

Environment Committee	
Meeting Date	3 rd November 2022
Report Title	Request to Consult on Air Quality Action Plan update (2023 to 2028)
EMT Lead	Lisa Fillery, Director of Resource
Head of Service	Tracey Beattie, Mid Kent Environmental Health Manager
Lead Officer	Clare Lydon Senior Scientific officer
Classification	Open
Recommendations	<ol style="list-style-type: none"> 1. That committee authorise the Head of Service to undertake a public consultation on mitigation actions for the Air Quality Action Plan (AQAP) for 2023 to 2028 as proposed in the draft prepared by the Air Quality Steering group. 2. To report back to committee following the public consultation

1 Purpose of Report and Executive Summary

The current Swale Borough Council Air Quality Action Plan (AQAP) concludes at the end of 2022, and we are required to propose a new plan for the next five years (2023 to 2028). We have assessed the current measure and considered new measures in the update. DEFRA require such plans to include a public consultation, for eight weeks and report back to committee on the outcome of the consultation.

The updated plan has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the strategic and local actions/measures we will take to improve air quality in Swale Borough Council between 2023 and 2028. As a working document it will be revised throughout the five-year period to ensure it remains relevant.

This action plan takes a collaborative approach with the Council's Climate and Ecological Emergency Action Plan and evidence-based Transport Strategy. Officers have also worked closely with officers from Kent County Council's Highways, Public Health and Active Travel departments to ensure that the measures detailed within this updated action plan continue to provide a holistic approach to tackling the source of poor air quality in the borough.

2. Background

- 2.1. Swale Borough Council has a statutory duty to review and assess air quality within its borough and take the necessary actions to improve areas of poor air quality. If the UK government air quality objectives (AQO) for key pollutants are exceeded, an Air Quality Management Area (AQMA) must be declared. To date Swale Borough Council has declared six AQMA's for exceedances of the annual average AQO for nitrogen dioxide (NO₂) and one AQMA (St Paul's Street) recently amended to include particulate matter (PM₁₀):

Table 1: Air Quality Management Area (AQMA) location, year of declaration and Air Quality Objective that has been exceeded

AQMA	Location	Year declared	AQO Exceedances
AQMA 1	Newington, (A2/High St)	2009	Annual average for nitrogen dioxide (NO ₂)
AQMA 2/ 6	Ospringe Street, Faversham (A2/Ospringe)	Jun-2011 Revised (as AQMA 6) to the Mount in May 2016. AQMA 2 has now been revoked and renamed and consolidated into one as AQMA 6	
AQMA 3	East Street, Sittingbourne (A2/Canterbury Road)	Jan-2013	
AQMA 4	St Pauls Street, Milton, Sittingbourne (B2006)	January 2013 and amended 22nd October 2020	Annual average for nitrogen dioxide (NO ₂) and Particulate Matter (PM ₁₀) 24 hour mean
AQMA 5	Teynham (A2 /London Rd)	Dec-15	Annual average for nitrogen dioxide (NO ₂)
AQMA 6	Ospringe Street, Faversham (A2/Ospringe)	See details in AQMA 2 above.	
AQMA 7	Keycol Hill	October 2020	

- 2.2. The current AQAP has five locations which exceed the annual Air Quality Standard (AQS) for nitrogen dioxide (NO₂) and declared as an AQMA. In 2020,

an additional sixth AQMA was declared at Keycol Hill (AQMA 7) and will be included in the new AQAP. The new AQAP will also include a separate section to cover the additional amended declaration for PM₁₀ exceedances at St Paul's Street (AQMA 4).

- 2.3.** Apart from the exceedance for PM₁₀ at St Paul's Street and Keycol Hill for NO_x the general trend over the last four years is one of improving air quality in the AQMAs. Over the last two years there have been no exceedances of NO₂ of the 40µgm⁻³ in any monitored AQMA's nor the extensive network of passive diffusion tubes across the Borough. This does need cautious interpretation, given the potential pandemic impact on traffic movements during this period. So, the need to consider measures to continue this trend continues. We have considered the pandemic effect and taken air quality data from 2019, as a baseline for the new AQAP the year prior to the pandemic. Appendix 1 identifies reductions in road NO_x to achieve the government's current air quality objectives and annual data on pollution levels in the AQMAs taken from the latest Annual Status Report 2021

2.4. Evidence based information

This AQAP update includes data from two separate studies commissioned by the Council for its evidence.

One study considered the feasibility of introducing the recommendation for a Clean Air Zone (CAZ) completed in 2020. The second focused on the concerning trends being recorded for St Paul's Street and looked specifically at sources of pollutants, completed in 2021. The source apportionment study along St Paul's Street identified that diesel cars and light good vehicles (LGVs) contributed the highest percentage of emissions. The conclusion was supported by the findings of an older study completed in 2018 for all AQMAs commissioned for the 2018 - 2022 AQAP. An overview of both studies can be found in Appendix 2.

2.5. Air Quality Steering Group

The Steering Group is composed of Swale and KCC officers from key service areas that can influence and impact air quality improvements. The group have assessed the AQAP options proposed, including a review of the 2018 – 2022 AQAP measures and suggestions from the studies mentioned above (paragraph 2.4). The review considered the viability of measures, both in terms of delivery, cost, and air quality outcome.

- 2.6.** The group reviewed the viability of measures relative to delivery, cost and air quality outcomes and further prioritised (using cost benefit analysis) relative to the cost effectiveness of air quality and non- air quality benefits. As mentioned, some of these measures overlap with measures recommended as part of the CAZ feasibility study workshops with members in July 2020. Furthermore, the steering group agreed provisional timescales for the implementation of the proposed measures and monitoring standards. This included surveillance monitoring, for example, commissioning the installation of walking and cycling counters in fixed

or mobile positions, working with volunteer groups to record active travel journeys to measure the success of specific active travel improvements, air quality monitoring and traffic counts. The final measures were then shared with all key stakeholders which included all members, parish councils and bus operators. The proposed AQAP measures are shown in Appendix 3.

- 2.7. The priorities in the Councils Air Quality Action Plan (AQAP) shown in Appendix 4 are to identify and develop measures which will deliver compliance with Air Quality Objectives (AQO) through a combination of strategic and local focused Air Quality Management Area measures.

3. Proposals

- 3.1. To require the Environmental Health Manager to undertake a public consultation on the proposed AQAP measures
- 3.2. To report back to committee following the consultations with recommendations on measures to be put forward to DEFRA early 2023.

4. Alternative Options Considered and Rejected

The alternative is to do nothing or not update the AQAP. However, Swale Borough Council has a statutory duty to review and assess air quality within its borough and take the necessary actions to improve areas of poor air quality. In other words, the Council will fail to comply with its statutory duties on Local Air Quality Management if an update is not completed.

5. Consultation Undertaken or Proposed

- 5.1. Some stakeholder engagement has already been completed with direct mailing to members, parish councils and bus operators.
- 5.2. An online consultation will be conducted over eight weeks from the 4 November to the 15 January 2023. Questions for this are shown in appendix 5. Results from the consultation will be presented back to committee at the earliest opportunity in 2023 before submission to Defra.
- 5.3. Statutory consultees such as neighbouring authorities, local MP, Parish Councils, Public Health, Environmental Agency will be consulted. As part of the AQAP update SBC will provide the following stakeholder engagement:
 - Letters will be distributed directly to households within and near the AQMAs. These will include a link to the consultation through the SBC website address and a QR code
 - Social media and the Swale Borough Council's website
 - Swale news Business e-Bulletin and mailing lists to businesses and statutory consultees

6. Implications

Issue	Implications
Corporate Plan	<p>Priorities: Investing in our environment and responding positively to global challenges: The AQAP update prioritises measures that benefit air quality for our residents through reducing pollution emissions within the district. The plan aligns with Swale’s climate change goal.</p>
Financial, Resource and Property	Measures identified at this time contain no new financial commitments and are contained within current budgets. Specific projects will be linked to planning mitigations and S106 funding.
Legal, Statutory and Procurement	The updated AQAP meets the councils’ legal duties under the Environment Act 1995 and the Local Air Quality Management framework.
Crime and Disorder	None identified
Environment and Climate/Ecological Emergency	This proposal aligns with ambitions included in the Councils Climate and Ecological Emergency declaration.
Health and Wellbeing	The updated AQAP will have a positive impact on Public Health and Wellbeing of the population of Swale BC.
Safeguarding of Children, Young People and Vulnerable Adults	None identified
Risk Management and Health and Safety	Supporting the recommendation will reduce risk for the authority. No Health and Safety implications identified. The consultation will follow Data Protection Act 2018 measures.
Equality and Diversity	None identified
Privacy and Data Protection	None identified

7. Appendices

7.1. Appendix 1: Reductions in road NO_x to achieve the government's current air quality objectives and annual data on pollution levels in the AQMAs taken from the latest Annual Status Report 2021

The main causes of poor air quality within the AQMAs are emissions from road traffic. Our new plan continues to improve air quality across the entire District and focus on measures within the six AQMAs where air quality has failed to meet National Air Quality Objective levels. The updated Air Quality Action Plan outlines actions we intend to deliver between 2023 and 2028.

Reductions in road NO_x of between 10% and 45% will be needed to achieve the government's current air quality objectives. Percentage decrease in road NO_x required to meet the annual mean NO₂ objective at relevant modelled receptors ($\mu\text{g m}^{-3}$) from 2019 are shown below.

The final column of Table A2 includes the reduction in road NO₂ required to achieve the objective, for comparative purposes.

Table A2: Percentage Decrease in Road NO_x required to Meet Annual Mean NO₂ Objective at Relevant Modelled Receptors ($\mu\text{g m}^{-3}$) in 2019

Diffusion Tube	Annual Mean Contribution ($\mu\text{g m}^{-3}$)		
	Monitored NO ₂ Concentration	% Decrease in Road NO _x to Meet Objective	% Decrease in Road NO ₂ to Meet Objective
AQMA 1 Newington			
SW35	42.5	10.4 %	9.3 %
SW42 (triplicate)	43.9	15.4 %	13.8 %
AQMA 4 St Pauls Street			
SW82	53.1	40.8 %	37 %
AQMA 6 Ospringe			
SW28	43	11.7 %	10.5 %
SW95	54.3	40 %	35.8 %
SW22	42.4	9.6 %	8.5 %
SW29	40.9	3.8 %	3.4 %
Keycol Hill / Key Street			
SW124	52.3	39.5 %	35.8 %
SW130	55.5	45.4 %	41.2 %
SW131	55	44.6 %	40.4 %
SW121	42.7	12 %	10.9 %

7.2. General air quality trends within Swale

This information has been taken from the latest Annual Status Report. It shows that during 2021, all passive monitoring sites reported compliance against the annual mean Air Quality Standard (AQS) objective for NO₂ (below 40µgm⁻³). One site reporting concentration within 10% of the AQS objective. This is the second year that there has been full compliance at all passive monitoring locations across Swale. Despite this, there has been a 10% increase in concentrations across the overall network in Swale from the previous year. The impact of COVID-19 in 2020 caused a 29% reduction (the decreases ranged across the diffusion tube network from 17% to 38%) in passive monitored concentration, due to government restrictions on travel and disrupting usual traffic volumes.

Table A3 shows automatic monitoring results for the annual Mean NO₂ and a decreasing trend at Ospringe and St Paul's Street sites. With all sites below the AQS objective. Separately, no sites exceeded the 1 hour mean (200 µgm⁻³ not to be exceeded more than 18 times a year).

Table A3. Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µgm⁻³)

Site ID	AQMA	2017	2018	2019	2020	2021
ZW3	Ospringe	-	31.6	31.4	25.1	23.5
ZW8	St Paul's Street	35.1	39.7	39.1	31.6	30.6
ZW10	Newington	-	-	-	-	22.6

Table A4 shows automatic monitoring results for the annual mean PM₁₀. Ospringe Street has been compliant for 5 years and St Paul's Street for 3 years. Although both have shown a slight increase in 2021 with St Paul's Street being within 10% of the AQS objective of 40 (µgm⁻³).

Table A4. Annual Mean PM₁₀ Monitoring Results (µgm⁻³)

Site ID	AQMA	2017	2018	2019	2020	2021
ZW3	Ospringe	23	27.6	24.8	22.2	23.3
ZW8	St Paul's Street	-	-	28.1	31.5	37.1
ZW10	Newington	-	-	-	-	17.1

Table A5 shows automatic monitoring results for the 24-Hour Mean PM₁₀ (50 µgm⁻³ not to be exceeded more than 35 times a year). St Paul's Street has not been compliant for the last 3 years, with both 2020 and 2021 exceeding the

50 $\mu\text{g}\text{m}^{-3}$ limit 59 times. The concentrations at the remaining two monitors do not exceed the 24-mean limit for PM₁₀.

Table A5. 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50 $\mu\text{g}\text{m}^{-3}$

Site ID	AQMA	2017	2018	2019	2020	2021
ZW3	Ospringe	5	5	15	13	12
ZW8	St Paul's Street	0	11	42	59	59
ZW10	Newington	-	-	-	-	0

Table A6 shows automatic monitoring results annual mean PM_{2.5} with both sites being compliant of the AQS for PM_{2.5}

Table A6. Annual Mean PM_{2.5} Monitoring Results ($\mu\text{g}\text{m}^{-3}$)

Site ID	AQMA	2017	2018	2019	2020	2021
ZW8	St Paul's Street	-	-	-	13.1	11.3
ZW10	Newington	-	-	-	-	11.8

7.3. Appendix 2:

Overview of both evidence-based studies for Clean Air Zone Feasibility study (2020) and St Paul's Street Source Apportionment study (2021)

7.4. The CAZ Feasibility Study (2020)

A CAZ Feasibility Study report was presented to Cabinet in 2020 with a recommendation that discussions between Swale and relevant services in KCC take place to review the viability of implementing Swale's preferred measures from the report including a non-charging CAZ.

KCC confirmed that they were unable to support the implementation of a non-charging CAZ along the A2. However, they were open to the possibility of taking forward several measures within the non-charging CAZ proposal that would contribute to an overall improvement to air quality. This included actions for a Local Cycling and Walking Infrastructure Plan (LCWIP) and traffic management options for Swale that aims to improve Swale's walking and cycling infrastructure.

7.5. The St Paul's Street source apportionment study (2021)

The 2021 the source apportionment study for St Paul's Street (with ANPR cameras), identified that car emissions contributed to 44% of annual mean NO_x concentrations with LGV emissions being responsible for the next highest contribution at 21%. HGV's and busses making up the remaining 30% and 5% respectively. Cars and LGV were also responsible for the greatest contribution of PM₁₀ concentrations 63% and 18%, respectively. With the remaining 19 % made up of 17% from HGV and 2% from the bus fleet.

The study recommended a range of potential mitigation measures based on the source apportionment analysis or traffic split:

- Incentives for electric vehicle charging/ ownership
- Distribution Hub - a distribution hub will also be reviewed as part the councils LCWIP
- Traffic management to control queuing traffic within the canyon section of the road, this has been shown to be an effective measure within other local authority AQMAs, for example, traffic relief options for a one-way streets system; parking restrictions; additional parking; minor walking & wheeling improvements and other traffic calming options, to make the route less appealing to larger vehicles, however, this would require KCC approval and implementation.
- The report noted an interesting anomaly with the air quality readings. The normal correlation between vehicle sourced emissions for NO₂ and PM₁₀ did not occur. In other words, the normal fluctuations of peaks in NO₂ should roughly be followed by peaks in PM₁₀. Instead, PM₁₀ showed high readings

even when NO₂ were low. The consultants recommended Swale undertake additional real time measurements in other locations within the AQMA to better understand the spatial extent of the particulate emissions. This is underway but is not specifically included in the update of AQAP measures.

7.6. Appendix 3. List of Proposed AQAP Measures

RAG descriptors		Action changed and/or timeline revised, on track for delivery. Further or additional funding is needed which may cause some delay in delivery		Action on track or completed		
Action on hold, significantly behind schedule with a risk of non-delivery or not started, or does not have funding or approval						
Strategic measures	Measure No.	Measure	Lead officer (s)/ department	Measure Status	Progress to Date	Comments / Potential Barriers to Implementation
	1	Complete a Local Cycling and Walking Infrastructure Plan (LCWIP) for the district and work with KCC to improve of Swale's walking and cycling infrastructure	Active Travel Co-ordinator (SBC) and Active Travel Interventions (KCC)	Stage 2	Managed by the Active Travel Co-ordinator the plan has completed Stage 1, with Stage 2 to 4 still to be completed.	Resources to complete Stages 3 & 4 could delay completion
	2	Continue to develop Air Quality standards and guidance within the Local Plan Review and the Air Quality Planning and Technical Guidance	Senior Planning Policy Officer (SBC) and Senior Development Planner for Swale (KCC)	Ongoing	<p>SBC Parking Standards SPD includes requirements for Parking for Ultra Low Emission Vehicles with the objective of improving air quality.</p> <p>Air Quality and Planning Technical Guidance updates; Defra's Policy and Technical Guidance 2022 for Local Air Quality Management</p> <p>Local Plan Review (Regulation 19 version) which includes Air Quality policy (DM 33) completed but will require review</p>	Air Quality will be considered in the site selection for allocations.

	3	Work in partnership with Medway Council and KCC to agree mitigation and mechanism to manage transboundary impacts from development on air quality between Newington and Rainham.	Senior Planning Policy Officer and Environmental Health Senior Scientific Officer (SBC)	Planning	Initial discussions taking place with MBC and SBC. Independent air quality assessment is being completed as part of the decision-making process	Substantial cumulative impacts from development and limited mitigation options for the Newington and Keycol Hill AQMAs have been identified in recent planning applications. SBC are undertaking an independent air quality assessment and are reviewing options for mitigation. Joint efforts with Medway council are needed, with a mechanism to deal with this in the future. Policies and guidance need to be strengthened to deal with transboundary and cumulative impacts.
	4	Continue to improve and develop the EV infrastructure in line with the Electric Vehicle Strategy 2022-2030	Climate and Ecological Emergency Project Officer (SBC)	Implementation	18 new charging spaces by September 22 (+ 18 existing spaces from 2022 works)	Difference in strategy between SBC & KCC. Distribution costs and grid capacity.
	5	Continue anti-idling enforcement and educational campaign	Environmental Health, Senior Scientific Officer (SBC)	Ongoing	The campaign will be reviewed after the September to discuss if our Environmental Response Team can continue visits to hotspot locations. Environmental Health will also undertake an audit of new hotspot sites for additional signage from September 2022. Funding for signage needs to be considered.	Staffing resources for enforcement and funding for additional signage -
	6	Car clubs and EV bike hire schemes on development and public spaces in line with SBC EV Strategy, CEE Plan.	Climate and Ecological Emergency Project Officer (SBC)	Implementation/ Planning	Faversham Car Club launched successfully. Car clubs encouraged in developments. Car club for Sittingbourne and Isle Sheppey are being reviewed.	Varying views on back to base bike hire schemes. Drop off bike hire have a much higher cost and risk level.

	7	Explore incentives for business electric vehicle charging/ ownership - replacement for the older car and LGV fleet	Climate and Ecological Emergency Project Officer (SBC)	Scoping/ Planning	Swale REVS being investigated. Other incentives have not been investigated.	This measure stems from source apportionment evidence, where a higher percentage of older diesel polluting vehicles were LGVs and specifically higher along St Paul's Street (AQMA 4). High cost to provide incentives. Dependent on EV charging infrastructure as above.
	8	Air pollution alerts and information	Environmental Health Senior Scientific Officer (SBC)	Active	Kentair website has free air pollution alerts and information. Emails are issued whenever air quality is forecast to be Moderate or above for the following day. The email includes Defra's recommended actions and health advice. There are currently 336 registered users for the email service.	Through match funding SBC now provides a digital education package 'Pollution Patrol'. This resource is aimed at children aged 5-11 (and their parents). The aim being to educate, raise awareness and promote behaviour change. Kent and Medway Partnership Group have created a communication subgroup - attendees include various district councils, Kent County Council and Public Health representatives.
	9	Promote and encourage change of transport modes	Environmental Health Senior Scientific Officer and Climate and Ecological Emergency Project Officer (SBC)	Ongoing	Various promotional events via social media, Green Schools Forum, Swale Means Business e-Bulletin and mailing lists	Number of promotion events shall take place over the next five years.
	10	"20 is plenty" zones - monitored and reviewed for AQMAs	Highway Improvements Team (KCC) Environmental Health Senior Scientific Officer (SBC) for monitoring AQ changes	Active	Faversham town centre and Newington area have 20 mph speed limit.	Newington will be assessed through continuous monitoring to monitor any long-term air quality and active travel changes occur within the AQMA. Other AQMAs can be reviewed in response to the findings.

Localised measures	11	Review low emission taxi licencing and explore promotional opportunities for endorsement of low emission vehicles	Taxi Licencing Team and Climate and Ecological Emergency Project Officer (SBC)	Planning	New Taxi licencing policy is being updated and officers are currently reviewing opportunities.	Financial impact for trade. Providing incentives and other support in local transition. Impact likely to be low due to limited incentives.
	12	Public transport improvements to bus infrastructure/ service	Public Transport and Highways (KCC)	Not started	Update from KCC on Better Bus Strategy - For Swale Recommendation made with planning applications and S106 contributions to improve bus services Climate team engaged with community rail partnership but project work yet to commence.	Support public transport providers in a lobbying role for improvements to infrastructure and service improvement.
	13	Explore opportunities for EV charge points at AQMA's: Newington (Village Hall), Ospringe (SBC car park), East Street (Tesco car park or nearby schools) St Paul's Street (businesses nearby)	Climate and Ecological Emergency Project Officer (SBC)	Implementation	Ospringe site being reviewed as part of funding bid	Difference in strategy between SBC & KCC. Distribution Network Operator costs and grid capacity.

	14	Explore AQMA specific traffic management options	Highway Improvements Team (KCC); Senior Planning Policy Officer and Network Manager Highways & Transportation (KCC), Seafront & Engineering Manager, Active Travel Co-ordinator and Environmental Health Senior Scientific Officer (SBC)	Planning	SBC and KCC officers are working together to explore AQMA specific traffic management options. Impacts to the AQMA and surrounding area will be investigated as part of the decision-making process. For example, traffic relief options for a one-way streets system; parking restrictions; additional parking; minor walking & wheeling improvements and other traffic calming options, to make the routes less appealing to larger vehicles	This would require KCC approval and implementation.
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7.7. Appendix 4: The AQAP priorities for delivering compliance within the AQMAs are below:

Priority 1 - Public Health and Wellbeing (Health Promotion, Public information, Behaviour change/modal shift,).

Improving air quality is largely driven by a change in attitude and travel behaviours. As a Council, we have strong role in encouraging and facilitating this change. We aim to continue to inform health impacts associated with poor air quality and provide information and guidance to our residents as to how they can protect themselves and be part of the solution.

Priority 2 - Active Travel, Public Transport and Low Emission Vehicles.

Encouraging the uptake of alternatives to the car through improving cycling and walking opportunities, supporting sustainable public transport, car clubs, travel plans, electric vehicles, improving the electric vehicle charging infrastructure and other initiatives.

Priority 3 – Transport, Transport Planning and Traffic Management (Traffic management, Licensing, Parking, and Public Transport).

The Council will work with its wider strategic partners, such as Kent County Council, on matters of traffic management and public transport on issues that extend beyond the SBC's direct control. The aim is to mitigate existing traffic and transport concerns and seek opportunities for alternatives and improvements.

Priority 4 - Local Planning Policy and Development Management.

Various policy documents are already in place within the Council. It is important to utilise these to introduce mutually beneficial measures as mechanisms to reduce pollution emissions from road transport. This includes continuous development of air quality standards and guidance within the Local Plan Review and the Air Quality Planning and Technical Guidance.

Priority 5 - Quantify impact of measures.

Swale Borough Council will continue to monitor air pollution across the borough and utilise both air quality and non-air quality changes for each potential measure.

7.8. Appendix 5. Consultation layout and questions

The text that will be included in the questionnaire:

“We intend to update the measures we action to reduce air pollution within the Borough. We would like your option of these before we include them in the updated Air Quality Action Plan for 2023 and 2028.

The main causes of poor air quality within Air Quality Management Areas (AQMAs) are emissions from road traffic. Our new plan, although focused on Swale's six AQMA where air quality has failed to meet National Air Quality Objective levels, will improve air quality across the whole Borough. The AQMA location maps can be viewed [here](#) on Defra's website.

The measures in this updated action plan take a holistic approach to include both strategic and localised measures. SBC will continue to monitor air pollution across the borough.”

7.9. The questionnaire sections summarized below:

- **Question 1 and 2** asks details about who is responding to the questionnaire i.e., resident, parish council or statutory consultee, and their post code.

7.10. Active Travel and Low emission measures:

- **Question 3** asks for each of the proposed measures (listed below), tell us which one you think are achievable and which are not achievable. This question presents the reader with the list of proposed measures and tick boxes for achievable, not sure, and not achievable:
 - Complete a Local Cycling and Walking Infrastructure Plan (LCWIP) for the district and work with KCC to improve of Swale's walking and cycling infrastructure (Measure 1)
 - Continue to improve and develop the EV infrastructure in line with the Electric Vehicle Strategy 2022-2030 (Measure 4)
 - Car clubs and EV bike hire schemes on development and public spaces in line with SBC EV Strategy, CEE plan (Measure 6)
 - Explore incentives for business electric vehicle charging/ ownership - replacement for the older car and LGV fleet (Measure 7)
 - Review low emission taxi licensing and explore promotional opportunities for endorsement of low emission vehicles (Measure 11)
 - Explore opportunities for EV charge points at AQMA's (Measure 13)
- **Questions 4 to 9** are **only** presented if the reader selected not achievable, to which a box is provided for the consultee to explain why they feel that way.
- **Question 10** presents the reader with the list of proposed measures (listed above) and tick boxes for major impact, moderate impact, some impact, slight impact and no impact.
- **Question 11** provides option for additional comments about the measures relating to Active Travel and Low Emission Vehicles.

7.11. Public Health, Engagement and Planning Control:

- **Question 12** asks for each of the proposed measures (listed below), tell us which one you think are achievable and which are not achievable. This question presents the reader with the list of proposed measures and tick boxes for achievable, not sure, and not achievable:
 - Continue to develop Air Quality standards and guidance within the Local Plan Review and the Air Quality Planning and Technical Guidance (Measure 2)
 - Continue anti-idling enforcement and educational campaign (Measure 5)
 - Air pollution alerts and information (Measure 8)
 - Promote and encourage change of transport modes (Measure 9)
- **Question 13 to 16** are **only** presented if the reader selected not achievable, to which a box is provided for the consultee to explain why they feel that way.

- **Question 17** presents the reader with the list of proposed measures (listed above) and tick boxes for major impact, moderate impact, some impact, slight impact, and no impact.
- **Question 18** asks for any additional comments about the measures relating to Public Health, Engagement and Planning Control.

7.12. Transport, Transport Planning and Traffic Management:

- **Question 19** asks for each of the proposed measures (listed below), tell us which one you think are achievable and which are not achievable. This question presents the reader with the list of proposed measures and tick boxes for achievable, not sure, and not achievable:
 - Work in partnership with Medway Council and KCC to agree mitigation and mechanism to manage trans boundary impacts from development on air quality between Newington and Rainham (Measure 3)
 - “20 is plenty” zones - to be monitored and reviewed for AQMAs (Measure10)
 - Public transport improvements to bus infrastructure/service (Measure 12)
 - Explore AQMA specific traffic management options (for example, traffic relief options for a one-way streets system; parking restrictions; additional parking; walking & wheeling improvements and other traffic calming options) (Measure 14)
- **Question 20 to 23** are **only** presented if the reader selected not achievable, to which a box is provided for the consultee to explain why they feel that way.
- **Question 24** presents the reader with the list of proposed measures (listed above) and tick boxes for major impact, moderate impact, some impact, slight impact, and no impact.
- **Question 25** asks for any additional comments about the measures relating to Transport, Transport Planning and Traffic Management.

7.13. Demographics:

- **Question 25 to 29** are demographic related questions

8. Background Papers

Swale Borough Council Strategic Air Quality Action Plan (2018 to 2022) –
https://services.swale.gov.uk/assets/Air-Quality/AQAP_SwaleBC_2018%20final.pdf

