



Swale Borough Council (Interim) Air Quality Action Plan

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

2017

Swale Borough Council

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Date	September 2017

Executive Summary

This interim Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management Framework. It outlines the approach and proposed actions and measures to be developed into a (final) Strategic AQAP for Swale, which will set out how we will improve air quality in the Borough between 2018 and 2022.

This interim AQAP sets out the proposed action plan options for developing a final “Strategic AQAP” for Swale. Swale Borough Council declared five AQMAs over a period of seven to eight years since 2009, and has separate AQAPs developed for each of these locations. The new proposed approach for Swale is to develop a more holistic AQAP which will combine local AQMA actions and measures, plus provide a wider strategic approach to improving air quality across the wider Borough. The final Strategic AQAP will replace the previous individual action plans which ran from 2010/11.

Projects delivered through the past action plan include:

- Developing a Swale Freight Management Plan (2016)
- Participating in the Eco Stars Scheme 2015 – 16
- Participating in the Kent Messenger Schools Projects (active travel campaign)
- Resident campaigns in newly formed Teynham and Lynsted AQMA community action group
- Resuming the community Air Quality Steering Groups within Newington and Ospringe

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion. Swale Borough Council is committed to reducing the exposure of people in Swale to poor air quality to improve local health outcomes.

In this interim AQAP, we propose to develop actions and measures that can be considered under the following wider topics:

- Alternatives to private vehicle use
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency

Our key priorities are to develop measures which deliver compliance of air quality objectives through a combination of strategic and local focused AQMA measures. The key priorities are to identify measures which target reductions in emissions from vehicle fleets (HGV, LGV and cars), smooth traffic flows and reduce congestion and protect local communities.

In this interim AQAP, we outline how we plan to effectively tackle air quality issues within our control and working with partners who can support actions to reduce harmful emissions of pollutants and measures which can protect the public and the most vulnerable from air pollution.

However, we do recognise that there are a number of policy areas that are outside of our influence (such as vehicle emissions standards), so we will also continue to work hard to influence central government and other agencies to develop policies and

implement measures such as Clean Air Zones to help drive down emissions and improve air quality for our citizens.

Responsibilities and Commitment

This interim AQAP was prepared by the Mid Kent Shared Service Environmental Health Department for Swale Borough Council with the support and agreement of the following officers and departments:

Council Officers	Position
Tracey Beattie	Mid Kent Environmental Health Manager
Steve Wilcock	Mid Kent Environmental Protection Team Leader

This interim AQAP has been approved key Council Members:

Swale Borough Council Elected Members	Signature
Councillor David Simmons, Cabinet Member for Environment and Rural Affairs	
Councillor Andrew Bowles, Council Leader	

The Interim AQAP will be approved in principle by the Cabinet (4 October 2017) and support will be sought from AQMA community groups and a Strategic AQAP Steering Group to include key strategic partners as the Action Plan is developed through key stages.

Key consultees to be engaged include Swale Borough Council, Mid Kent Environmental Health, Kent County Council, Swale Joint Transport Board, Highways England and Public Health England. The full list of additional supporting partners and consultees is provided in Appendix A: Interim AQAP consultees.

Swale Borough Council

The development of the final Swale Strategic AQAP (2018 – 2022) will involve wider strategic and local AQMA community involvement and consultation. A Strategic AQAP Steering Group is to be developed through 2017/18 which will consult and develop the strategic measures required to deliver compliance through to the final Strategic Action Plan. This Strategic AQAP Steering Group will also become the AQAP implementation and delivery body, as it will consist of key partners with responsibilities for transport, planning and policy development across Swale and Kent.

The final Swale Strategic AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Council Committees (Full Cabinet and the Joint Transport Board). Progress each year will be reported in the Annual Status Reports (ASRs) produced by Swale Borough Council as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Steve Wilcock at:

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1 Introduction

This report outlines the Interim Air Quality Action Plan (AQAP) for Swale Borough Council. This interim AQAP sets out the approach and proposed measures that are to be developed into a final Strategic AQAP to be published in 2018. This interim AQAP has been developed to ensure that a comprehensive Strategic Action Plan will be in place for implementation from 2018 – 2022.

The final Swale Strategic AQAP (2018 – 2022) will include:

1. Clear vision and direction for the Swale Strategic AQAP;
2. Strategic and focused actions and measures to improve air quality across the Borough and as well as within the declared Swale AQMAs;
3. Detailed assessment and qualification of agreed actions and measures within the AQAP;
4. Full consultation and engagement process with all stakeholders and delivery partners on the key actions and measures within the AQAP; and
5. Implementation and delivery plan for the Strategic AQAP through 2018 – 2022.

The final Strategic AQAP, that Swale Borough Council will deliver between 2018 – 2022, will target reductions in concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents, people working in and visiting the Borough.

This interim AQAP has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

The final Strategic AQAP will be reviewed every five years and progress on measures set out within this Plan will be reported on annually within Swale Borough Council's air quality Annual Status Report. The latest ASR was submitted to Defra in December 2016 and is available on the Kent and Medway Air Quality Partnership (KMAQP) website. <http://www.kentair.org.uk/>

2 Summary of Current Air Quality in Swale

Swale Borough Council has a comprehensive monitoring network of nitrogen dioxide (NO₂) monitoring sites including measurement by automatic analysers at three locations (Newington, Ospringe and St Paul's) and fifty-seven locations with passive diffusion tube devices. The Council also undertakes particulate monitoring using an automatic analyser to measure particulates less than 10 microns in size (PM₁₀) at Ospringe and from late 2017 at Newington.

The monitoring programme undertaken by the Council identified five locations which exceeded the annual air quality objective level for nitrogen dioxide (NO₂) and subsequently declared five AQMAs within Swale Borough. The AQMAs are listed below:

- AQMA 1: Newington, (A2 /High St)) declared 2009
- AQMA 2: Ospringe Street, Faversham (A2/Ospringe) declared in June 2011 and revised (as AQMA 6) to the Mount in May 2016.
- AQMA 3: East Street, Sittingbourne (A2/Canterbury Road) declared January 2013
- AQMA 4: St Pauls Street, Milton, Sittingbourne (B2006) declared January 2013
- AQMA 5: Teynham (A2 /London Rd) declared December 2015

AQMAs 1, 2, 3 and 5 are situated on the A2 which is a major transport corridor through Swale, with AQMA 4 located within Sittingbourne urban centre. The AQMA location maps are provided in **Error! Reference source not found.**Appendix C: AQMA location maps) and on the Defra website "List of Local Authorities with AQMA's"¹).

The 2017 Swale Borough Council ASR contains the most recent monitoring locations, data and progress to date on the current AQAP measures for the Swale AQMAs. Although particulate matter (PM₁₀) concentrations are not exceeding air quality objectives, the 2017 ASR recommended that monitoring of PM₁₀ should

¹ https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=268

continue. The monitoring will also help the Council to review and report the effectiveness of Action Plan measures to reduce NO₂ and PM₁₀ concentrations.

3 Swale Borough Council's Air Quality Priorities

3.1 Public Health Context

Air pollution is associated with a number of adverse health impacts. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas.

There is gathering evidence regarding the impact of gaseous and particulate matter pollutants on respiratory and cardiac health from sources such as the Committee on the Medical Effects of Air Pollutants (2010) and the Royal College of Physicians and Royal College of Paediatrics and Child Health² (2016). Research has linked air pollution with cancer and dementia as well as the additional impact on mental health from the traffic noise affecting residents in homes in air quality management areas.

3.2 Planning and Policy Context

Swale's Local Plan 'Bearing Fruits', (<http://www.swale.gov.uk/local-plan-for-swale/>) was adopted in July 2017 and contains a number of references to air quality, Action Plans and the Air Quality Management Areas. The Local Plan identifies the need to ensure new developments are assessed for air quality and have nil-detriment (air quality objectives are not compromised) to air quality within AQMAs and are consistent with the local Air Quality Action Plans. The Plan also recommends innovative mitigation measures that may be required to address any impacts with regard to air quality and noise (Policies ST5, ST7, A9, A10, A14, A16, A18, A19, MU4, MU5, MU7, DM6, DM10, DM20). The Plan also links back to the national policy in the National Planning Policy Framework and Planning Practice Guidance

² www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution

(DCLG). Section 7.7 Conserving and enhancing the natural environment makes specific reference to air quality by referencing the impact of developments on air quality and highlighting the Kent and Medway Air Quality Partnership (KMAQP) Air Quality and Planning Technical Guidance (July 2011), since revised in 2015.

Swale adapted the KMAQP guidance and produced its own Air Quality Planning Technical Guidance in Dec 2016. Through its use in development management, greater acceptance of the importance of air quality in the planning process has been developed and resultant damage costs calculations in larger developments have provided mitigation.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Swale and the specific AQMAs.

Source apportionment exercises were carried out by Swale Borough Council across three of the A2 AQMAs in Ospringe (2012) Newington (2013) and East St (2014). These studies found that within the AQMAs, the percentage source contributions were as follows:

- road traffic is responsible for over 70 - 76% of the ambient NO₂ concentrations;
- between 30 - 40% of NO_x pollution comes from the HGVs and more than 31-36% from cars.

Further detailed analysis of the East St (A2) source apportionment provided a further breakdown of road-traffic NO_x contributions as follows:

- Cars (31.0%), HGVs (29.2%), LGVs (11.3%) Buses/Coaches (2.9%) and Motorcycles (0.1%)

The contribution of HGVs to the total NO_x and NO₂ concentrations is quite significant especially if compared to the proportion of the vehicle fleet they represent (about 4.6% and 6.2% respectively).

The source apportionment study of urban AQMA in St Pauls Street, Sittingbourne (2014) had slightly higher ratio of emissions from road traffic at 77.6% with the breakdown of road-traffic NO_x contribution as follows:

- Cars (31.7%), HGVs (31.4%), LGVs (11.7%) Buses/Coaches (2.6%) and Motorcycles (0.1%).

These source apportionment studies demonstrate the significant emissions of NO_x and resultant impact of traffic on NO₂ concentrations within all the AQMAs. It provides the focus of measures for reducing emissions from the key vehicle sectors; HGVs and cars, followed by LGVs.

3.4 Required Reduction in Emissions

Each AQMA continues to have measured exceedances of the air quality objectives for NO₂ (as described in the 2017 ASR). Specific wider strategic measures will be needed across all the AQMAs to reduce emissions significantly enough to ensure compliance. In addition, localised emissions reduction measures will need to be tailored in each AQMA for local conditions and community supported actions and initiatives. It should also be noted that there will be variations in the required emissions reductions at each location as the exceedance value of NO₂ differs in each of the AQMAs.

Emission reduction assessments were undertaken in previous further assessments for East St AQMA (2013), St Paul's AQMA (2013) and Ospringe AQMA (2012). These identified some significant required reductions in emissions ranging from 35% reduction in required road-NO_x emissions (equating to the required 9.6µg/m³ reduction in NO₂) in East St AQMA to 53.7% reduction in required road-NO_x emissions (equating to the required 18µg/m³ reduction in NO₂) in St Paul's AQMA. These assessments provide a rough basis for assessments but need to be reviewed as current NO₂ concentrations have changed since the initial assessment were undertaken. As well as changes to local traffic characteristics and the vehicle emission factors revision in light of real-world emission testing.

Emissions reduction assessments will need to be undertaken for each AQMA to assess the best AQAP measures to achieve compliance and improve air quality. This Interim AQAP does not provide a comprehensive emissions reduction

assessment, therefore it is recommended that Swale Borough Council undertakes revised assessment AQMA traffic and likely emissions reductions measures required at each AQMA.

3.5 Key Priorities

The interim AQAP priorities for delivering compliance within the AQMAs, based on the previous sections highlight the need for:

- **Priority 1** – Undertake revised impact assessment of AQMA traffic and emissions reductions measures required at each AQMA.
- **Priority 2** - Development of local AQMA and wider Strategic measures.
- **Priority 3** - Develop measures which focus on key emissions reduction measures from the HGV and LGV fleet travelling through the AQMAs.
- **Priority 4** – Ensure wider engagement with all key stakeholders and lead by example in promoting clean air initiatives and measures to reduce emissions and protect communities.

4 Swale Borough Council's strategic approach to air quality

4.1 The AQAP framework approach

Swale Borough Council has five (5) declared AQMAs across the Borough for exceedances of national air quality objectives for annual nitrogen dioxide (NO₂) concentrations. The five separate AQMAs had been declared over a period of seven to eight years since 2009 and have had separate AQAPs developed for each location. The interim AQAP framework approach is designed to bring together the pre-existing AQAP measures and develop a strategic approach under one AQAP.

Due to the location of the AQMAs, either being adjacent to or near to the A2 strategic route through Swale, there are a number of action plan options and measures common to all of the AQMAs within Swale which form the basis of a range of strategic measures developed to deliver improvements across the Borough. These will be complemented by a number of focussed local AQMA measures to take into account local conditions, circumstances and community views.

A Strategic AQAP will provide Swale Council with an Action Plan that includes:

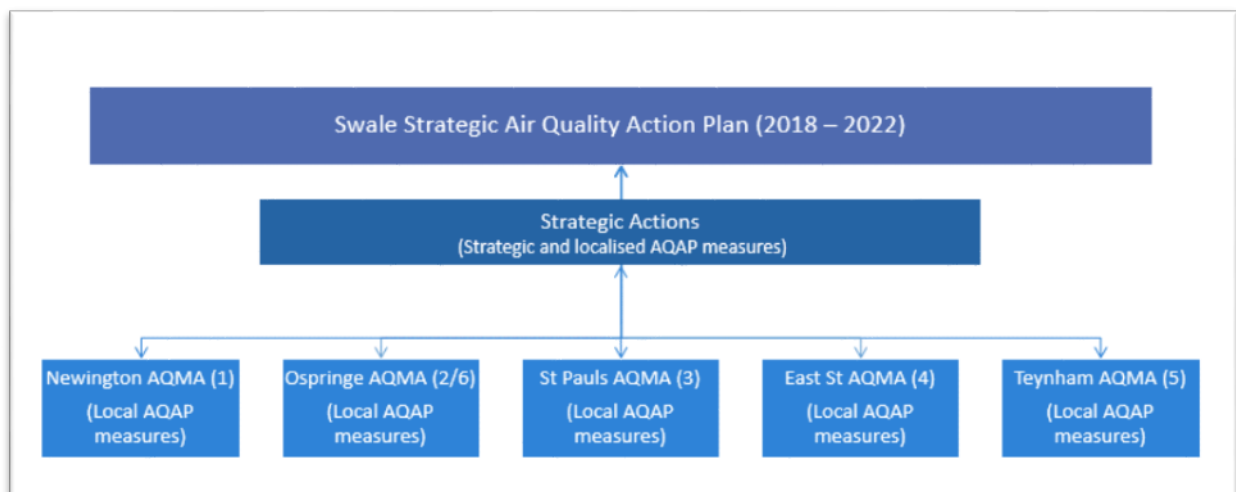
- Strategic Borough-wide AQAP measures;
- Local focused AQMA measures;
- Strategic partnership working through a wider "Strategic AQAP Steering Group" and local AQMA community groups.

This framework approach follows the approach recommended in Defra LAQM TG(16)³ section 2.03 which states: "*Where a Local Authority has designated multiple AQMAs in its area, particularly if these are related to a similar emissions source, it is advised that a single AQAP should be submitted, but this should clearly address each individual AQMA in the area.*"

Error! Reference source not found. sets out the Strategic AQAP approach with localised AQMA action plan measures feeding into and supporting wider strategic actions under the Swale Strategic AQAP (2018 – 2022).

³ Local Air Quality Management Technical Guidance (TG16) - April 2016

Figure 4.1 Strategic AQAP approach



4.2 The Interim AQAP

This Interim AQAP has been produced to provide a framework and process for the delivery of the Strategic AQAP. The Interim AQAP forms the first stage of the Strategic AQAPs development and has been developed in recognition of:

- the complexity and number of locations where there are air quality issues;
- the variety of measures needed to deliver change;
- changes in technology and vehicle emissions data over recent years;

and build on and learn from:

- existing successful measures and initiatives delivered through previous local and other strategic AQAPs; and
- existing local and strategic partnerships.

5 Development of Swale Borough Council's Strategic AQAP

The Air Quality Action Plan will be developed through 2017 – 2018 to provide a final Swale Strategic Air Quality Action Plan covering the period 2018 to 2022.

5.1 The Strategic AQAP development stages

The methodology for developing a comprehensive AQAP for Swale requires a three stage approach.

Stage I is the current stage which presents the framework approach presented in this Interim AQAP.

Stage I. Review and update existing AQAPs and set-out strategic approach and potential measures for development of Swale Strategic AQAP.

- Output: Interim AQAP (Autumn 2017).

Stages II and III will follow and develop specific measures in consultation and through engagement with the key delivery partners and stakeholders.

Stage II. Further develop AQAP steering groups and develop AQAP options/measures to be assessed. Assess viability and air quality benefits of measures for internal engagement and consultation.

- Output: Strategic AQAP assessment (2017/18).

Stage III. Draft Strategic AQAP for Swale BC consultation and preparation for public consultation (early 2018), finalise Strategic AQAP and implementation plans.

- Output: Swale Strategic AQAP (2018 – 2022)

This methodology follows staged approach recommended in Defra LAQM TG(16) Chapter 2: Air Quality Action Plans and LAQM PG(16)⁴ which states: “*The Action Plan should take a practical approach towards focussing on what really matters –*

⁴ Local Air Quality Management Policy Guidance (PG16) - April 2016

identifying the nature of the problem whilst detailing measures that are or will be actively implemented to improve air quality and quantifying their impact over time.”

The Strategic AQAP will be developed through:

- Engagement of key officers and stakeholders;
- Collation of detailed knowledge of the contributory sources to determine the range and extent of the problem;
- Consider suitable measures to reduce emissions across policy areas;
- Development of appropriate targets and indicators across key areas; and
- Evaluation and detailed consideration of AQAP measures.

5.2 Strategic AQAP Steering Group

The Strategic AQAP Steering Group (SASG) will be formed to develop and deliver the Strategic AQAP for Swale. The SASG will also be responsible for the implementation and monitoring of the delivery of the AQAP to ensure measures are kept on-track and report progress back to Defra.

This steering group will be made up from the key stakeholder partners; led by Swale Council (Mid Kent Environmental Health) and supported by the key delivery partners:

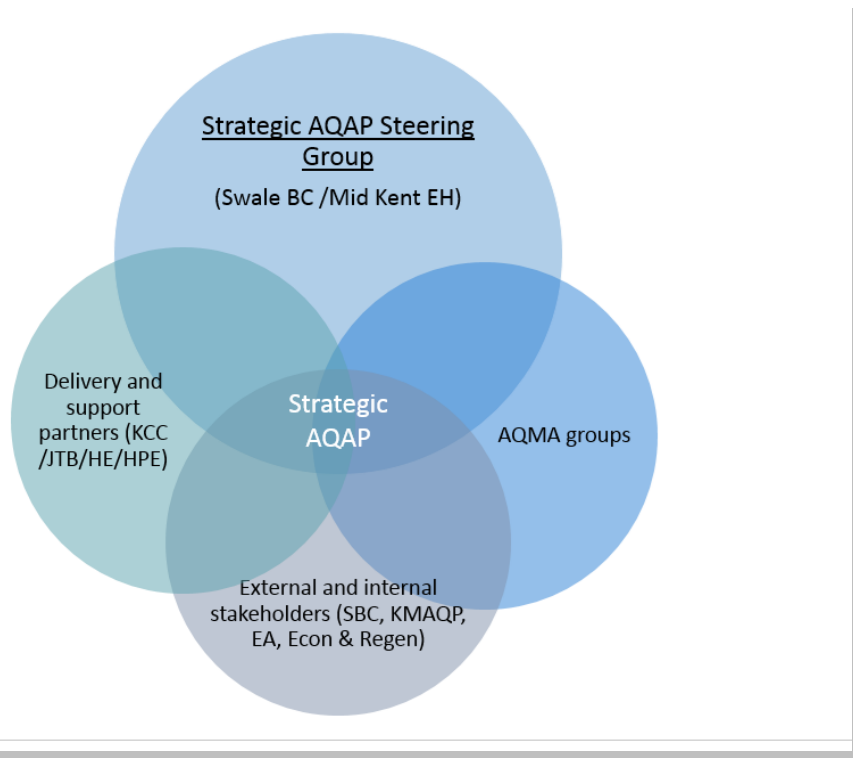
- Swale Borough Council (Mid Kent Environmental Health and other services)
- Council member
- Kent County Council (KCC)
- Highways England
- Public Health England (Kent)

The SASG will be led by senior officers within Swale Borough Council to ensure engagement at political and senior management levels across the Council (internally) and at senior management levels with external partners.

The SASG will be responsible for reviewing and assessing the AQAP options to be taken forward as measures under the final AQAP. In addition, the individual AQMA consultation groups will feed into the AQAP with local AQMA priorities and will be consulted on the wider strategic measures as well.

The AQAP needs a consensus-based approach to become successful, so the SASG needs to further engage with other external partners through forums, meetings and engagement events. This engagement needs to be co-ordinated and led by Swale Borough Council / Mid Kent Environmental Health. The structure of the wider AQAP stakeholder partner groups that will feed into the SASG is set-out in Figure 5.1.

Figure 5.1 Strategic AQAP stakeholder partner groups



The wider stakeholder engagement groups will include:

- Swale Joint Transportation Board (JTB)
- Local business forums
- Internal stakeholders: policy and resources, land use planners licensing, procurement.
- Environment Agency
- Swale Economy and Regeneration Partnership
- Kent and Medway Air Quality Partnership (KMAQP)
- Other local authorities
- Transport Organisations
- Local AQMA community steering group representatives
- Parish & Town Councils
- Sittingbourne Society

5.3 Consultation and Stakeholder Engagement

In developing and updating the Strategic AQAP, we will continue to work with other local authorities, agencies, businesses and the local community groups to develop strategic and localised AQMA measures to improve local air quality. This final consultation phase will be completed in Stage III of the Strategic AQAP development (see **Error! Reference source not found.**).

We will continue to undertake the following stakeholder engagement:

- Swale Borough Council website (<http://www.swale.gov.uk/air-quality>) currently under review
- Kent and Medway Air Quality Partnership website (<http://www.kentair.org.uk/>)
- Social media – LinkedIn, Facebook etc.
- Articles in local newspaper
- Questionnaires distributed directly to households along major roads
- AQMA Community Liaison Groups

Pre-stage I engagement has focused on local and internal stakeholder groups whereas the following stages (II and III) will involve the wider consultation and stakeholder engagement once a Strategic AQAP Steering Group has been formed.

The response to our consultation stakeholder engagements to date is given in Appendix A, with a summary of the proposed programmed consultation given below in Table 5.1.

Table 5.1 – Consultation programme

Stage	Consultee
I	Local residents living in the AQMAs
I	Local Councillors – parish and Borough
I	Officers in Swale and Mid- Kent
II	Highways Authorities (KCC and Highways England) and JTB
II	Other public authorities as appropriate, such as Public Health officials
II	Neighbouring local authorities, parish and town councils

II	Environment Agency
II	SERP (the Swale Economy and Regeneration Partnership), KFBPF (Kemsley Fields Business Park Forum), the Kent Science Park and the Kent FSB.
II	Bodies representing local business interests and other organisations as appropriate
II	Internal departments
III	Secretary of State
III	Public
III	All previous consultees from stages II & II

6 Proposed AQAP Measures

The proposed AQAP measures set-out in this Interim AQAP will be further developed under Stage II of the Swale AQAP development process. Many of the proposed measures have been developed with existing internal and community groups, however these and further measures presented in this Interim AQAP need to be reviewed by the wider Strategic AQAP Steering Group.

The proposed measures set-out in this interim AQAP are structured as follows:

- **Strategic AQAP measures:** those wider strategic measures which are to be implemented across the borough with strategic delivery partners and agencies.

and

- **Local AQMA measures:** those measures which will be focussed specifically within each AQMA which will support and compliment the strategic measures.

The following tables 6.1 and 6.2 respectively show the proposed strategic and locally focussed AQMA measures. The AQAP measure tables contain:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action

The next stage of the Strategic AQAP will provide information in a shorter listed measures table with:

- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

Note: Please see future Annual Status Reports for regular annual updates on the progress and implementation of these measures.

The recent draft Swale Freight Management Plan (Dec 2016) (FMP) sets out the wider transport and freight challenges for Swale and highlights the need for Swale Borough Council to work closely with Kent County Council and other key delivery partners, including Government to improve air quality. The draft FMP also highlights that *“care is needed in assessing what effects these measures will have; the effects may be subject to the ‘law of unintended consequences’.* For example, a speed limit may reduce the noise produced by heavy lorries but might increase the emissions. Also, the needs of all road users must be taken into account; solving problems for freight movements should not be at the expense of pedestrians, for example.”

Therefore, each of the proposed measures is to be assessed individually but also considered with other measures to delivery combined improvements in air quality and compliance with objectives.

The following tables do not represent a final exhaustive list of measures. This is because the forthcoming engagement and consultation with wider stakeholder groups (through Stages II and III) may provide further options and measures that could be considered for the final Strategic AQAP.

6.1 Strategic AQAP measures

Key strategic measures that need to be considered are those that target:

- Emission reductions from the HGV and LGV fleets;
- Volume reductions in the HGV fleet using the A2 especially through the AQMAs;
- Smoother, less congested, traffic flows of all vehicles through the AQMAs;
- Policies that encourage only low emission developments being approved; and
- Alternative modes to HGV, LGV and car use to reduce congestion and pollution from freight and other traffic.

Table 6.1 – Interim Air Quality Action Plan: Strategic AQAP measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Reduction AQMA	Pollution in the	Progress Date	to	Estimate Completion Date	Comments / AQMA
1.	Swale Freight Management Plan (2016)	Freight and Delivery Management	Delivery and Service plans	KCC	2016	2018- 2022							KCC and SBC to support Swale FMP by delivering recommendations (section 5) Document submitted to Defra 2016.
2.	“Clear air signage and information scheme”	Freight and Delivery Management	Route Management Plans/ Strategic routing strategy for HGV's	KCC	2018								New proposal to be evaluated (builds on FMP) Roadside information includes “switch-off engine” congestion signage and over-night lorry parking ban information on A2
3.	Swale Low Emission Zone or Corridor	Promoting Low Emissions transport	Low Emissions Zone (LEZ) or Clean Air Zone (CAZ)	KCC/ SBC	2018								New proposal to be evaluated (builds on FMP) Create a (Euro emission class) restriction zones for all vehicles with strategic ANPR cameras.
4.	HGV “Clear air zone”	Promoting Low Emission Transport	Low Emission Zone (LEZ) or Clean Air Zone (CAZ)	KCC/ SBC	2018								New proposal to be evaluated (builds on FMP) Create a HGV (Euro emission class) restriction zones with strategic ANPR cameras.
5.	Swale and Medway A2 corridor Planning Agreement	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	SBC/ Medway Council	2018/19								New Proposal to be evaluated (building on Kent AQ Planning Document) Establish a planning

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Reduction AQMA	Pollution in the	Progress to Date	Estimate Completion Date	Comments / AQMA
												policy mechanism for major developments with significant impact on A2 corridor to mitigate impact.
6.	Swale Air Quality and Planning Guidance (update)	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	SBC	2017/18 update	In-place and active since 2016						Update to include minimum standards and conditions for approval i.e. ULEV parking, alt transport options, charge points, low NOx boilers, distance from road
7.	Air Quality and Low Emission Strategy	Policy Guidance and Development Control	Low Emissions Strategy	SBC	2017/18							New proposal to be evaluated (includes sustainable procurement, SBC fleet improvements, low emission fuels and installation (STOR) guidance)
8.	Low emission taxi licencing scheme (Kent)	Promoting Low Emission Transport	Taxi Licensing conditions	SBC	2017/18							New proposal to be evaluated Improve emissions from taxis, subsidies for lower local fares
9.	Clean-flow traffic management	Traffic Management	UTC, Congestion management, traffic reduction	KCC	2017							New proposal to be evaluated. Traffic smoothing through average speed camera section management. Linked to localised AQMA "20's plenty" measure

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Reduction AQMA	Pollution in the	Progress to Date	Estimate Completion Date	Comments / AQMA
10.	Clean-air walking and cycle ways	Promote travel alternatives	Intensive active travel campaign & infrastructure	KCC/SBC	2017/18							New proposal to be evaluated. Work with KCC & Development Management/Planning Policy to develop further walking and cycling infrastructure for local commuter and school routes
11.	Clean-air travel planning	Promote travel alternatives	Personalised Travel Planning	KCCC/SBC	2017/18							New proposal to be evaluated. Require strategic travel plan requirements for new developments and businesses (KCC and SBC Planning & Dev Control)
12.	Promote and encourage change of transport modes	Promote low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	SBC	2018	Summer 2019-2020	% increase in electric /hybrid vehicles on the road using traffic counts.					New proposal to be evaluated. Support bids for eV infrastructure, alt. fuels, hybrid vehicles and low emission taxis. Encourage use of buses and trains as alternatives to cars by installing infrastructure at PnR and stations.
13.	Eco Stars	Vehicle Fleet Efficiency	Driver training and ECO driving aids	SBC	2014	2015-2018	Number of HGV and LGV drivers taken through scheme.					Ecostars pilot continues in 2017 (Initially 14 companies signed up in Swale with 812 vehicles)

Swale Borough Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Reduction AQMA	Pollution in the	Progress Date	to	Estimate Completion Date	Comments / AQMA
14.	Air pollution alerts and information	Public information	Via other mechanisms	SBC	-	2018 - 2022	Number of (vulnerable) people using the alert service in Swale	n/a					Communications and marketing directed to vulnerable people (COPD) and information on health effects Use business forums to promote best eco practices for travel

6.2 Local focussed AQMA measures

Key locally focussed measures that are to be considered for the individual AQMAs are those that target localised:

- Initiatives that inform and protect local residents;
- Smooth traffic flows causing less congestion of all vehicles through the AQMAs;
- Freight management and access policies within AQMAs; and
- Access to cleaner alternative transport for residents and businesses

Table 6.2 – Interim Air Quality Management Area: Local AQAP measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Pollution Reduction in the AQMA	Progress Date to	Estimate Completion Date	Comments / AQMA
1.	“20’s plenty” zones	Traffic Management	Reduction of speed limits, 20mph zones	KCC	2017						Community steering group proposal to be evaluated. (AQMA’s: 1,2,3,4,5)
2.	Campaigns for ant-idling, smoky exhausts	Traffic Management	Anti-idling enforcement	SBC	2017						Community steering group proposal to be evaluated. Promotion to raise awareness of health and air pollution (AQMA 2)
3.	Quiet delivery zones	Freight and delivery management	Quiet and out of hours delivery	KCC							Community steering group proposal to be evaluated. School and night-time hours restricted freight delivery times for noise and AQ.

Swale Borough Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Pollution Reduction in the AQMA	Progress Date	to	Estimate Completion Date	Comments / AQMA
												(AQMAs: all)
4.	Pinch-point parking alternatives (red-route)	Traffic Management	Workplace Parking Levy, Parking Enforcement on highway	KCC	2017							New proposal to be evaluated. Remove pinch point A2 parking by providing alternate off-street parking and camera enforcement and signage(AQMAs: 1,2,4, 5)
5.	Local LEV car-club	Promoting Low Emission Transport	Other	SBC								Set-up low emission community car club or car-share scheme for AQMAs (AQMAs: 1,2,4, 5)
6.	Local school and business travel plans	Promoting travel alternatives	Promotion of walking and cycling and travel plans	KCC (+ PH SBC)	2010	2013 Swale already participating in the Kent Travel scheme and involved in Better business for all	% of schools participant in Kent smarter travel challenge recorded by KCC		Annual bids to the KCC		Ongoing	Community steering group proposal to be evaluated. (AQMAs: all)
7.	Tree planting scheme	Public information	Other	SBC	2017/18							Community steering group proposal in favour of tree planting schemes. Funding obtained by the community in 2016 -2017 to commence in Teynham

Appendix A: Interim AQAP consultees

Table A.1 – Interim AQAP Consultees

Swale Borough Council Services
Tracey Beattie - Mid Kent Environmental Health
Janet Hill – Climate Change Officer
Anna Stonor – Planning Policy
Chris Blandford – Economic Development
External Partners
KCC Transport Director - Alan Blackburn
KCC Transport Innovations- Lindsay Reynolds
KCC Freight Officer Highways, Transportation and Waste- Tim Middleton
KCC Sam Yates
KCC Roadworks alerts – Ben Hilden
KCC Highways - Andy Corcoran
KCC Director of Public Health – Andrew Scott-Clark
KCC Highways - Stephen Huckle
KCC Tom Pierpoint, Transport Innovations
KCC Chris Bell Sustainable Business Low Carbon Kent project
KCC Simon Allum (Cycling)
John Elliot and Mike Dempsey – Swale Freight Transport Plan Consultants and authors
Public Health England -
Highways England -
Environment Agency – Roger Kidd
Kent Wildlife Trust - Mary Blackwell

Table A.2 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP (to date)

Consultee	Category	Response
Lindsay Reynolds	KCC lift share	Email re Update Kent Journey share website
Nigel Heriz Smith	Local Resident	Offered to share information in Teynham and provided information about groundwork project history and many updates regarding research and press information e.g. Reporting smoky vehicles web link https://www.gov.uk/report-smoky-vehicle . Concerned about Lynsted Lane Development Air quality assessment Fowler Welch Coolchain – Tree planting around the site and Euro 6 vehicles in the new bays
Colin Barnard	Local Resident	Planning comments regarding development at Frogal Lane and bids for funding for greening projects
Sioux Peto	Local Resident	Assistance with arranging meetings, steering group inception and funding bids projects
Ali Corbel	Blenwood contractor and Swale In Bloom coordinator	Partnership work on the Swale In Bloom projects in the AQMAs and Teynham greening project (SWAPS)
David Dale	EHP	Attended the Internal steering groups and steering group in Teynham and – Teynham greening project (SWAPS)
Alan Blackburn	KCC Transport Manager	Support with strategic transport issues
Andy Fairhurst	KCC Public Health	Support for Eco stars and other projects liaising with KCC public health
Mary.Blackwell	Kent Wildlife Trust	(@kentwildlife.org.uk) support for Teynham steering group
'Dawn.Apcar	Kent Wildlife Trust	and @kentwildlife.org.uk' support with Teynham greening and planters project
Chris Blandford	Economic Development Support Officer	Advice on the economic development support for the Swale action plan
Nicky Saynor	Public Health	Support with advice Eco stars and other projects liaising with KCC public health
Jacque Town	Regeneration	Steering group member Teynham
Gill Harris and Anna Stonor	Planning Policy	Consultee regarding the Swale freight Transport Plan (2016) and detailed comments on AQAP and need for restructuring (August 2017)

Sandy Hammock	CVS	Steering group meeting at Teynham
Sara Cline and Hayley Keefe	KM Charity Team	Support for walk to school and other projects
John Elliot and Mike Dempsey	Consultants	Developed Swale Freight Management Plan
Janet Hill	Climate Change Officer, Swale Borough Council	Input into stakeholder meetings

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category		Action description	Reason action is not being pursued (including Stakeholder views)
Personalised Planning	Travel	Church Lane Residents Parking Survey	Suggestion was dismissed by the Newington Steering group in the original action plan as it was superseded by the KCC travel planning schemes and other projects where the KCC collected data.
Local Bypass		Bypass for Newington	Newington Steering group discussed this however at the time there was no financial support available from KCC Highways

Appendix C: AQMA location maps

Figure C 1 AQMA 1: Newington AQMA map

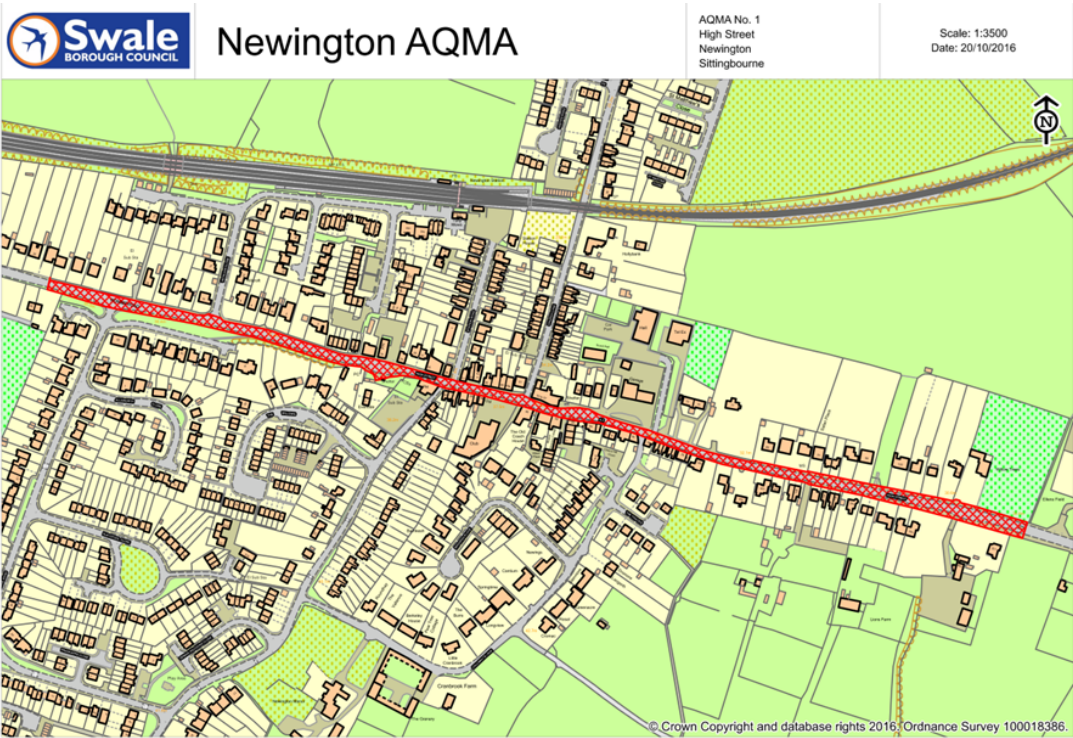


Figure C 2 AQMA 2: Ospringe AQMA map

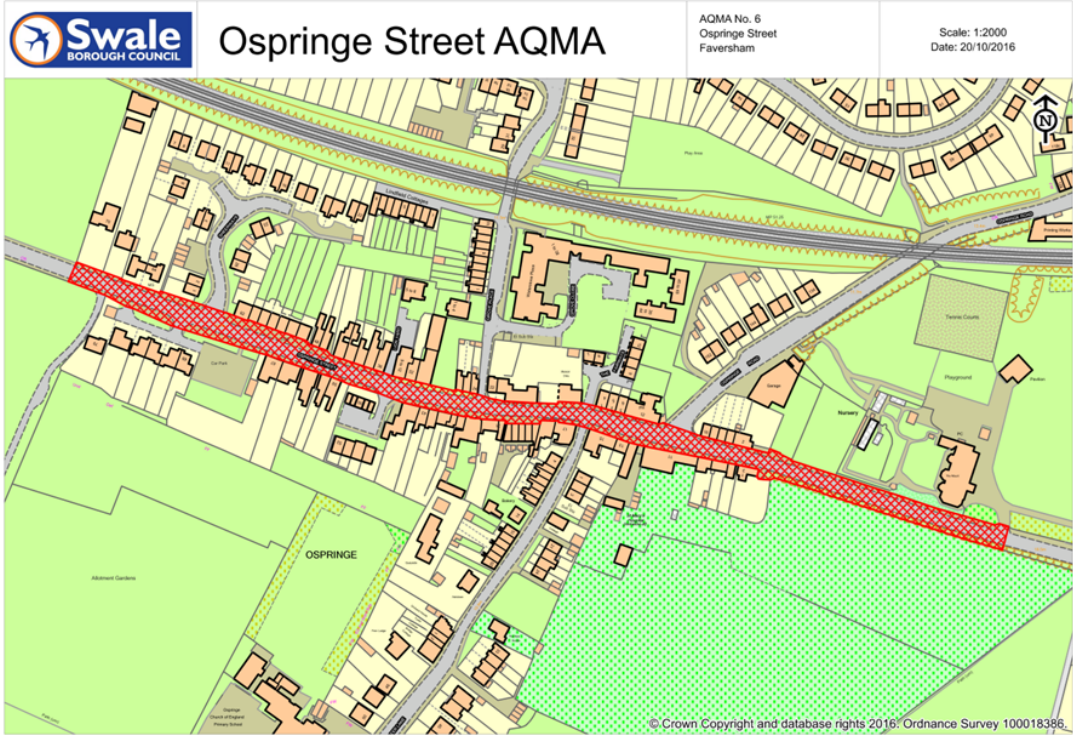


Figure C 3 AQMA 3: East Street AQMA map



Figure C 4 AQMA 4: St Paul's AQMA

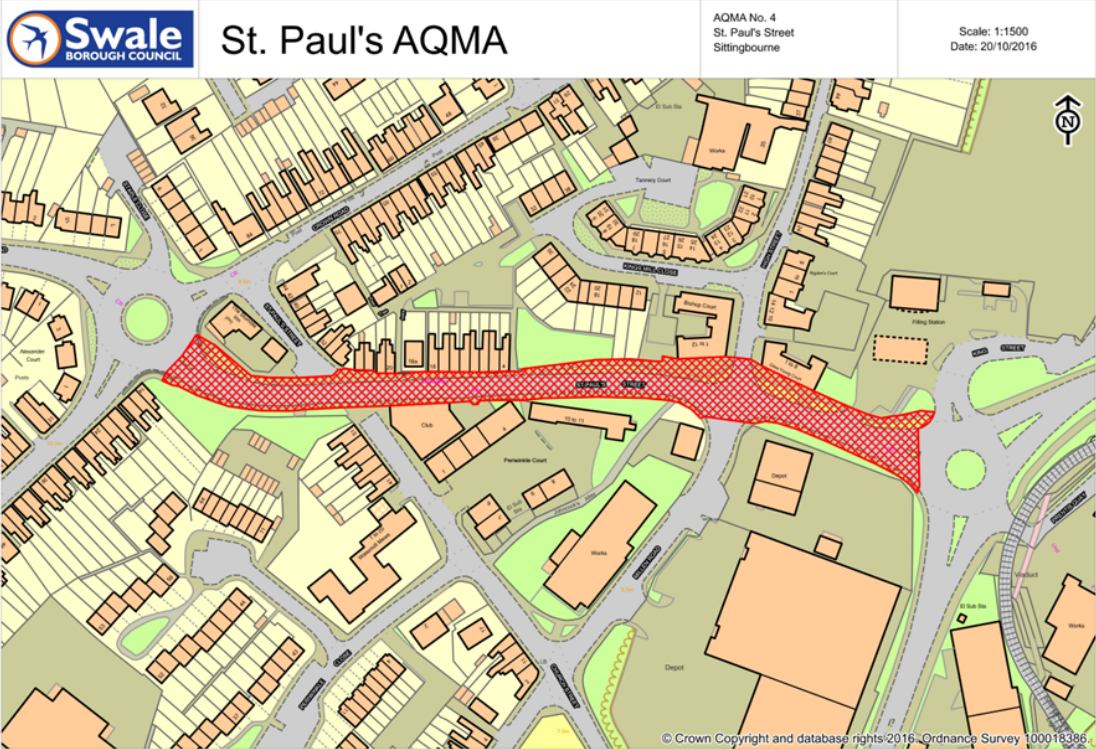
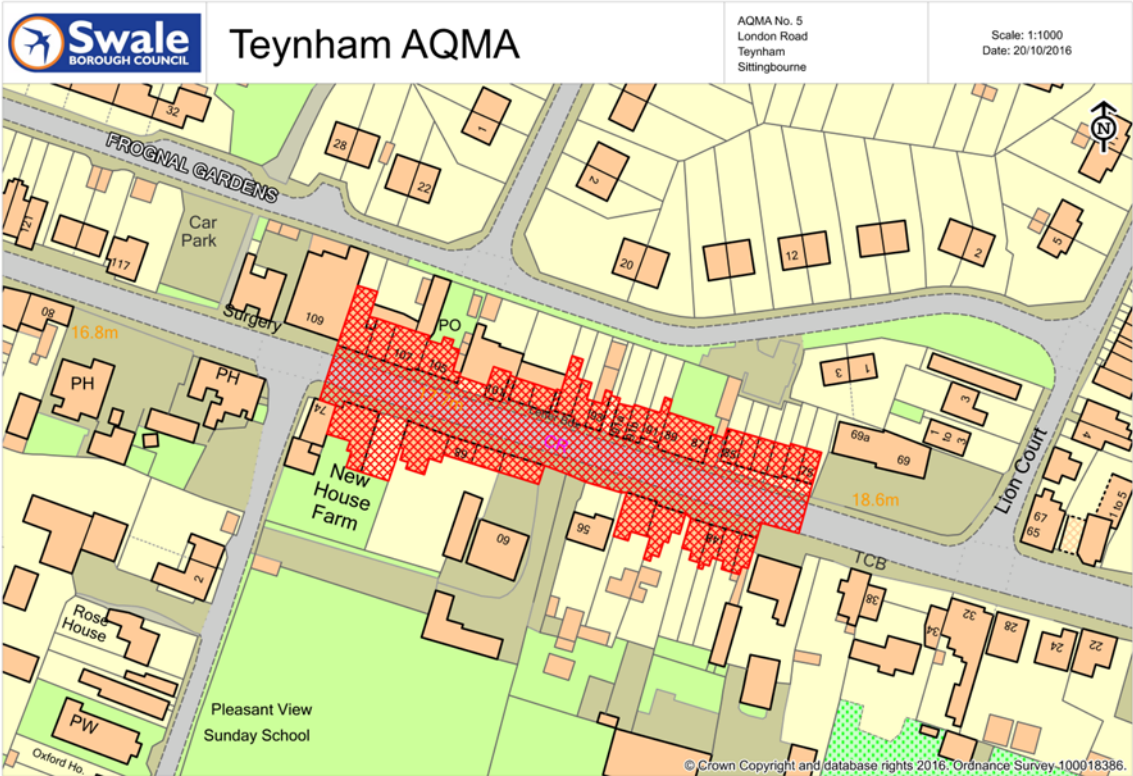


Figure C 5 AQMA 5: Teynham AQMA



Glossary of Terms

Please add a description of any abbreviation included in the AQAP – An example is provided below.

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
CAZ	Clean Air Zone
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
LES	Low Emission Strategy
LEZ	Low Emission Zone
NO ₂	Nitrogen Dioxide