote walk week. Activities included organised lunchtime walks. National walk to school week was also promoted by the County Council in all schools across the county. It is hoped that the events in Walk Week will encourage people to continue walking and lead healthier lifestyles.</p> <p>All of the work undertaken by the officers undertaking travel planning duties (e.g., publicity campaigns, personalised travel planning etc.) aim to deliver increases in the walking and cycling mode share.</p>	<p>Ongoing</p>

		Footfall in West Bridgford town centre (Mon-Fri) has increased by 20% between 2012 and 2014.			
		Smarter choices marketing campaigns have been undertaken during 2014/15 at all of the major sporting venues which could impact on the AQMA (Nottinghamshire County Cricket Club, Nottingham Forest Football Club and Nottingham Rugby Club) at matches during the their respective season.			
8	Measure	Passenger transport infrastructure improvements	Lead authority	Nottinghamshire County Council/ Nottingham City Council	Planning phase
	Focus	Promoting travel alternatives/Alternatives to private vehicle use/Transport planning and infrastructure			Implementation phase
	Indicator	Deliver annual programme of passenger transport improvements to increase patronage	Target annual emission reduction in the AQMA		Ongoing
All of the measures below contribute to indicators LTP1, LTP2, NI176, LTP4, LTP5, LTP19, LTP20					
Progress to date		Progress in last 12 months			Estimated completion date
8.1 Construction of the East Midlands Parkway station on the A453 with adjoining park and ride site started in December 2007 and the station opened in January 2009.		In 2013/14 328,446 passengers (combined total arriving and departing) a 15.7% increase from 2012/13.			Ongoing
8.2 Bus stops along each of the corridors in the AQMA have been upgraded to feature real time information		Rushcliffe now has 70 Real time displays at bus stops, of which 7 were installed during 2014/15			Ongoing
8.3 Timetable cases carrying commercial bus operator and NCC supported service timetables are provided at all stops in the AQMA.		An annual programme of updates and maintenance of all stops in the AQMA including updating network maps to ensure all information is current and accurate is ongoing.			Ongoing

<p>8.4 Bus priority (automatic vehicle detection, bus lanes etc.) is provided at a number of key signal junctions in the AQMA to make bus travel more reliable and attractive to the public.</p>		<p>The Bridgford Road bus lane is to be amended and bus lane enforcement cameras introduced to improve the efficiency of the junction for car drivers and to encourage less contraventions of the bus lane.</p>		<p>2015</p>	
<p>8.5 Construction of NET Phase 2 being delivered by Nottingham City Council extends the tram system to incorporate two new lines to the south and west of Nottingham city centre totalling 17km in length, commenced in early 2013.</p>		<p>Construction and testing ongoing.</p>		<p>2015</p>	
<p>9</p>	<p>Measure</p>	<p>Marketing and promotion of passenger transport</p>	<p>Lead authority</p>	<p>Operators/ Nottinghamshire County Council/ Nottingham City Council</p>	<p>Planning phase</p>
	<p>Focus</p>	<p>Promoting travel alternatives/Public information/Alternatives to private vehicle use</p>			<p>Implementation phase</p>
	<p>Indicator</p>	<p>Undertake marketing/promotion to increase passenger transport patronage</p>	<p>Target annual emission reduction in the AQMA</p>		<p>Ongoing</p>
<p>All of the measures below contribute to indicators LTP1, LTP2, NI176, LTP4, LTP5, NI177, NI178, LTP8, NI198, LTP19, LTP20, LTP22</p>					
<p>Progress to date</p>		<p>Progress in last 12 months</p>			<p>Estimated completion date</p>
<p>9.1 Various marketing campaigns undertaken in partnership with operators and Nottingham City Council, co-ordinated through the Greater Nottingham Bus Quality Partnership.</p>		<p>100 years of no.6 route (ongoing); promotion of the 'Rushcliffe Greens' services (March – June 2015); continued ongoing marketing of Kangaroo integrated ticketing scheme.</p>			<p>Ongoing</p>
<p>9.2 At-stop timetable cases are used to promote public transport journey planners, traveline, apps and other sources of information. NCC also displays area network maps showing bus and tram routes in bus shelter information display cases wherever these exist. The County Council's website provides information on local bus networks and links to operators' websites, the traveline journey</p>		<p>Updates and maintenance of all stops in the AQMA is ongoing. Network maps are also reviewed and updated as necessary to ensure all information is current and accurate. All data from timetable changes is also updated to ensure that traveline journey planner and website information is current and accurate.</p>			<p>Ongoing</p>

<p>planner and bus timetables.</p> <p>9.3 Web based journey planners are used to help people plan and make passenger transport journeys. Nottinghamshire is part of the national, multi-modal Traveline journey planner.</p>		<p>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. Further enhancements to web based journey planners in the county will be determined as part of the emerging Integrated Passenger Transport Strategy which will be completed during 2015. Any enhancements to web based journey planners will therefore be developed after this date.</p> <p>Smarter choices marketing campaigns have been undertaken during 2014/15 at all of the major sporting venues which could impact on the AQMA (Nottinghamshire County Cricket Club, Nottingham Forest Football Club and Nottingham Rugby Club) at matches during the their respective season.</p> <p>Public transport patronage in the county has increased by 4% between 2005/06 and 2013/14.</p>			Ongoing	
10	Measure	Passenger transport ticketing improvements	Lead authority	Operators/ Nottinghamshire County Council/ Nottingham City Council	Planning phase	
	Focus	Promoting travel alternatives/Alternatives to private vehicle use/Transport planning and infrastructure			Implementation phase	Ongoing
	Indicator	Delivery of concessionary fares; and development of smartcard ticketing options to improve reliability and increase patronage		Target annual emission reduction in the AQMA		
All of the measures below contribute to indicators LTP1, LTP2, NI176, LTP4, LTP5, NI177, NI178, LTP8, LTP20, LTP30						
Progress to date			Progress in last 12 months			Estimated completion

		date
10.1 Kangaroo Integrated Ticket scheme offers customers an all-operator ticket through the AQMA corridors	A new smartcard platform was introduced in April 2014 allowing passengers to have a more robust ticket than the paper alternative. In 2013/14 over 600,000 day tickets were sold and over 10,000 smartcards were issued. MANGO smartcards were also expanded in April 2014 to include use on NET tram network.	Ongoing
10.2 A countywide off-peak concessionary fare scheme for elderly and disabled residents has been in place since 1985. This has undergone significant changes in subsequent years and is now part of the English National Concessionary Travel Scheme. Nottinghamshire does offer additional discretionary travel entitlements for pass holders which allows travel on the Nottingham tram network. A further facility is offered which allows a companion to travel without charge for residents with severe mobility issues.	24,111 elderly/disabled people living in the Rushcliffe area have a concessionary travel pass and 97.5% of eligible people in the borough have a pass. 2014 saw the enhancement of travel entitlement of tram travel with the removal of the evening peak restriction and the extension of scheme to cover new NET lines.	Ongoing 2015
10.3 Concessionary fares for young people continue through the under 16 Travel Assistance scheme for school pupils which offers free bus passes to eligible children, and season passes to those who are not eligible. Nottinghamshire County Council refers pupils to all available bus operators for their route to promote the use of public transport. A continued Post 16 Travel Assistance scheme for further education pupils which offers either a half-fare pass or season pass.	In 2014 6,257 free under-16 home to school transport passes were issued in Nottinghamshire; 623 under-16 home to school season passes were issued in Nottinghamshire; 274 pupils received an under-16 waived season pass in Nottinghamshire; and 663 post-16 travel passes were issued in Nottinghamshire.	Ongoing
10.4 Introduction of ITSO smartcard ticketing in the county.	An integrated ticketing strategy for the county was developed during 2014/15 and will inform the future development of ITSO smartcard ticketing options as well as the use of contactless ticketing etc.	Ongoing

11	Measure	Passenger transport service improvements	Lead authority	Nottinghamshire County Council/ Passenger transport operators	Planning phase	
	Focus	Promoting travel alternatives/Alternatives to private vehicle use/Transport planning and infrastructure			Implementation phase	Ongoing
	Indicator	Service enhancements to increase patronage		Target annual emission reduction in the AQMA		
All of the measures below contribute to indicators LTP1, LTP2, NI176, LTP4, LTP5, NI177, LTP8, LTP19, LTP20						
Progress to date			Progress in last 12 months			Estimated completion date
<p>11.1 Nottingham to Lincoln rail line service improvements. Residents of many of the outlying villages/settlements that lie along the Nottingham-Lincoln rail line could use the rail service instead of driving if the service is quicker and more frequent.</p> <p>11.2 Increased capacity at peak times and introducing feeder services to high quality bus routes serving key towns in Nottinghamshire.</p> <p>11.3 The SkyLink direct 24 hour bus service to the airport began operating in May 2004 and in February 2006, the Skylink service became 24-hour, operating every 30minutes and was re-routed via Trent Bridge.</p>			<p>Funding has been secured by the County Council from Central Government and other partners to increase the frequency of the service throughout the day and to enable a faster peak time service.</p> <p>In August 2014 the Council introduced new commuter services from villages in the south of Rushcliffe linking in to high frequency urban services providing car free journeys to access work, health and leisure services.</p> <p>Between 2005 and 2009 patronage on the Nottingham Skylink service increased by 168%. The numbers of people travelling to the airport by car decreased by almost 7% during the same period. The franchise for the Skylink service was re-tendered during 2011 and the new operator revised the route which no longer operates through the AQMA. Another operator took up the vacated route but unfortunately ceased trading during 2012. Funding the route through the LSTF was considered but the service would have been significantly impacted by the disruption from the ongoing carriageway widening works on the A453 (part of the</p>			<p>2015/16</p> <p>Ongoing</p>

			route) and therefore this was not funded. It is unlikely that any operator will consider the route until the works on the A453 are completed (Spring 2015). Any future route may also be dependent upon securing scarce revenue funding for the route.			
12	Measure	Cleaner vehicles	Lead authority	Operators/ Nottinghamshire County Council/ Nottingham City Council	Planning phase	
	Focus	Freight and delivery management/Vehicle fleet efficiency/Promoting low emission transport			Implementation phase	Ongoing
	Indicator	Ongoing take-up of cleaner vehicles	Target annual emission reduction in the AQMA			
All of the measures below contribute to indicators LTP1, LTP2, LTP4, LTP5, LTP8, LTP20, LTP27, LTP30						
Progress to date			Progress in last 12 months			Estimated completion date
<p>12.1 Operators are encouraged to take-up cleaner vehicles 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 was 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.</p>			<p>Partnerships with all of the major bus operators are ongoing including the transport development group which is held every two months; and the Greater Nottingham Bus Quality Partnership which meets quarterly. The groups help determine future service and public transport scheme improvements.</p> <p>A Green Bus Fund bid, made to fit equipment on services running through AQMA to reduce emissions, was rejected by DfT. An OLEV bid is being drafted with BQP partners to implement a bus low emission corridor which includes all buses travelling through the AQMA, and part of the bid includes higher Euro standards (VI) vehicles.</p>			Ongoing
<p>12.2 The Statutory Quality Partnership Scheme (SQPS) ensures that services operating into the city centre (including those travelling through the AQMA) meet a minimum of Euro III</p>			<p>Monitoring of operator standards and operation of the SQPS is ongoing.</p>			Ongoing

standards for emissions – the vast majority of buses travelling through the AQMA go into the SQPS area – with many vehicles operating at higher standards.					
12.3 Introduce increasing proportion of bio-fuels to NCC’s fleet. NCC plan to continually improve the emission standards of their fleet vehicles. The majority of the Council’s bus fleet is now Euro V standard.		NCC will look to accelerate bringing in low emission vehicles as part of the OLEV bid currently being drafted.		Ongoing	
12.4 Eco-Stars was introduced in the Greater Nottingham area in March 2013 as part of the LSTF programme – SAFED driver training is included as part of the scheme		A total of 51 members have joined the scheme. Funding expired in March 2015 (when LSTF funding expired).		March 2015	
13	Measure	Development control	Lead authority	Rushcliffe Borough Council/ Nottinghamshire County Council	Planning phase
	Focus	Policy guidance and development control			Implementation phase
	Indicator	Funding secured and released for sustainable transport improvements that assist the improvement of air quality in the AQMA	Target annual emission reduction in the AQMA		Ongoing
All of the measures below contribute to indicators LTP1, LTP2, NI176, LTP4, LTP5, LTP8, NI177, NI178, LTP13, LTP14, NI198, LTP19, LTP20, LTP27, LTP28, LTP29					
Progress to date			Progress in last 12 months		Estimated completion date
13.1 Development control contributions are collected by Rushcliffe Borough Council and used to provide cycling, walking and public transport improvements within the AQMA.			No funding was released by Rushcliffe Borough Council during 2014/15 for improvements that will help provide benefits across the AQMA		Ongoing
13.2 Development of a supplementary planning document			See RBC progress report Table 6.4		
14	Measure	A52 Ring Road improvements	Lead authority	Nottingham City Council	Planning phase

	Focus	Capacity improvement/Transport planning and infrastructure	Implementation phase	2013-2016
	Indicator	Opening of the improved ring road to vehicles	Target annual emission reduction in the AQMA	
Progress to date		Progress in last 12 months		Estimated completion date
Works have commenced on a package of measures aimed at directly addressing the key problems affecting the ring road. These are based upon making the best use of the existing road network and minimising public expenditure.		Works to the following sections were undertaken in 2014/15: Hucknall Rd, Valley Rd, Western Blvd, Crown Island, and Middleton Blvd.		2016
15	Measure	A453 improvements	Lead authority	Highways Agency
	Focus	Capacity improvement/Transport planning and infrastructure	Implementation phase	2013-2015
	Indicator	Opening of the improved A453 to vehicles	Target annual emission reduction in the AQMA	
Progress to date		Progress in last 12 months		Estimated completion date
The proposed scheme aims to improve the A453 trunk road between the M1 junction 24 and the A52 in Nottingham, to ease existing highway congestion and improve road safety. The works to widen the A453 and improve its junctions with side roads have commenced and are on-going.		The A453 project continues to be on schedule with a planned opening date of Spring 2015. The urban carriageways are nearing completion with junction completions scheduled by the end of April 2015. The Crusader Roundabout is completed including signal commissioning. Traffic has been switched onto the completed rural westbound carriageway whilst works continue on the eastbound carriageway. The junctions are due to be completed by the end of May and the bridge works are substantially completed.		May to September 2015
16	Measure	New Trent crossing	Lead authority	Nottinghamshire County Council
	Focus	Capacity improvement/Transport planning and infrastructure	Implementation phase	2015-2026
	Indicator	Completion of feasibility study	Target annual emission reduction in the AQMA	N/K
Progress to date		Progress in last 12 months		Estimated completion date

<p>The AQMA is on the approach to two of the three road bridges crossing the River Trent within the Nottingham built-up area LTP area. A fourth road bridge crossing is not currently planned and there is no safeguarded highways route for the provision of a new bridge. Previous studies into the provision of a crossing determined that a bridge would not be feasible until after the 'duelling' of the A52 between Clifton Bridge and Saxondale island, including grade separated junctions between these two locations. The work on the A52 is not, however, currently programmed by the Highways Agency.</p>	<p>Gedling Borough Council employed consultants to undertake a very basic Fourth Trent Crossing feasibility study. The study was, however, insufficient to determine whether such a crossing is feasible and did not involve the necessary highway authorities. A further feasibility study is therefore to be jointly funded by Nottinghamshire County, Nottingham City, Gedling Borough and Rushcliffe Borough Councils.</p> <p>A new bridge does not, however, have any committed funding and if a new bridge is feasible, securing sufficient funds to meet its predicted very high cost is likely to impede its construction in the foreseeable future.</p>	
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The following tables provide the indicators of AQAP measures referred to in the above tables:

Table 6.3 Nottinghamshire County Council Indicator Table

Progress against trajectory legend:													
	Going strongly in the right direction												
	No clear trend/slowly going in the right direction, perhaps not fast enough to meet agreed targets												
	Going in wrong direction												
N/A	Data not available at time of writing												
Indicator no.	Indicator	Performance	Year										
					2008	2009	2010	2011	2012	2013	2014	2015	
LTP1	Average journey time per mile during the morning peak on the urban centre networks in the county	Trend data			3mins 26secs	3mins 19secs	3mins 24secs						
		Targets						3mins 26secs	3mins 27secs	3mins 29secs	3mins 30secs		
		Actual						3mins 16secs	3mins 10secs	3mins 23secs	N/A	N/A	
			2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
LTP2	Changes in area wide traffic mileage (vehicle kilometres travelled)	Trend data	100	102	99	100							
		Targets					101	102	103	104	105		
		Actual					99	98	96	97	N/A	N/A	
					2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14		
NI176	Working age people with access to employment by public transport (and other specified means)	Trend data		79.5%	80.8%	80.9%							
		Targets					80.9%	80.9%	80.9%	80.9%	80.9%		
		Actual					81.2%	81.9%	N/A	N/A	N/A	N/A	
			2007	2008	2009	2010	2011	2012	2013	2014	2015		
LTP4	Number of AQMAs on County Council managed roads	Trend data		1	1	1	2						
		Targets						2	2	2	2	2	
		Actual						2	2	2	2	N/A	
			2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
LTP5	CO2 emissions from transport on County Council managed roads	Trend data	105	106	103	100							
		Targets					101	102	103	104	105		
		Actual					100	98	97	97	N/A	N/A	
			2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	

LTP7	Organisations with a travel plan	Trend data							N/A	N/A	N/A	N/A	
		Targets							N/A	N/A	N/A	N/A	
		Actual							N/A	N/A	N/A	N/A	
			2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
NI177	No. of local bus and light rail passenger journeys originating in the authority	Trend data	32.6m	34.0m	35.1m	35.4m	35.1m						
		Targets						35.4m	35.8m	36.1m	36.5m	N/A	
		Actual						34m	33.2m	34.6m	33.8m	N/A	
			2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
NI178	Bus services running on time (Percentage of buses on time)	Trend data											
		Targets											
		Actual							85%	85%	84%	84%	
	Bus services running on time (waiting time on frequent services)	Trend data											
		Targets											
		Actual							0.89mins	0.93mins	0.96mins	1.03mins	
							2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
LTP8	Public satisfaction with local bus services	Trend data					69%						
		Targets						69%	69%	69%	69%	69%	
		Actual						69%	66%	70%	69%	93%	
			2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
LTP13	Cycling levels	Trend data	103	104	99	100	100						
		Targets						100	100	100	100	N/A	
		Actual						109	105	108	N/A	N/A	
			2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
LTP14	Footfall in towns and district centres	Trend data							N/A	N/A	N/A	N/A	
		Targets								N/A	N/A	N/A	
		Actual								N/A	N/A	N/A	
			2006	2007	2008	2009	2010	2011/12	2012/13	2013/14	2014/15	2015	
LTP19	Percentage of households within 800m of a bus stop with an hourly or better bus service Monday-Saturday (0600-1800)	Trend data					96%						
		Targets						70%	70%	70%	70%	N/A	
		Actual						95%	94%	94%	N/A	N/A	

Contributory output indicators (no targets have been set for such indicators but it is anticipated that year on year growth will be seen)

Indicator no.	Indicator	Performance	Year								
			2006	2007	2008	2009	2010	2011	2012	2013	2014
LTP21	Number of registered car sharers on Nottinghamshire		2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
		Actual	790	994	1,326	1,760	1,891	2,044	2,234	2,295	2,304
LTP22	Public satisfaction with passenger transport information		2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
		Actual				61.8%	61.4%	62.1%	64.8%	63.2%	83%
LTP23	Public satisfaction with bus driver behaviour		2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
		Actual				70.0%	70.5%	70.1%	71.2%	72.6%	89%
LTP25	Number of children undertaking cycle training		2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
		Actual					4,800	4,900	4,592	5,322	
LTP28	Provision of information at bus stops		2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
		Actual	74%	76%	80%	80%	95%	96%	97%	97%	98%
LTP29	Provision of real-time information		2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
		Actual				80	80	111	N/A	212	355
LTP30	Take up of concessionary fare passes		2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
		Actual	74	76	80	80	86%	89.3%	84.8%	89.9%	85.5%

6.4 Rushcliffe Borough Council AQAP Measures

The tables below show the action plan measures and the progress made with them being implemented by Rushcliffe Borough Council from implementation to the current period. The progress in the last 12 months is shown as the last entry in the column.

Target indicators are shown in the second to last column.

Table 6.4 Rushcliffe Borough Council outstanding or on-going measures

measure	Focus	Responsibility	Air Quality Impact	Time scale	Indicator	Progress
RBC Travel Plan	Reduce impact of RBCs business and staff travel.	Paul Philips, Environmental Sustainability Officer	L	M	Implementation of travel plan.	2013: A draft travel plan has been produced and is likely to be implemented from 2014/15. 2014: RBC are to move offices to a new office combined with a leisure centre. A travel plan has been produced that will be implemented at the new location.
Remote home working	Expand to other Service areas as appropriate	Corporate (John Waterson, Senior Finance Officer has access to remote worker list)	L	S	AQ3	FY 2013/14 we paid 31 staff remote working allowance. FY 2014/15 – 40 members of staff have been designated as remote workers. There is now a phased plan in place to roll remote working out to ALL staff within the council, where their job has been assessed as being flexible.

Energy efficiency	Reduce emissions of greenhouse gases and nitrogen dioxide from RBC premises and domestic premises and establish targets	Environmental Sustainability Officer	L	2009/2010	NI185 NI187	<p>An energy strategy is in place for the period 2000-2010 with the aim of reducing energy usage in general. This measure is now part of the Climate Change Action Group remit http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/Climate_change_strategy_2013.pdf). Our monitoring report can be found online at http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/climatechange/Rushcliffe%20GHG%20Report%202013_14.pdf</p> <p>Our total emissions have shown a small increase this year, due to Leisure Centre use of electricity increasing from the 2012/13 figure, however that was exceptionally low and the figure for 2013/14 is lower than 2011/12, so it follows the trend of decreasing emissions. Improvements across our estate (gas reduction of 14% or 1,185,707kWh); reduced business mileage (a reduction of 12,919Km) and reduced fleet fuel use (a reduction of 9902L) have been achieved.</p>
A52 Traffic Study	Determine traffic levels and air quality impacts along A52 from Widmerpool to Clifton and associated junctions.	Highways England, Asset Manager Highways Agency	H	By end of 2010	Production of final report	2014.The HA have completed the study see AQAP for AQMA4 in next section.
VOSA vehicle emissions testing	Liaise with NCC and evaluate feasibility of enforcement of emission standards within AQMA's	Neighbourhoods, RBC	L	2009/2010	Under take monitoring	<p>The action was raised at the AQSG. 2 LA's agreed to part take in a joint scheme. This was insufficient to fund the project.</p> <p>Item will remain open but no further progress has been made. 2014 no progress made</p>

<p>Local Plans. Development Control Strategies.</p>	<p>Develop Supplementary Planning Documents. Ensure air quality is a material consideration for key developments in the Borough. Prevention of a worsening of air quality through inappropriate development in or around the AQMA's</p>	<p>Development control (Richard Mapletoft, Planning Policy Manager) Neighbourhoods (M Hickey, EHO)</p>	<p>M</p>	<p>2009 On-going on-going</p>	<p>Draft has been produced and published on web in 2009 AQ4 AQ5 AQ6</p>	<p>Draft guidance produced. Planners have policy in place to refer applications with air quality impacts</p>	<p>Air quality is a material consideration in planning matters and specific conditions relating to land use and traffic impacts are being commented on and attached as planning conditions currently. 2014. Comment form Planning Policy: A Supplementary Planning Document (SPD) relating to air quality is also likely to be prepared once work on the Local Plan has progressed further. At present, it is envisaged it will be around 18 months to 2 years before the SPD can be completed. The Environment & Waste Management Service have produced a non-statutory advice guide for developers with regards to air quality and the undertaking of air quality assessments which can be accessed from Rushcliffe's Website at http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/airquality/Air%20quality%20guidance%20for%20developers.pdf</p>
<p>RBC fleet and fuel policy</p>	<p>Use good vehicle management. Evaluate cleaner fuels/vehicles</p>	<p>(Neighbourhoods, Fleet and Workshop Team Leader , RBC)</p>	<p>L</p>	<p>M</p>	<p>NI194 Review of fuel policy</p>	<p>For previous actions see previous report. 2014. We have 1 euro 6 vehicle with electronic bin lifts which was purchased May 2014, 3 more euro 6 with electronic bin lifts to be delivered by end of June 15. We will have by the end of June a total of 10 vehicles with electronic bin lifts. Next year I have 6 vehicle I can change but a decision will not be made until September. comment required</p>	

Completed Actions prior to 2014; see previous reports for detailed comments						
Nottinghamshire Air Quality Strategy	Review the strategy through the Nottinghamshire Air Quality Steering Group	Neighbourhoods (M Hickey)	L	n/a	Adoption of strategy	Strategy was adopted in 2008 Strategy was adopted by RBC in 2008. NFA required. COMPLETED IN 2008
Climate change action group	Air quality – % reduction in NOx and primary PM10 emissions through local authority's estate and operations.	P Philips	L	2009/2010	NI 194 NI 185 NI 186	2011: NI185 – this has been replaced by the Greenhouse Gas Emissions Report available online at http://www.rushcliffe.gov.uk/media/rushcliffe/media/documents/pdf/environmentandwaste/climatechange/Rushcliffe%20GHG%20Report%202010_11.pdf
RBC procurement	Implement a green corporate procurement strategy to reduce pollution	Procurement officer (David Hayes)	L	S		2010: Procurement Strategy updated for 2009/2012 and still recognises broad impacts on sustainability. Link here: http://www.rushcliffe.gov.uk/upload/public/attachments/266/procurement_strategy_20092012final.pdf No measurable air quality outputs from this strategy. COMPLETED 2010
Control of industrial emissions	Liaise with Environment Agency to ensure that air quality is considered as part of the IPPC regime/enforcement of ppc controls to air	Neighbourhoods (M Hickey)	L	on-going	LIEWM20	Incorporated into existing procedures. Measure implemented. 2010: Policies and procedures in place and therefore action is COMPLETE . Will continue to monitor number of complaints and report to demonstrate on-going commitment On-going as RBC have decided to carry over this Local Indicator for 2011/12
Bonfires	Encourage composting recycling and enforce bonfire controls on demolition sites	Neighbourhoods, (P Scotney)	L	on-going	AQ2	Policies are already in place to investigate complaints within 5 days 2010: Policies and procedures in place and therefore action is COMPLETE . Will continue to monitor number of complaints and report to demonstrate on-going commitment.
Smoke control	Enforce the requirements of the Smoke Control Areas In West Bridgford	Neighbourhoods (P Scotney)	L	on-going	AQ1	Policies are already in place to investigate complaints within 5 days 2010: Policies and procedures in place and therefore action is COMPLETE . Will continue to monitor number of complaints and report to demonstrate on-going commitment.

AQ monitoring/ information	Continued monitoring throughout the borough. Development of County wide AQ website and develop consistent monitoring procedures. Air quality monitoring data and reports published on Rushcliffe.gov.uk web site	Neighbourhoods (M Hickey)	L	Implement ed Updates in 2009 Annually June July 2009	Web site going live. Updates to web site design Published on web	Envitec & Casella employed by AQSG to install	2011 website continues to be accessible. Discussion at the NEPWG about enhancing this AQ measure. Grant application bid to be undertaken in 2012 for additional NOx monitor at Stragglethorpe (AQMA4)
Local Strategic Partnership	Develop key actions on air quality improvement within the Environmental Issues Group	P Scotney/ P Philips	L	M	NI85 N194	2011 The Rushcliffe Environmental Partnership is no longer meeting and the following recommendations were produced: To close the Environment Partnership and transfer responsibilities within the community strategy to Rushcliffe Borough Council, including production of a 6 monthly e-newsletter and maintain a database of environmental / sustainability organisations Hold an annual Forum event Establish partnership task and finish groups to deliver specific partnership related environmental projects. The Environmental partnership to continue to be represented at Strategic Board level to champion environmental issues.	
Liaison with the Highways Agency	Develop further actions for the improvement of air quality within the AQMA's	Neighbourhoods (M Hickey / Sarah Cairns)	L	2009/2010	Meet with HA at least annually. Forward any Air quality reports to the HA as a consultee Contact the Route manager in 2009 if necessary	2011 Rushcliffe have met with the HA regarding the Stragglethorpe AQMA. Discussions also took place regarding AQMA2. It was agreed that AQMA 2 at present requires no additional measures as all sites are under or very close to being under the annual mean in this AQMA. Opportunities will continue to raise this area in contact with the HA. On-going in relation to AQMA4	
LTP integration	Reduction/prevention of traffic increase in AQMA 1 through the LTP	LTP transport Planners (Sean Parks)	H	April 2010	Production of indicators and targets for each LTP measure annually	2011. AQ is integrated into the LTP3, this measure is therefore complete. Indicators introduced to show impacts. From actions.	

				During 2009	AQ7	
Reduction in NO2 in AQMA's	Measure NO2 concentrations at key receptor locations in AQMA's	Neighbourhoods (M Hickey)	H	on-going	AQ8 full details of NO2 results reported annually to DEFRA through R&A	All levels I aqma are reported on in the Progress report or USA
Reduction in NO2 in AQMA's	Renew NO2 and PM10 monitors in AQMA 1	Neighbourhoods (M Hickey)	H	April 2010	Implemented in 2009 and Jan 2010	Completed.

Table 6.5 Rushcliffe BC Air Quality Action Plan indicators

Indicator	2006-2010	2011		2012		2013		2014	
		target	result	target	result	Target	Result	target	result
LIEWM20: % of risk based inspections undertaken as part of the annual programme PPC	For data see previous reports	98%	100%	98%	100%	98%	100%	98%	100%
AQ1: Number of smoke control complaints investigated	For data see previous reports	n/a	n/a	n/a	16	n/a	5	n/a	4 inside SMA 15 outside SCA

Indicator	2006-2010	2011		2012		2013		2014	
		target	result	target	Result	target	result	target	result
AQ2: Number of bonfire complaints investigated	For data see previous reports	n/a	58 bonfires +12 producing dark smoke	n/a	37	n/a	51	n/a	57
AQ3: Number of RBC staff remote working	For data see previous reports	increase	42 received home working allowance	increase	36 received remote working allowance	increase	31	increase	40

Indicator		2010	2011	2012	2013	2014
AQ4: Air quality assessments reviewed through the planning process	No of Assessments	4	2	3	8	4

Indicator		2011	2012	2013	2014
AQ5:	Number of pre application discussions	2	2	2	5
	Number of applications commented on for air quality	8	2	7	5
AQ6: Number of Travel plans conditioned through the planning process		4	4	1	Travel plans are now regularly applied to certain larger application as opposed to requested through condition. As such this indicator is removed. http://www.nottinghamshire.gov.uk/travelling/travel/plansstrategiesandtenders/travelplans/
AQ7: Number of meetings with LTP		2	2	2	3

AQ7/2: Number of meetings with HA	1	2	2	2
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Rushcliffe BC Air Quality Action Plan Indicators –continued

Indicator		2007		2010		2011		2012		2013		2014	
		Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual
			µg/m ³		µg/m ³		µg/m ³		µg/m ³		µg/m ³		µg/m ³
AQ8: NO2 air quality in AQMA's at receptor locations	Key sites in AQMA												
NO2 Monitor annual mean, Loughborough Road, West Bridgford		No increase	43.2	No increase <40	39.24	<40	37.82	<40	41.05	<40	29.7	<40	31.6
Loughborough Road residential		No increase	45.8	No increase <40	37.6	<40	34.5	<40	37.6	<40	32.8	<40	31.1
Radcliffe Road, West Bridgford			51.4	No increase <40	40.8	<40	36.5	<40	37.9	<40	33.5	<40	34.5
37 Radcliffe Road (formerly Midlands Communications on Radcliffe Road, West Bridgford)		Reduction by 1 µg/m ³	48.2	Reduction by 0-1 µg/m ³ <40	(new location 33.3) assessed at receptor as 34.2	<40	30 (31.4 at receptor)	<40	34.9	<40	31.7	<40	27.8 at tube location
Trent House Flats, Trent Bridge		Reduction by 5 µg/m ³	52.5	No increase <40	42.0	Reduction by 2.5 µg/m ³	38.8	Reduction by 2.5 µg/m ³	42.0	Reduction by 2.5 µg/m ³	38.8	<40	40.1

Trent Boulevard B, Lady bay area	Reduction by 4 µg/m ³	50.6	<40	38.8	<40	37.2	<40	40.4	<40	35.5	<40	35.5
Clover lands A52	No increase	48	Reductio n by 4.5 µg/m ³ <40	36	<40	32.5	<40	34.3	<40	32.0	<40	29.2
Windy Ways A52 (Nottingham Knight Island)	Reduction by 2 µg/m ³	44	<40	35	<40	37.9	<40	39.1	<40	36.8	<40	36.2

Red above AQO

Orange below AQO but increase on previous year

Green below AQO and fall on previous year

*1 this site was on a business premise (Not a relevant receptor).

Table 6.6 Traffic flows in AQMA's (and main roads into AQMA's)

(THIS DATA IS COMMERCIALY CONFIDENTIAL AND MAY NOT BE USED OR REPRODUCED WITHOUT THE PERMISSION OF THE TRANSPORT PLANNING TEAM AT NOTTINGHAMSHIRE COUNTY COUNCIL. ENQUIRIES SHOULD BE MADE TO ANDREI CRUDGINGTON IN THE TRANSPORT PLANNING TEAM (0115) 977 2393)

ROAD NO.	LINK NO.	AQMA	LOCATION (FROM - TO)	AADT 2006	change from 2007-2008	AADT 2009	change from 2008-2009	AADT 2010	change from 2009-2010	AADT 2011	change from 2010-2011	AADT 2012	change from 2011-2012	AADT 2013	change from 2012-2013
A 52	54	2	Clifton Boulevard: A 453 Clifton Lane - A 60 (Nottingham Knight roundabout)	50,550	-1,550	50,200	150	49,900	-300	49,450	-450	48,850	-600	50,450	1,600
A 52	55	2	Clifton Boulevard: A 60 (Nottingham Knight roundabout) - A 606 (Wheatcroft roundabout)	34,150	-1,050	35,700	50	36,600	900	34,050	-2,550	34,000	-50	35,200	1,200
A 52	56		Gamston Lings Bar Road: A 606 (Wheatcroft roundabout) - Ambleside	25,550	-300	24,950	300	24,750	-200	24,050	-700	23,550	-500	23,850	300
A 52	57		Gamston Lings Bar Road: Ambleside - A 6011 (Gamston roundabout)	25,650	-1,250	25,250	300	25,000	-250	24,850	-150	24,650	-200	25,150	500
A 52	58		Radcliffe Road: A 6011 (Gamston roundabout) - Sandy Lane (Holme House)	41,750	-2,150	40,900	650	40,600	-300	40,350	-250	39,150	-1,200	39,700	550
A 60	122	1	Trent Bridge, Nottingham: B 685 Meadow Lane - A 6520 Radcliffe Road	46,700	-250	43,000	150	40,550	-2,450	40,300	-250	40,000	-300	40,150	150
A 60	123	1	Loughborough Road, West Bridgford: A 6520 Radcliffe Road - A 606 Melton Road	33,200	-2,400	30,800	-400	32,150	1,350	34,900	2,750	31,400	-3,500	31,550	150
A 60	124	1	Loughborough Road, West Bridgford: A 606 Melton Road - Rugby Road	13,050	50	14,300	1,050	14,150	-150	14,050	-100	13,950	-100	14,000	50
A 60	125		Loughborough Road, West Bridgford: Rugby Road - Boundary Road	13,500	-100	13,500	-50	13,400	-100	13,300	-100	13,200	-100	14,900	1,700
A 60	126	2	Loughborough Road, West Bridgford: Boundary Road - A 52 (Nottingham Knight roundabout)	18,450	-100	17,750	200	17,600	-150	17,500	-100	16,250	-1,250	16,300	50
A 606	139	1	Melton Road, West Bridgford: A60 Loughborough Road - Musters Road	14,200	-1,750	12,550	-50	11,650	-900	16,000	4,350	11,500	-4,500	11,550	50

A 606	140		Melton Road, West Bridgford: Musters Road - Boundary Road	12,600	-100	12,600	-50	12,000	-600	11,950	-50	11,850	-100	12,300	450
A 606	141		Melton Road, West Bridgford: Boundary Road - A52 (Lings Bar roundabout)	12,600	-50	11,800	-250	11,550	-250	11,500	-50	11,400	-100	11,450	50
A 6011	308	1	Lady Bay Bridge, Nottingham: Meadow Lane - A6520 Radcliffe Road	22,400	-150	21,650	550	21,250	-400	21,500	250	21,800	300	21,900	100
A 6011	309	1	Radcliffe Road, West Bridgford: Lady Bay Bridge - Davies Road	26,650	-150	26,650	-150	26,400	-250	26,250	-150	26,050	-200	26,150	100
A 6011	310	1	Radcliffe Road, West Bridgford: Davies Road - Regatta Way	27,850	-150	26,950	-150	26,700	-250	26,850	150	26,650	-200	26,750	100
A 6011	311	1	Radcliffe Road, West Bridgford: Regatta Way - A52 (Gamston roundabout)	26,000	-400	25,750	-150	25,500	-250	25,350	-150	25,150	-200	25,150	0
A 6520	368	1	Radcliffe Road, West Bridgford: A60 Loughborough Road - Fox Road	n/a	n/a	17,050	-1,700	18,200	1,150	18,100	-100	17,950	-150	18,000	50
A 6520	369	1	Radcliffe Road, West Bridgford: Fox Road - A6011 Lady Bay Bridge	n/a	n/a	18,650	-100	18,500	-150	18,400	-100	18,250	-150	18,300	50
B 679	409	1	Wilford Lane: B 680 Ruddington Lane, Wilford - A 60 Loughborough Road, West Bridgford	17,050	-1,700	16,550	1,000	16,700	150	17,250	550	17,100	-150	17,800	700
AADT: Annual Average Daily Traffic Flow				Overall change on all roads listed	-13,650		1,350		-3,400		2,800		-13,250		7,900
				change in AQMA1	-7,000		50		-2,150		7,200		-9,150		1,500
				change in AQMA2	-2,700		400		450		-3,100		-1,900		2,850

6.5 Implementation of Action Plans AQMA1, 2011(AKA, AQMA 4)

6.5.1 List of AQAP Measures for AQMA1, 2011

Item Number	Action Plan Measure	timescale short=3, medium=2 long=1	Date to be completed by	target will be completed when	how will the effectiveness of the action be measured in subsequent LAQM/progress reports	responsibility
1	HA to undertake a feasibility study for other junction improvements as part of Route Strategy on the A52 (completion early 2015 to investigate improvement schemes from Gamston to A46)	3	TBA within 18 months HA to provide ETA	The study is produced, published and has assessed impacts of NO ₂ on residents in the AQMA(s) and proposed additional mitigation measures where necessary	Written update supplied by HA annually until completed. Any new measures to be incorporated into this existing AQAP	HA Asset Manager

2	Install NO ₂ monitor in the AQMA area to measure and determine level of exceedance/ publish exceedance level/ more accurately determine emission reductions necessary to be in compliance. Continue with NO ₂ tube monitoring programme.	3	1 June 2014	Monitor is installed, data published.	Results will be reported annually to Defra	RBC
3	Re-phasing of current lights to give greater priority to A52 Nottingham bound	3	31/4/2015	letter or email from HA confirmation that re-phasing has been undertaken and the detail of the adjustments made	Traffic congestion/queuing data supplied by the HA to be reported annually to Defra via progress reports	HA Asset Manager
4	Install scoot/Mova or review operating performance to maximise junction capacity and prioritise A52	3	31/4/2015	Confirmation from the HA that this is installed and optimised Confirmation to be sent by email	Traffic congestion/queuing data supplied by the HA to be reported annually to Defra via progress report	HA Asset Manager
5	Install speed limit to reduce emissions	3	TBA	When speed limit is implemented. May require time to achieve - could be difficult to justify with respect to journey times. Only done due to safety issues Annual reporting required by the HA until achieved.	Reductions in NO ₂ from monitor and diffusion tubes. Monitoring of speed limit by HA	HA Asset Manager
6	Ensure Highways Agency consider the AQMA in their policies	3	31/4/2015	Confirmation Letter from the HA that the AQMA is registered with them and will be included in any policies in place.	Results of this measure are not measurable	HA Air quality officer Matt Winter

7	Integration of AQMA into LTP	3	31/4/2015	Confirmation Letter from the LTP that the AQMA is registered with them and will be included in any policies in place.	report annual on any LTP issues if any that will affect AQMA	LTP/NCC Ltp manager
8	Planning policy: air quality guidance for developers amend/update existing guidance	3	1/4/2015	guide is updated and published	Results from this measure are not measurable	RBC ENV Health
9	Planning policy: Ensure AQAP and AQMA are considered in future developments likely to affect the AQMA	3	1/4/2015	confirmation in LAQM reports Comments on Planning consultations	report numbers of developments considered for air quality	RBC Env Health
10	Smarter choices:	3	Within 12 months	confirmation from LTP that the new AQMA is with there policies	report smarter choices targets annually	LTP/NCC LTP manager
11	Implement policies to ensure mitigation measures are applied where new developments lead to traffic increases in this area. E.g. travel planning, promotion of electric charging points or other emission reduction measures.	3	Within 12 months	confirmation that the LTP will be responding to planning applications for air quality	report numbers of developments considered for air quality	LTP/NCC/RBC

12	<p>Planning policy. Develop a Supplementary Planning Document or update the Air Quality Considerations for Developers guide. New development shall have regard to the guide or any SPD published by RBC.</p>	2	Within 36 months	<p>SPD or guide is updated and published on the RBC website. Update the air quality pages for on RBC website. Awaiting completion of LDF – Govn policy dictates how SPD put in place</p>	Results of this measure are not measurable	RBC Planning policy officer
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6.5.2 AQAP Progress of measures for AQMA 1, 2011

The following table shows the progress made with action plan measures.

Item Number	Action Plan Measure	Date to be completed by	Progress made with the measure in the preceding 12 month period	Reference/ indicator/ or other information	Responsibility
1	HA to undertake a feasibility study for other junction improvements	TBA but within 18 months	<p>2015 Report has been completed</p> <p>https://www.gov.uk/government/collections/road-investment-strategy</p> <p>Link to the Roads investment strategy. The pertinent text is page 62</p> <p>In this Road Period, we are committing £100 million of funding in addition to the separate Environment Fund, specifically to target improvements in air quality. Interaction with local authorities will help shape how this fund is used and inform how the Company addresses this difficult but vitally important issue. It is expected that this fund could tackle a number of locations and the Government is already in the early stages of pioneering this approach in Manchester, working with the local transport authority.”</p> <p>Highways England are planning, as part of the Roads Investment Strategy (RIS) (phase 1), to place a U</p>	Annual update annually on implementation of any recommendations or new measures derived from this measure.	HA Asset Manager

			<p>Turn ban at the junction to allow traffic to turn left out of Stragglethorpe Lane at the same time as right turners in. This will result in shorter cycles.</p> <p>The recent S278 introduced a longer flare and the signals have been optimised resulting in a better flow of traffic.</p> <p>The A52 RIS is still at appraisal stage and further updates will be available in due course. Current timescales unknown.</p> <p>We are currently considering a pilot scheme for HGV Priority Selection System (HPSS). This is at very early stages therefore timescales are unknown</p>		
2	Install NO ₂ monitor in the AQMA area to measure and determine level of exceedance/ publish exceedance level/ more accurately determine emission reductions necessary to be in compliance	1 June 2014	<p>2015 Completed Monitor was installed in January 2014 and became operational in February 2014.</p> <p>Current annual mean (2014) for NO₂ is 61.5 microgrames per cubic metre.</p>	<p>Data is available at http://www.nottinghamaqm.net/Default.htm</p> <p>Aim would be to see year on year reduction in NO₂ until less than 40 ug/m³ is attained. Full results in USA 2015 yet to be published see www.rushcliffe.gov.uk</p>	RBC Neighbourhoods service
3	Re-phasing of current lights to give greater priority to A52 Nottingham bound	TBA but estimate within 18 months	<p>Traffic congestion/queuing data supplied by the HA to be reported annually to Defra via progress reports</p> <p>Completed, Highways England will provide data in due course.</p>	<p>None supplied as yet. Need to be discussed at steering group meeting about a suitable indicator</p>	HA Asset Manager

			<p>Comment from HE: “We haven’t currently got full survey information for this junction. The VISSIM model we have been using was developed by AECOM originally who hold all of the original survey data including journey times from a 2009 survey.</p> <p>I believe AECOM also have more recent network wide GPS data from the DfT which may be of use. I suspect this data pre-dates the recent S278 improvements and may have restrictions on sharing with other parties due to licensing. Provided agreement can be obtained for this data to be shared with Rushcliffe there could also be further possibility to obtain more recent data.</p> <p>I have also spoken to Nottinghamshire County Council who maintain and operate this site and were involved in the implementation of the recent improvements. They may have some evidence or data following the scheme which gives some information on the benefits delivered. They may also have additional survey data relating to strategic modelling; again pre-dating the S278 scheme. I will pass on any information I receive”</p>		
4	Install scoot/Mova or review operating performance to maximise junction capacity and prioritise A52	TBA	<p>2015 Comment from</p> <p>Completed as part of the S278</p> <p>Traffic congestion/queuing data supplied by the HA to be reported annually to Defra via progress report</p> <p>Comment from HE: “We haven’t currently got full survey information for this junction. The VISSIM model we have been using was developed by AECOM originally who hold all of the original survey data including journey times from a 2009 survey.</p> <p>I believe AECOM also have more recent network wide GPS data from the DfT which may be of use. I suspect this data pre-dates the recent S278 improvements and may have restrictions on sharing with other parties due to licensing. Provided agreement can be obtained for this data to be shared with Rushcliffe there could also be further possibility to obtain more recent data.</p> <p>I have also spoken to Nottinghamshire County Council who</p>	<p>None supplied as yet. Need to be discussed at steering group meeting about a suitable indicator.</p>	HA Asset Manager

			maintain and operate this site and were involved in the implementation of the recent improvements. They may have some evidence or data following the scheme which gives some information on the benefits delivered. They may also have additional survey data relating to strategic modelling; again pre-dating the S278 scheme. I will pass on any information I receive.”		
5	Install speed limit to reduce emissions	within 12 months	Currently not policy to implement and could be difficult to justify with respect to journey times. Only done due to safety issues. Not supported by the police	Not likely to be installed at this stage.	HA
6	Ensure Highways Agency consider the AQMA in their policies	To be looked at following change in Government policy on speed restrictions for air quality	2015 Item is completed letter received link to north and east midlands	Results from this measure are not measurable. See appendices for letter.	HA
7	Integration of AQMA into LTP	within 24 months	2015 Completed. LTP manager confirms that the LTP are aware of the site but will not be republishing the LTP 3	Results from this measure are not measurable	LTP/NCC
8	Planning policy: air quality guidance for developers amend/update existing guidance	Within 6 months	No progress has been made with this measure.	Results from this measure are not measurable	RBC
9	Planning policy: Ensure AQAP and AQMA are considered in future developments likely to affect the AQMA	Within 12 months	No new large scale developments have been received. Being a strategic road with significant road use this measure may have very limited impact	Non in place at this time	RBC
10	Smarter choices:	1/14/2015	The LTP recognise the new AQMA. The LTP measures and performance indicators are shown in other tables in this report	See above for general performance of LTP with regards to smarter	LTP/NCC

				choices.	
11	Implement policies to ensure mitigation measures are applied where new developments lead to traffic increases in this area. E.g. travel planning, promotion of electric charging points or other emission reduction measures.	1/4/2015	This item was discussed at the March group meeting. It was acknowledged that any large development would require a travel plan. The HE do not have resources to comment on such plans, as such consideration is given to any comments on a case by case basis for large developments in or around the area by RBC or NCC staff (via the travel plan submission), although it was stated such measures would not have any measurable outcomes at the site due to the large traffic flows on the A52.	None proposed at this time	LTP/NCC/RBC
12	Planning policy. Develop a Supplementary Planning Document or update the Air Quality Considerations for Developers guide. New development shall have regard to the guide or any SPD published by RBC.	Within 12 months	It is intended that the Local Plan, once fully completed, will include a full range of policies that contribute to minimising air pollution. A Supplementary Planning Document (SPD) relating to air quality is also likely to be prepared once work on the Local Plan has progressed further. At present, it is envisaged it will be around 18 months to 2 years before the SPD can be completed.	Completed when spd produced or suitable alternative in place. Will report on any meetings held with planning policy	RBC

7 Conclusions and Proposed Actions

In general the vast majority of the borough experiences good air quality but near to major roads with high traffic flows levels of NO₂ continue to be raised. This is evident with the AQMA 4 being declared in 2011 and a new monitor showing annual mean levels as being very high at the façade. See the USA 2015.

The AQAP plan for this site has been agreed with the Highways England and meetings with the HE will continue to take place to further develop the sub actions in the plan. The most recent meeting with the HE indicated that acceptance of the AQMA has taken place and certain measures are in place to maximise the junction capacity. However, consideration is being given to harder measures that if accepted would be introduced into the AQAP. Certain funding is available to the HE to tackle air quality issues such as this, but no commitment has been made at this time.

The AQMA2 at the Nottingham Knight has no outstanding measures other than network management and levels have fallen to below the AQS over several years now and confirmed again in the USA 2015. The HE are to implement an upgrade to the Island and until this is completed the AQMA will remain in place.

In AQMA 1, only one site remains in non-compliance with the AQS, this is due to the THF site (Trent House Flats site) and confirms the area around the Trent Bridge and the turn into Radcliffe Road is still exceeding (USA 2015). As such the outstanding measures in the AQAP will continue to be implemented. Results do suggest that stronger measures may not be necessary if the current trend, which is a slight downward trend continues; current levels are marginally above the AQS for the annual mean. Although, if significant development takes place as proposed in the borough, this in time may lead to levels of traffic increasing. Transport measures such as the NET2 will help mitigate such rises to some extent as too will other measures in the LTP and improvements in the fleet as new vehicles replace old.

The County Council have provided an update in the above tables and have fully integrated measures to improve on air quality into the LTP3 which influence transport measures over the entire County area. Their progress is linked to continued funding for the projects and Rushcliffe BC continue to monitor progress and influence these policies where possible. A number of the measures have now been completed or are

on-going with monitoring in place. The tables in this year's report have been changed to read more clearly the progress with measures to reflect comments from the R&A appraisal.

It is noted that in 2014 there have been a number of important measures progressed that are likely to impact the AQMA 1 to some extent and are worth mentioning in conclusion as having such potential. These include traffic signal upgrades on the Bridgford Road/A60 to improve junction capacity and reduce congestion outside of the THF area along with automatic vehicle detection for the bus lane on Bridgford Road. A potential park and ride site is being considered as part of any new development that takes place to the east of Nottingham to ease congestion on the A52 (the pocket park and ride has not had any significant impact), 16 travel plans are being developed in 2014 and new funding provided to target businesses in the AQMA with travel planning advice. The flexible working arrangements introduced to NCC staff and being rolled out to all possible RBC staff will enable peak traffic impacts from both council's staff to be minimised, a new cycle hub has been located in the West Bridgford town centre as well as smarter choices campaigns at all larger sporting events and improved ticketing arrangements to enable greater and more flexible use of public transport.

The NET2 tram system extension has been progressed over 2014 and will be completed and operational in the summer of 2015 which is a minor delay on the expected opening in January this year. It is expected that the NET will result in a reduction in many commuter journeys into and out of the City area, which should result in a benefit to the Trent Bridge area of the AQMA1. The Nottingham to Lincoln rail service improvements could have a greater impact on the Trent House flats site as the improved journey time and frequency of services could help reduce the number of car-borne trips that currently travel over Trent Bridge and wait at the junction outside Trent House flats.

Lastly the proposed new Trent crossing has been subject to a study by Gedling Borough Council and a further more encompassing study is to proceed to look at the feasibility of this aspiration, although funding is not committed as yet.

The planning process continues to be used to mitigate transport impacts through the use of travel plans and/or air quality assessments. This will be used to seek to

introduce mitigation measures both for climate change and air quality impacts wherever possible to mitigate any future development impacts that may put pressure on transport. The indicator that measures this has proved difficult to produce a figure for without a significant amount of effort. As such the decision has been taken to remove this indicator in this year's report (from the RBC list of measures). Discussions with the LTP manager indicate that his team will request a travel plan as a standard requirement if certain criteria are met. As such there would be no adverse impact in removing this indicator.

Section 106 agreements have been attained via RBC development control to monitor air quality with diffusion tubes in identified sites due to development and for the Centenary House development in AQMA 1, a commitment to confirm the air quality report's findings by real time monitor has been agreed by planning condition.

Overall the assessment of new development maybe a challenge as the LDF has identified areas around the district for growth points which inevitably will see traffic growth occur in these areas. In such circumstances objection to such growth may be difficult and sect 106 planning obligations will be used to mitigate any effects as far as is possible and seek to ensure sustainable development takes place.

Work on introducing a formal SPD has not been possible due to limited resources in the planning policy area and the requirement to complete the LDF. The interim guidance remains on our website.

Rushcliffe's AQAP is linked to the County Council's LTP as the traffic that is/has been the cause of the exceedance in AQMA1 is commuter traffic from within, and outside of Rushcliffe making its way into and out of Nottingham over the River Trent crossings. The County Council are best placed to influence the travel behaviour of commuters over a larger geographical area and as such Rushcliffe are not in direct control of implementing the measures that may have the greatest impact on levels of traffic in the area. NCC has provided an update on the LTP measures which are indicating they are on target (with minor exceptions) across the county. The nature of these locations makes it difficult to remedy the problems with infrastructure and therefore smarter choices measures (such as travel planning, marketing and promotions of alternatives to the car) are more likely to provide the solution.

May 2015

Rushcliffe Borough Council

Unfortunately, the types of such measures do not always make it possible to calculate the effects of the measures specifically in the AQMA1 area.

8 References

Highways Agency's Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 1 Air Quality, May 2007, and accompanying spreadsheet DMRB Screening Method V1,03.xls. July 2007

Local Air Quality Management Technical Guidance LAQM.TG(09). February 2009. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland

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Local Air Quality Management Updating and Screening Assessment Report 2009 Rushcliffe Borough Council

Local Air Quality Management, Progress with AQAP Report 2009 Rushcliffe Borough Council

Local Air Quality Management, Annual Progress Report 2007 Rushcliffe Borough Council

Rushcliffe Borough Council 2007, Local Air Quality Management Air Quality Action Plan 2007

Rushcliffe Borough Council 2010, Local Air Quality Management update of Air Quality Action Plan 2007,

LDF, Local Development Framework

Local Transport Plan for Nottingham, 2006-2011, Nottinghamshire County Council

LTP3, 3rd Local Transport Plan for Nottingham, 20011-2026, Nottinghamshire County Council

Congestion Delivery Plan, Nottinghamshire County Council 2007

Air Quality Considerations for Developers, Rushcliffe Borough Council, 2010

GLM7, Gradko Laboratories NO2 Laboratory Method

BSEN 123412, EC reference Method, British Standard

MDHS 14/2, General methods for the sampling and gravimetric analysis of respirable and total inhalable dust, HSE

Policy G1, Non statutory Local Plan, Rushcliffe Borough Council

PPG 13, planning policy guidance 13, transport, Communities and Local Government (formerly OPDM)

PPS 23, Planning policy statement 23, Planning and pollution control, Communities and Local Government (formerly OPDM)

Policy 36 East Midlands Regional Plan, East Midlands Regional Assembly, 2006

LDF, Local Development Framework, Rushcliffe Development Framework - Core Strategy Option for Consultation. (Consultation document)

USA2012, Updating and Screening Assessment 2011-2012, publish April 2012

Rushcliffe Borough Council published documents are available from www.Rushcliffe.gov.uk.

Air quality reports are located on page

<http://www.rushcliffe.gov.uk/environmentalhealth/pollution/airquality/airqualityreports/>

9 Glossary of terms

Air Quality Standard – these standards represent minimal/no risk health based standards, for ambient concentrations of pollutants. They are based purely on medical evidence, taking no account of costs, benefits or technical feasibility.

Air Quality Objective – these objectives take account of both costs and benefits, forming benchmarks in time, against which “Air Quality Standards” can be achieved.

Annual mean – The average of the concentrations measured or calculated for each pollutant for one calendar year.

AQMA – Air Quality Management Area

AQAP – Air Quality Action Plan

Assessment – The consideration of whether estimated levels for the relevant future period are likely to exceed the levels set in the objectives.

AURN – Automated Urban and Rural Network of air quality monitoring stations

Background concentration – Concentration of a particular pollutant thought to be present in an area, which cannot be accounted for by dispersion modelling from local emissions. It is generally caused by transportation of pollutants over long distances.

CO – Carbon Monoxide

Data Capture – The percentage of all the possible measurements for a given period that were validly measured

DEFRA – Department for Environment, Food and Rural Affairs

DETR – Department for the Environment and the Regions (Now DEFRA)

Emissions Inventory – A full list of sources that emit pollutants into the atmosphere over a sustained period of time.

Exceedances – A period of time where the concentration of a pollutant is greater than, or equal to, the appropriate air quality objective.

IPPC – Integrated Pollution, Prevention and Control Act 2000

Maximum hourly average – The highest hourly reading of air pollution obtained during the time period under study.

NETCEN – National Environmental Technology Centre

NO₂ – Nitrogen Dioxide

NO_x – Nitrogen Oxides

Part A installations – Large emitters of pollution, which are regulated by either the Environment Agency (A1) or Local Authorities (A2)

Part B installations - Smaller emitters of pollution, which are regulated by local authorities

Percentile – A value found by listing a set of numbers in order and calculating the number below which a certain percent of the data set lies. For example, the 99th percentile of values in a data set, is the value below which 99% of the data falls.

PM₁₀ – Particulate Matter with a diameter of 10µm or less.

QA/QC – Quality Assurance/Quality Control.

Running Mean – A mean or series of means, calculated for overlapping time periods. For example, a daily running 8 hour mean equals any 8 hour period within that day.


SO₂ – Sulphur Dioxide.

µg/m³ – Microgrammes per cubic metre of air. A measure of concentration in terms of mass per unit volume. A concentration of 1µg/m³ means that one cubic metre of air contains one microgram (millionth of a gram) of pollutant.

PPB – Parts per Billion

LDF – Local Development Framework

10 Letter from the Highways Agency now Highways England



Safe roads, reliable journeys, informed travellers

Our ref:
Your ref:

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04 February 2015

Dear Sara

RUSHCLIFFE BOROUGH COUNCIL AIR QUALITY ACTION PLAN – A52 STRAGGLETHOPRE

I promised at the meeting of the Air Quality Steering Group on 22 July 2014 to write to you and acknowledge the Air Quality Management issues on the A52 trunk road, near Stragglethorpe Road in Rushcliffe.

The Highways Agency (soon to be Highways England) fully recognises that there continue to be significant areas of poor air quality alongside the Strategic Road Network (SRN) and adjoining local authority roads which exceed the UK and EU standards. We have ensured that air quality management appears in strategic and local policy frameworks for the management of the SRN. Our *Strategic Business Plan* ([see here](#)) commits us to:




- Improve monitoring to identify areas of poor air quality, evaluate proposed measures and to review long term trends;
- Support and promote research into mitigation measures and to encourage innovative solutions to improve overall air quality;
- Support schemes that bring about positive benefits for local residents and the wider environment.

The Roads Investment Strategy Plan outlines how we will invest in the SRN between 2015/2016 and 2020/2021 and £100 million has been committed to support the above objectives.

At a more local level, the *North and East Midlands Route-based Strategy Evidence Report* ([see here](#)) recognises air quality as a constraint on the A52 trunk road.

I am confident that the ongoing Route Strategy work and also working towards our Strategic Business Plan Objectives will help to inform future discussion on air quality within the Borough of Rushcliffe.

AQMA Rushcliffe BC Page 1 of 2



Safe roads, reliable journeys, informed travellers
Safe roads, reliable journeys, informed travellers

I hope my reply is helpful and should you require any further information, I can be contacted at the above address or by email at: Kamaljit.khokhar@highways.gsi.gov.uk.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K. Khokhar'.

Kamaljit Khokhar
Network Delivery and Development (Midlands)