

Policy & Development Review Committee	
Meeting Date	10 April 2018
Report Title	Draft Swale Strategic Air Quality Action Plan 2018 - 2022
Cabinet Member	ClIr David Simmons, Cabinet Member for Environment and Rural Affairs
SMT Lead	Nick Vickers
Head of Service	Tracey Beattie
Lead Officer	Steve Wilcock
Key Decision	Yes
Classification	Open
Recommendations	<ol style="list-style-type: none"> 1. That the committee note the contents of Swale Strategic AQAP 2018 – 2022 Report 1: Source Apportionment and Options Assessment (Draft 1) 2. That the progress and development of the Interim Swale Strategic Air Quality Action Plan 2018 – 22 is noted and that committee advise the Cabinet Member for the Environment and Rural Communities of the inclusion of further action plan measures they consider should be included.

1 Purpose of Report and Executive Summary

- 1.1 An Interim Swale Strategic Air Quality Action Plan 2018 – 22 (Interim AQAP) was approved by Cabinet on 4 October 2017, it outlines the implementation process for the adoption of the Strategic Air Quality Action Plan 2018 – 22 (Appendix II).
- 1.2 Developing a Swale Strategic AQAP will provide clear objectives for delivering air quality improvements in the Borough. These include:
- Clear vision and direction for the AQAP
 - Strategic and focused actions and measures to improve air quality across the borough as well as within Swale’s declared AQMAs
 - Detailed assessment and quantification of agreed actions and measures within the AQAP
 - Full consultation and engagement process with all stakeholders and delivery partners on the key actions and measures within the AQAP; and
 - Implementation and delivery plan for the AQAP through 2018 – 2022.

- 1.3 The process of adopting a Swale Strategic AQAP involves a number of stages to ensure that the measures finally approved, consulted and submitted to Defra will achieve the desired air quality improvement. The Swale Strategic AQAP 2018 – 20122: Report 1 (Appendix I) produced by Consultants Phlorum is the first major step in the process and provides the evidential basis from which assessments of the effectiveness of action plan measures can be made..
- 1.4 The Swale Air Quality Steering Group has not yet considered the details contained in Report 1 the next meeting is planned for 18 April 2018. Following this, the proposed action plan measures can be reviewed in terms of emissions reduction assessment, AQMA options modelling and cost benefit analysis to inform the second report. This will feed into the final draft Strategic AQAP for public consultation in June 2018.

2 Background

- 2.1 Swale Borough Council has a statutory duty to provide Air Quality Action Plans (AQAPs) as part of the Local Air Quality Management Framework and has previously developed a number of individual AQAPs for the Air Quality Management Areas within the district. These plans are required to be updated to ensure that the Action Plan measures remain relevant and reflect the current needs of the AQMAs. It is also important to ensure that any revision of the AQAPs reflect best practice and recent Defra guidance.
- 2.2 A review of the air quality issues in the borough concluded that one strategic AQAP would provide a better approach to tackling some of the common issues that occurred across all five AQMAs, four of which are situated along the A2, with the option of accommodating specific needs of each AQMA. The Interim Swale Strategic AQAP 2018 – 2022 contains an updated list of measure to improve air quality (Appendix I).
- 2.3 The Swale Strategic AQAP 2018 – 2022 Report 1: Source Apportionment and Options Assessment (Appendix II) contains detailed information on traffic assessments, NO_x and NO₂ source apportionment, and air quality modelling assessments for all the AQMAs within Swale. The information will form the baseline for the work of the next four years, enabling officers to prioritise resource on initiatives that will have the biggest impact on reducing pollutants from vehicles within the AQMAs and also across the whole borough.
- 2.4 The report draws on historic and some publicly available traffic information, but the majority of the data provided comes from detailed traffic surveys commissioned by Swale B C and undertaken in January 2018 specifically for the purpose of providing baseline data for each of the AQMAs.
- 2.5 The surveys included automatic traffic counts, giving speeds, vehicle categories and total volume of traffic at each AQMA (5.10 and Figures 1 -4) for a period of

seven days from 22 January 2018. Analysis of the ATC data is included in Table 5.1 and Graphs 5.1 and 5.2.

- 2.6 Automatic Number Plate Recognition (ANPR) surveys were also conducted at three locations along the A2; at Newington, Key Street and Ospringe to provide information on the volumes, vehicle classes and individual vehicle Euro categories over a two-day period on the 9 and 10 January 2018. This information is captured in Tables 5.2 – 5.4, with further breakdown of vehicle by Euro category at each site in Graphs 5.3 – 5.5.
- 2.7 NOx emissions source apportionment studies were undertaken for each AQMA and are detailed in Section 6, Table 6.1 of the report (Appendix II). In summary the traffic data showed that across all AQMA locations on average 82% vehicle movements were cars, 15% were Light Goods Vehicles and 3% combined Ordinary Goods Vehicles (HGV). The source apportionment identified that 15% of LGV were responsible for 15-20% of NOx emissions and 3% of HGV produced 18 – 20% of NOx emissions.
- 2.8 The consultant has undertaken air quality modelling to predict the baseline NO₂ concentrations using accepted and current methodology. The modelling provides future year concentrations of NO₂ at sensitive receptor locations in each AQMA. This is summarised in Table 7.3. There are predicted exceedances in three of the five AQMAs in 2022 if no action is taken to reduce concentrations of NO₂. Table 7.4 indicates the level of reduction needed to meet the Air Quality Standards Compliance level.
- 2.9 The source apportionment identifies several vehicle categories which can be targeted to achieve the required reduction needed to be able to produce the levels of NO₂ required to achieve compliance in the four AQMAs predicted to exceed AQS levels in 2022.
- 2.10 The report identifies that the primary vehicle group to target to achieve compliance of AQSs are HGV vehicles and LGV (diesel) sector and early Euro category vehicles (Euro 1 – 4).

3 Proposals

- 3.1 That the work being undertaken by the consultant Phlorum in the Swale Strategic AQAP 2018 -2022: Report 1: Source Apportionment and Options Assessment (Appendix II) is noted by the Committee.
- 3.2 That the progress and development of the Interim Swale Strategic Air Quality Action Plan 2018 – 22 is noted and that committee advise Cabinet of the inclusion of further action plan measures they consider should be included

4 Alternative Options

- 4.1 The committee may advise Cabinet that the Strategic Air Quality Action Plan 2018 – 22 should not be approved and the current Action Plans remain in place. This option increases the risk of government infraction against Swale for failing to meet its obligations on air quality. Having out of date action plans fails to provide officers with guidance for prioritisation work on air quality initiatives. It also fails to provide endorsement of the important role air quality has in planning consultations and advice to developers in Swale.
- 4.2 The committee could recommend an alternative approach to the progression of the Swale Strategic Air Quality Action Plan 2018 – 22. This may run the danger of delaying the publication of the plan.

5 Consultation Undertaken or Proposed

- 5.1 Following completion of the three stages outlined in the Interim Swale Strategic AQAP 2018 – 2022 and the final report being submitted to Cabinet a full public consultation will be held before submission to Defra.

6 Implications

Issue	Implications
Corporate Plan	Priority Theme One: A Borough to be Proud of A borough which is noticeably clean and well maintained, in which the natural and built environments are respected, conserved and enhanced for future generations. Facilities for residents and visitors alike.
Financial, Resource and Property	The financial implications of the Swale Strategic AQAP 2018 – 22 are yet to be determined. The Interim Swale Strategic AQAP 2018 – 2022 (Appendix I) and the Report in Appendix II have still to determine the Measure and Actions to improve air quality.
Legal and Statutory	Development of the Swale Strategic AQAP 2018 -2022 will ensure that the Borough meets its obligations under the Environment Act 1995.
Crime and Disorder	No implications at this stage.
Environmental Sustainability	This report and the work being undertaken will provide mitigation measures to improve air quality and climate change.
Health and	The Swale Strategic AQAP 2018 – 2022 will seek to support

Wellbeing	improvements to air quality and improve the health and wellbeing of residents and visitors to Swale.
Risk Management and Health and Safety	Working towards a robust Swale Strategic AQAP will improve risk management of air quality for the borough.
Equality and Diversity	No implications at this stage
Privacy and Data Protection	No implications at this stage

7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: The Interim Swale Strategic AQAP 2018 -22
- Appendix II: The Swale Strategic AQAP 2018 – 22 Report 1:Source Apportionment and Options Appraisal

8 Background Papers

None