



Canterbury City Council

Draft Air Quality Action Plan

Environment Act 2021

Environment Act 1995

Local Air Quality Management

February 2024

Information	Canterbury City Council Details
Local Authority Officer	Ellen Durling
Department	Policy and Communications
Address	Canterbury City Council, Military Road, Canterbury, CT1 1YW
Telephone	01227 910788
E-mail	ellen.durling@canterbury.gov.uk
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● Executive summary

This 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 action we will take to improve air quality in Canterbury and Herne between 2024-2029.

In Canterbury, in line with the national picture, road traffic emissions producing nitrogen dioxide (NO₂) along major roads are the main source of the issues identified by the city council in relation to compliance with air quality standards.

City centre roads are subject to frequent congestion in peak hours due to the high volume of vehicle movements linked to business, school runs, shoppers, university students and tourists into a historic layout of roads.

In addition, there is an air quality 'hotspot' at the mini roundabout in Herne, again as a result of traffic volumes giving rise to emissions of NO₂ and due to the close proximity of the residential properties to the roadside at this specific location.

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 equality issues, because areas with poor air quality are also often the less affluent areas (1,2).

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion (3). Canterbury City Council is committed to reducing the exposure of people in the district to poor air quality in order to improve health.

The primary focus of this air quality action plan is to put measures in place which will ensure levels of NO₂ across the district, and in particular the identified hot spots, are consistently below the objective annual mean of 40µg/m³.

Our evidence (4) shows within the air quality management areas most of the receptors are recording below the target threshold of 40µg/m³(5). However there is more work to be done.

1: October 2023 Environmental equity, air quality, socioeconomic status and respiratory health, 2010

2: Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

3: Defra. Abatement cost guidance for valuing changes in air quality, May 2013

4: Air Quality Consultants- AQMA Review Canterbury

5: <https://uk-air.defra.gov.uk/air-pollution/uk-limits>

The largest contributors are diesel cars at 39.3% and diesel LGVs at 31.4%(6), so this needs to be our focus.

This action plan replaces the previous action plan which ran from 2018-2023.

Projects already delivered to improve air quality include:

- We have worked with Kent County Council to deliver broadband to 140,000 homes and businesses across Kent with 95% of properties now having access to superfast broadband to facilitate more opportunities for home working
- We promote information on sustainable fuels that can be burnt. Communications include articles on the council's newsroom and links to Defra (Department for the Environment, Farming and Rural Affairs) leaflets.
- We have introduced the Events Implementation Strategy which restricts use of solid fuel, petrol and diesel generators
- We have adopted the Kent and Medway Energy and Low Emission Strategy and are implementing it as part of our ongoing processes
- We have completed works to subways, cycle paths and streets as part of our active travel plans to make walking and cycling links in the city more appealing
- We have introduced a new policy requiring all taxi and private hire vehicles to be Euro 6 compliant unless wheelchair accessible.

All new taxis and PHVs are required to be ULEV compliant by 08/26 and all new vehicle classes to be BEV by 04/30.

Incentives have been introduced to help with a licence fee discount and a free overnight parking permit of £100 per annum.

- We continue to enforce industrial pollution control and nuisance legislation within the district.

Our statutory inspections have been completed year on year and we have recorded all processes compliant.

We want to create a sustainable and environmentally-friendly travel network within the city and surrounding areas for a number of reasons, including helping to improve air quality.

Our focus is on ensuring safer and more accessible active travel routes for walking and cycling, implementing a bus-led transport strategy and improvements to rail and promoting cleaner vehicles for trips that people continue to make by car.

We need to reach the targets set for NO₂ levels in the district, focusing particularly on the specific areas within our Air Quality Management Area where the annual mean levels still exceed 40 µg/m³.

Specific actions for Canterbury are set out in Table 5.1 and for Herne Table 5.1a

In this AQAP we outline how we plan to effectively tackle air quality issues within our control.

However, we recognise there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence.

We will continue to work with regional and central government on policies and issues beyond Canterbury City Council's direct influence.

This action plan sets out actions that can be considered under eight broad categories:

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

○ **Responsibilities and Commitment**

This AQAP was prepared by the Policy and Communications team at Canterbury City Council with the support and agreement of the following officers and departments:

- Transport and Environment
- Planning and Health
- Community Safety, Licensing Enforcement, Civil Enforcement and Environmental Crime

- Corporate Services

This AQAP has been approved by: **TBC - once adopted**

This AQAP has not been signed off by a Director of Public Health. Following the consultation, it will be signed off.

This AQAP will be subject to an annual review, appraisal of progress and reporting to the working group.

Progress each year will be reported in the Annual Status Reports (ASRs) produced by the Environmental Health team, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please respond via the consultation.

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1. Introduction

This report outlines the actions that Canterbury City Council will deliver between 2024-2029 in order to reduce concentrations of air pollutants and exposure to air pollution thereby positively impacting on the health and quality of life of residents and visitors to the Canterbury district.

It fulfils the statutory requirement of the Environment Act 1995 as amended by the Environment Act 2021 to publish an Air Quality Strategy setting out air quality standards, objectives, and measures for improving ambient air quality every 5 years⁽⁷⁾ and the relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This plan will be reviewed every five years at the latest and progress on measures set out within this plan will be reported on annually within Canterbury City Council's air quality Annual Status Report which are informed by Kent Air data.

7: Environment Act 1995 & Environment Act 2021

2. Summary of current air quality

Canterbury City Council currently identifies two Air Quality Management Areas (AQMA) within the district: one covers major roads in Canterbury city centre and the other covers a small part of Herne Street in Herne.

Canterbury is an attractive and popular regional centre and, although traffic flows on the main A roads are lower now than they have been historically, the city still attracts a large volume of daily commuters as well as secondary school children, shoppers, university students and tourists, many of whom travel by private car.

The city centre roads are subject to frequent congestion in peak hours due to the high volume of vehicle movements along a historic layout of roads with residential properties in close proximity to the roadside.

This leads to unstable traffic congestion with buses caught in the same queues and therefore unable to meet a regular schedule.

In Herne, there is an air quality 'hotspot' at the mini roundabout, again as a result of high traffic volumes with residential properties in close proximity to the roadside.

We completed a review of air quality within the Canterbury Air Quality Management Area (AQMA) in October 2023.

Data modelling of the areas has used a baseline year of 2022 to inform the review.

The 2022 automatic monitoring results show that both the long-term and short-term AQS objectives for NO₂ were met at the background station (CM1) and the roadside station (CM3) which are located within the Canterbury City AQMA boundary.

Diffusion tube monitoring results show concentrations of NO₂ across the district were overall higher than the 2021 results presented in the CCC 2022 Air Quality Annual Status Report. It should be considered that lockdown periods due to the Covid-19 pandemic may have impacted this.

One diffusion tube exceeded the annual mean NO₂ AQS objective in 2022 and four measured within 10% of the objective within 2022.

The annual mean NO₂ concentration did not exceed 60µg/m³ at any monitoring location and therefore exceedances of the NO₂ AQS 1-hour mean objective of 200µg/m³ at these locations is unlikely. Neither of the two continuous NO₂ monitoring sites recorded any exceedances of the 1-hour mean objective in 2022.

Figure 1 and Figure 2 show modelled annual mean NO₂ concentrations at the specific receptors in the 2022 baseline.

This indicates the annual mean objective is achieved at the majority of receptors in Canterbury, with exceedances indicated at five receptors all located at the roadside at Wincheap. It also indicates the objective is achieved at most receptors in Herne, with the exception of one receptor close to the junction.

Predicted concentrations at all receptors are well below 60 µg/m³, indicating that exceedances of the 1-hour mean NO₂ objective are unlikely, according to the methodology set out in LAQM.TG(22).

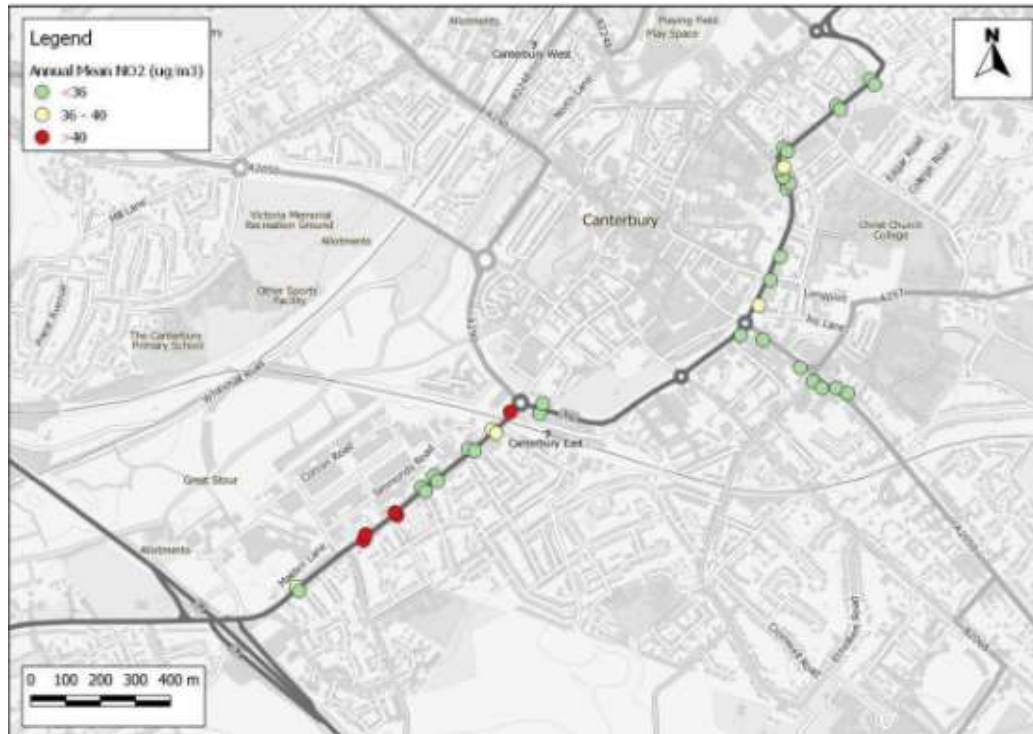


Figure 1: Modelled Annual Mean NO2 concentrations at Specific Receptors in 2022 Baseline in Canterbury.

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Figure 2: Modelled Annual Mean NO2 Concentrations at Specific Receptors in 2022 Baseline in Herne

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Although the review has shown that there has been a positive shift in air quality within the AQMAs there are still specific receptors that recorded exceedances.

These areas are at Wincheap, at locations alongside the A28 (where concentrations remain within 10% of the objective in 2022) and in Herne close to the junction where levels are close to, or in some cases exceeding, the mean 2022 objective.

For these reasons, the modelling indicates the AQMAs are still currently required and both the AQMAs remain as declared.

Further information is set out within Appendix, B3 Air Quality Annual Status Report- 2023- Published with Local Plan information, which outlines the latest ASR from Canterbury City Council.

3. Canterbury City Council's air quality priorities

3.1 Public health context

Mounting scientific evidence shows the scale of the impact of poor ambient air quality on health.

Although air quality is not a direct cause of death, it is considered to be a significant contributory factor.

In 2010, the Department of Health's Committee on the Medical Effects of Air Pollutants (COMEAP) reported long-term exposure to outdoor air pollution contributed to the equivalent of approximately 29,000 deaths in 2008 in the UK.

A further report by the Royal College of Physicians reported in 2016 it contributed to the equivalent of 40,000 deaths in 2015.

When equated to the Canterbury area, this meant ambient air pollution was a contributory factor in an estimated 81 deaths or a total 748 years reduction in life expectancy.

Those most at risk from air pollution are the young, the elderly and those with predisposed medical conditions, which may be exacerbated by elevated levels of air pollution.

The extent to which exposure takes place is dependent upon time and duration of exposure and air quality standards are set to reflect both the short-term (acute) impacts on health of elevated levels that may arise during pollution episodes, and those that are more relevant to longer term (chronic) exposure over longer periods, which typically cover a year.

In addition to attributable deaths, the health burden of air pollution incurs costs through healthcare and loss of productivity to UK Gross Domestic Product (GDP).

Using a recent tool developed by Public Health England an estimate of the healthcare savings for a cohort of the population (male and female) over the age of 18 living in conditions of poor air quality (where exposure to NO₂ alone is considered) gives rise to a cumulative cost saving of approximately £95,000 over the lifetime of this plan (ie five years).

This value includes those costs attributed to GPs, community health, hospitals, specialists and medicine costs and is illustrated to be cost savings on a per 100,000 head of population.

Ongoing medical research increases our awareness of the links between air pollution and health risks. A number of air pollutants may contribute to poorer health.

In the Canterbury district NO₂ levels exceeding the objective have been identified as the main problem. Particulate Matter (in the fractions of 10 microns and 2.5 micron diameters – PM10 and PM2.5, respectively) – are invisible to the eye and are also known to affect health.

The annual status monitoring report for 2023 showed that the annual mean PM10 and PM2.5 concentration did not exceed the objectives 40µg/m³ and 20µg/m³ respectively. The 24-hour mean PM10 objective was also met.

Levels of PM10 in the district currently comply with air quality standards and the AQMA does not consider this pollutant.

For PM2.5, evidence continues to show that there is no real safe threshold for this pollutant and the UK government should achieve reductions in levels of PM2.5 as low as reasonably practicable below the current air quality standard.

The council is not under an obligation to monitor PM2.5, which is a focus at national level, but anticipates some of the measures implemented within this action plan for the achievement of reductions in NO₂, will have benefits in additionally reducing concentrations of particulate matter.

3.2 Planning and policy context

Canterbury City Council Corporate Plan 2024

This Air Quality Action Plan looks at the next five-year period as a focus.

The plan therefore includes actions that will be completed within this period to have an immediate impact on the air quality in our district.

However some actions will take time to plan and implement, as well as sourcing appropriate funding.

Some of our actions listed are in a current planning or concept phase with the expectation that they will be developed further over the lifetime of this plan and may evolve as technology advances and offers more options.

Our Air Quality Action Plan links directly from the goals of our developing Corporate Plan and its ties to the UN's Sustainable Development Goals.

The goals, and our plan, aim to work together to improve air quality in the district.

Our plan is to focus on a modal shift from private vehicles to a more active travel plan working towards goals such as protecting life on land and managing the impact of climate change.

We want residents and visitors to choose options like cycling, walking or using the extensive bus network available in the city to reduce the number of private cars on the road.

We know that poor air quality has long lasting negative effects on health.

Those most at risk from air pollution are the young, the elderly, and also those with medical conditions which could be made worse with high levels of air pollution.

These effects aren't just on our own personal health but also the health of the district.

The UNs goals are to work towards No Poverty, Zero Hunger and Good Health and Wellbeing.

Evidence has shown poor air quality can impact ecology such as plant growth, which in turn could lead to shortages of food. Therefore, our Air Quality Action Plan is vital to ensuring good personal health of our people but also for the health of our environment.

Canterbury Air Quality Action Plan 2018

Our previous Air Quality Action Plan sought to encourage faster uptake of less-polluting vehicles through provision of electrical charging points and incentives to adopt cleaner vehicle technologies using vehicle licensing arrangements.

Regionally and nationally it was anticipated that actions in the National Roadside NO2 plan and in the 2018 Clean Air Strategy would have led to an improvement in the levels of background NO2 across the district including the two AQMAs.

The 2018 AQAP aimed to achieve compliance by 2023 (the final year of the original plan) for the majority of the AQMA in Canterbury city and wholly achieve compliance in the Herne AQMA. *Emerging Canterbury District Local Plan (2040) and Draft Transport Strategy (2040)*

The council is preparing a new Local Plan for the district which will plan for development needs until 2040 including new strategic development locations at Canterbury and Whitstable.

The draft Local Plan sets out a positive strategy for accommodating new development in a sustainable manner and a clear hierarchy of transport modes which prioritises walking and cycling along with public transport.

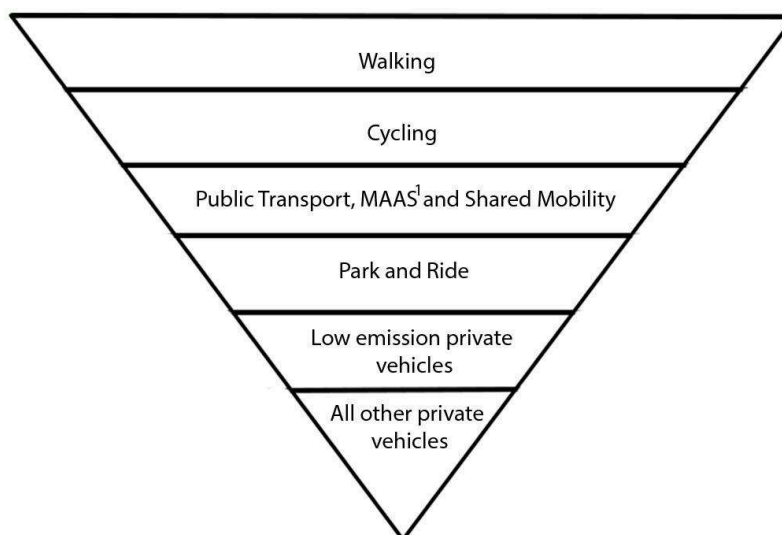


Figure 3: Hierarchy of Transportation: mobility as a service (**MAAS**) means multi modal transportation services on one digital payment platform and includes cycle hire, car clubs, car sharing and public transport fares

The air quality policy in the new draft local plan states that proposals for major development in the district will be required to undertake an emissions mitigation assessment and cost calculation in line with the council's air quality guidance to demonstrate that the development will be air quality neutral and will not lead to a net increase in emissions.

Proposals for major development within, or which would impact upon, designated Air Quality Management Areas will also be required to undertake an air quality assessment, in accordance with the council's air quality guidance.

Alongside the Local Plan, the council is developing a new Transport Strategy for the district which will focus on the delivery of a bus-led strategy and other public transport improvements, alongside measures to manage demand for car usage, in order to manage the transport impacts of planned growth.

The NPPF, along with the Transport for the South East's Transport Strategy, the Kent and Medway Low Emissions Strategy and the emerging Kent Local Transport Plan 5, all point to the need to facilitate a significant shift in modes of transport from private cars to sustainable travel options, to reduce the air quality impacts and carbon emissions associated with transport and to enable people to make active travel choices which can support their health and wellbeing.

Achieving these objectives however will require new infrastructure, which is particularly challenging within Canterbury due to its historic environment.

The draft Transport Strategy is split into three stages to be introduced in an incremental approach.

Short term measures between 2025 and 2030 include increasing the frequency of services and improvements to bus stop infrastructure as well as reopening the Sturry Road park and ride site in April 2024 and relocating and expanding the New Dover Road park and ride site. Construction of the missing lengths of the westbound Sturry Road bus lane is also planned. This will be accompanied by a reduction of city centre public parking spaces to remove the attraction of driving into the city and implementation of schemes in the Local Cycling and Walking Implementation Plan (LCWIP) to encourage mode switch. Cycle hire and expansion of the car club are part of the planned short term measures which also includes the rollout of public EV chargers will also continue.

Medium term measures are more ambitious and include a reallocation of existing road space to create additional bus and cycle lanes on the ring road and radial routes into the city which are currently dual carriageway, conversion of the roundabout junctions to traffic signals, where buses and pedestrians and cyclists can be prioritised, and the introduction of point closures in residential streets to prevent their use by through traffic.

In the longer term it is proposed that the closure of additional city centre car parks will continue and workplace parking charges will be considered as well as the introduction of mandatory goods transfer for last mile delivery by sustainable transport. Transportation options for residents in the outlying villages include additional park and ride sites and connected autonomous vehicles.

Both of these documents are expected to be published in March 2024 for public and stakeholder consultation.

3.3 Source apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the AQMAs based on a source apportionment exercise undertaken in 2023.

Defra's EFT has been used to provide an indication of the proportion of road traffic emissions within Canterbury, from each vehicle and Euro class type in 2022. This identified that within the AQMA, the percentage source contributions were as follows:

Vehicle Type	NOx (%)
Petrol Cars	9.3
Diesel Cars	39.3
Petrol LGVs	0.0
Diesel LGVs	31.4
Rigid HGVs	8.0
Artic HGVs	1.4
Buses/Coaches	9.1
Full Hybrid Petrol Cars	0.2
Plug-In Hybrid Petrol Cars	0.1
Full Hybrid Diesel Cars	0.9
CNG Buses	0.0
Hybrid Buses	0.1

Table 1: Air Quality Consultants, AQMA Review: Canterbury December 2023- Percentage Contribution of Total Road Emissions by Vehicle Type (2022)

Table 1 shows the percentage of emissions by vehicle type. This has been calculated using the total modelled annual emissions across all roads in 2022 and the Source Apportionment option within the EFT. The results indicate that the majority of road NOx emissions in 2022 were produced by Diesel Cars (39.3%), followed by Diesel LGVs (31.4%), Petrol Cars (9.3%), Buses/Coaches (9.1%) and Diesel Rigid Heavy Goods Vehicles (HGVs) (8.0%).

3.4 Required reduction in emissions

At the worst-case modelled receptor in Canterbury, a 16.4% decrease in 2022 road NOx emissions is required to meet the objective (receptor 16, figure 3).

The highest concentration in 2022 was also measured at this site, which is located at the roadside of Wincheap.

In the Herne AQMA, a modest 0.6% reduction in road NOx emissions is required to achieve the objective, based on 2022 emissions.

The improvement in road NOx emissions required in order to meet the objective at model locations where concentrations exceeded the objective in 2022, is shown in Table 2, categorised by AQMA.

As set out in LAQM.TG(22) (Defra, 2022) paragraph 7.116, any required percentage reductions of local emissions should be expressed in terms of NOx due to local road traffic.

This is because the primary emission is NOx and there is a non-linear relationship between NOx concentrations and NO2 concentrations.

The calculations use the 2022 modelled NO₂ concentrations, and the methodology set out in LAQM.TG(22) Box 7.6.

The 'Road NO_x - current' concentration has been predicted using dispersion modelling.

The road NO_x concentration required to give a total NO₂ concentration of 40 µg/m³(road NO_x-required) has been calculated using the NO_x to NO₂ calculator by entering a total NO₂ concentration of 40 µg/m³, along with the background NO₂ concentration.

The ratio of 'road NO_x-required' to 'road NO_x-current' gives the required percentage reduction in local road NO_x emissions to achieve the objective.

Modelled Receptor	Annual Mean Contribution (µg/m ³)					
	Modelled NO ₂ Concentration	Road NO _x - Current (a)	Road NO _x – Required (b)	Background NO ₂ (for information)	Difference between a and b	% Decrease in Road NO _x to Meet Objective
Canterbury AQMA						
16	46.0	76.2	63.7	10.0	12.5	16.4
17	41.5	65.2	63.7	10.0	1.5	2.3
20	44.3	67.3	58.8	12.2	8.4	12.5
43	41.7	61.0	58.8	12.2	2.2	3.5
44	41.9	61.5	58.8	12.2	2.6	4.3
Herne AQMA						
22	41.1	67.2	66.9	8.5	0.4	0.6

Table 2: Percentage Decrease in Road NO_x required to meet Annual Mean NO₂ Objective at relevant modelled receptors(µg/m³) in 2022.

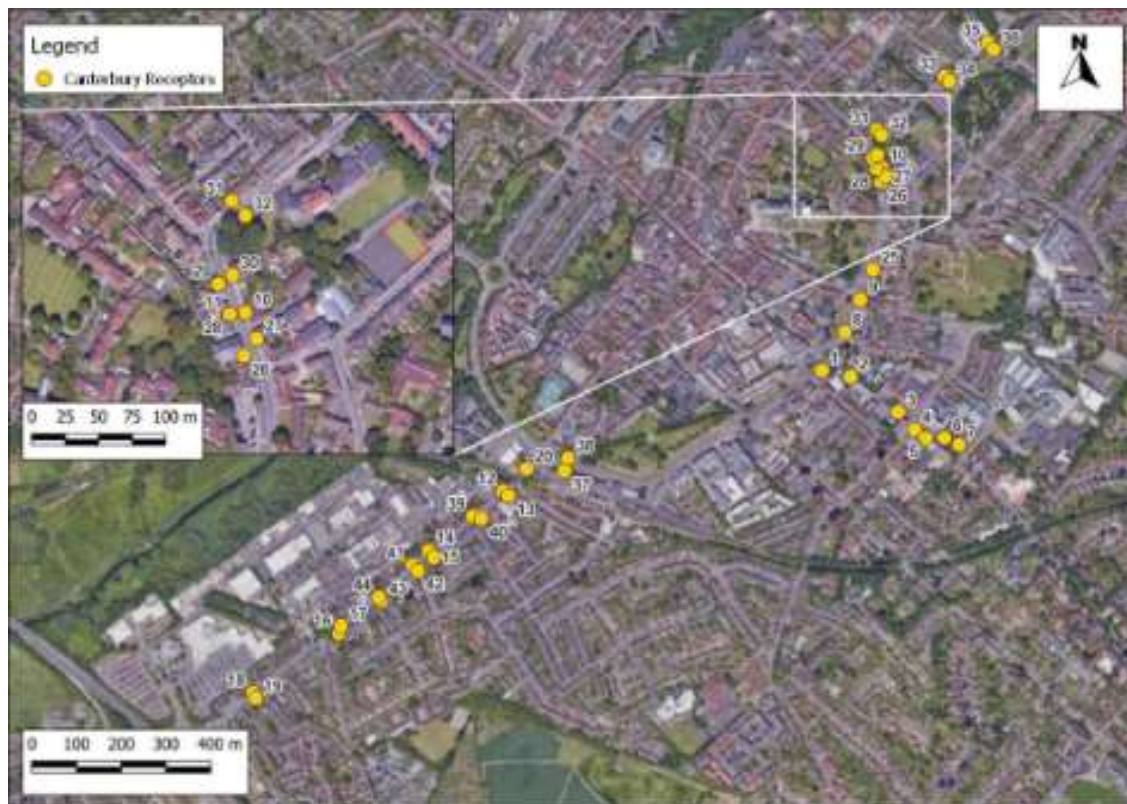


Figure 4: Canterbury Receptor Locations

Imagery ©2023 Google, Imagery ©2023 Airbus, CNES / Airbus, Getmapping plc, Infoterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2023.

3.5 Key priorities

- Develop and implement a bus led transport strategy within the district that encourages modal shift
- Promote active travel alternatives such as walking or cycling
- Work with the local bus focus group to improve bus links and technology
- Increase public electric charging points and promote all development sites to include electric charging points

4. Development and Implementation of Canterbury City Council AQAP

4.1 Consultation and stakeholder engagement

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the community to improve local air quality.

Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we will undertake a 12 week public consultation from March - May 2024.

The response to our consultation stakeholder engagement is given in Appendix A: Response to consultation.

Table 4.1 – Consultation undertaken

Consultee	Consultation Undertaken
The Secretary of State	Underway
The Environment Agency	Underway
The highways authority	Underway
All neighbouring local authorities	Underway
Other public authorities as appropriate, such as Public Health officials	Underway
Bodies representing local business interests and other organisations as appropriate	Underway

4.2 Steering group

The AQAP steering group will report to Canterbury City Council's Management Team.

The AQAP steering group will resume its role once a new Air Quality Action Plan has been adopted by CCC in 2024. The group will also be involved in forming the AQ measures within this AQAP.

Working methods / ways of working:

- We will adopt a shared learning approach
- We will contribute our own expertise for the benefit of the group
- Specialised advisors (non -members of the group) can be asked to attend if required
- We will engage stakeholders (local business, amenity groups, contractors etc) throughout the process and consult the general public on a draft Air Quality Action Plan
- Opinions on the draft AQAP will be sought from statutory consultees prior to the adoption of the AQAP Canterbury City Council Air Quality Action Plan 2024 - 2029
- Regular meetings as required - attendance based on agenda
- Held virtually
- CCC will arrange and provide secretariat for the meetings

Name	Organisation/Title	Role within group
Leo Whitlock	Head of Policy and Communications	Strategic Chair
Tricia Jordan	Environmental Health Manager	Advising on environmental health issues
Ellen Durling	Principal Policy Officer (Climate & Environment)	Advising on climate change & environment
TBC - not in post	Air Quality Officer	Secretariat
Andrew Thompson	Lead Corporate Policy and Strategy Manager	Advising on policy
Tom Hawkes	Policy Officer	Interim secretariat
Ruth Goudie	Senior Transportation manager	Advising on Transport
Lacy Dixon	Senior Specialist Enforcement and Community Safety Manager	Advising on anti-idling initiatives
Simon Thomas	Head of Planning and Health	Advising on planning and health

5. AQAP measures

Table 5.1 shows the Canterbury City Council AQAP measures. It contains:

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

NB: The ASRs will provide annual updates on the progress we've made implementing these measures

Table 5.1 – Air Quality Action Plan Measures

Measure 1- Anti-idling measures: Adopt district wide anti -idling enforcement powers plus anti-idling education campaigns:

- in our coach park
- on streets, especially around schools
- with taxi and private vehicle hire operators

Defra Headings	Canterbury City Council Actions
Category	Traffic Management
Classification	Anti-idling enforcement
Year Measures began	Earliest project started 2019. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	Canterbury City Council, Civil Enforcement & Environmental Crime
Funding Source	Not required
DEFRA AQ Grant Funding	No
Funding Status	Not funded
Estimated Cost of Measure	£16ph per officer

Measure Status	Implemented
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Number of Warnings and Fixed Penalty Notices issued will be monitored retrospectively.
Progress to date	Campaign ongoing as of 2023. Anti-idling enforcement started in June 2022.
Comments/Barriers to implementation	Staffing capacity with pre-existing permits and statutory responsibilities. Regular engagement and enforcement is not always possible but the agenda is engaged on during Operation Safety Net (a parking safety project) at schools and signs have been placed at a number of hot spot locations.

Measure 2- Promote travel alternatives: Promote travel alternatives , such as:

- Walking and cycling
- Car share
- Park and Pedal
- Expansion of car clubs
- Expansion of bike hire including ebike

Defra Headings	Canterbury City Council Actions
Category	Promoting Travel Alternatives

Classification	Intensive active travel campaign and infrastructure
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	KCC, CCC Transport and Environment Team
Funding Source	N/A
DEFRA AQ Grant Funding	N/A
Funding Status	N/A
Estimated Cost of Measure	N/A
Measure Status	Various completion dates as some longer term projects.
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Canterbury car club usage Cycle hire usage uptake
Progress to date	A car club was launched in 2020 with 5 hybrid vehicles and demand is increasing as of 2023. The Electric Scooter scheme was launched but discontinued in

	<p>2022 following objections. Cycle hire scheme to be launched in 2024 as part of the District Transport Strategy.</p>
Comments/Barriers to implementation	<p>The car club scheme is hoping to expand with more vehicles in 2024 Continuous sustained vandalism of the cycle compound resulted in a pause of the park & pedal scheme.</p>

Measure 3- CCC Staff Travel Plan: Review, Promote and Implement CCC staff travel plan including:

- staff pool electric bikes
- car share
- charging regime

Defra Headings	Canterbury City Council Actions
Category	Promote alternative travel
Classification	Workplace travel plans
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC Transportation Team
Funding Source	Cost to be redefined when plan reviewed

DEFRA AQ Grant Funding	N/A
Funding Status	TBC
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Reduction in number of staff commuting to work
Progress to date	The staff travel plan has been updated as part of the office accommodation project which offers no on-site parking spaces.
Comments/Barriers to implementation	Office move to a central location with no parking is programmed for summer/ autumn 2024. The staff travel plan will then be fully implemented.

Measure 4- Improvements to bus services: Work with Local Bus focus group to :

- Review bus routes and links to train stations
- Introduce low emission buses and technology
- Supporting socially necessary bus routes
- Contactless tickets for public transport network
- Improve technology and bus infrastructure such as boarders/shelters/signage

Defra Headings	Canterbury City Council Actions
Category	Traffic Management
Classification	Strategic Highway Improvements
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects. Estimated most change 5-10 years
Organisations Involved	KCC led partnership with Bus Operators, CCC are an active partner.
Funding Source	Park & Ride contract in place, developer contributions
DEFRA AQ Grant Funding	N/A
Funding Status	Funded with contract renewal.
Estimated Cost of Measure	Yearly subsidy which is reviewed annual. Subsidy for 2024: £381,876.
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Increase of patrons on routes through the

	AQMA
Progress to date	The new P & R contract which began in April 2021 has stipulated that the fleet must be Euro 6.
Comments/Barriers to implementation	Park & Ride patronage has not yet recovered to pre-Covid levels, but is increasing slowly.

Measure 5- Managing freight traffic:

- Work with local freight companies and visit coaches to promote driver education, training and engine cleaning to reduce emissions
- Use of park and ride sites as goods transfer stations for last mile delivery by cargo bike or electric vans or delivery robots/ drones (long term planning)

Defra Headings	Canterbury City Council Actions
Category	Transport Planning and Infrastructure
Classification	Other
Year Measures began	Earliest project started 2019. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	KCC, CCC Transportation Team
Funding Source	TBC

DEFRA AQ Grant Funding	N/A
Funding Status	TBC
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Number of local freight and delivery companies engaged.
Progress to date	The draft Transport Strategy includes an action to set up goods transfer stations in the park & ride sites for sustainable last mile delivery.
Comments/Barriers to implementation	A goods transfer station is a long term objective from the Transport Strategy and may evolve further in following revisions of the AQAP or Transport Strategy.

Measure 6- Low emission transport: Require all qualifying development sites to include appropriate electric charging points for electric/hybrid vehicles
 Develop and implement an agreed framework of mitigation measures, including ECP's, to be used in assessing planning applications

Defra Headings	Canterbury City Council Actions
Category	Promote Low Emission Transport
Classification	Low Emission Infrastructure
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	CCC Transport Team, Corporate Policy & Strategy Team, Planning Team
Funding Source	Developer funded
DEFRA AQ Grant Funding	N/A
Funding Status	Funded through development
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Number of new Electric Charging Points installed per year.
Progress to date	Air Quality mitigation is being secured for all new strategic

	development sites, including EV points. Advice is included in draft new Parking Standards in the draft Local Plan and mandated in the Sustainable Design Guidance SPD also.
Comments/Barriers to implementation	N/A

Measure 7- Low emission infrastructure: Undertake a programme of facilitating installation of electric charging points:

- A. Upgrade electric charging points in New Dover Road, Sturry and Wincheap Park and Ride sites
- B. Use DEFRA Air Quality Grant for 3 new electric charging points in city centre car parks
- C. Where suitable install electric charging points in all CCC public car parks
- D. Liaise with other public car park providers such as supermarkets, universities, and other major employers with car parks to promote use of charge points for electric/hybrid vehicles
- E. Install electric charging points at taxi ranks, where possible
- F. Install on street electric charging points, where possible

Defra Headings	Canterbury City Council Actions
Category	Promote Low Emission Transport
Classification	Low Emission Infrastructure
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	CCC Transport Team, Corporate Policy & Strategy Team, Planning Team

Funding Source	A - DEFRA grant + CCC funding B - DEFRA grant C - DEFRA grant/ Operators D - TBC E -OLEV grant led by KCC F -OLEV / Operators
DEFRA AQ Grant Funding	Yes
Funding Status	Partially funded
Estimated Cost of Measure	£240,000
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of new ECPs installed per year – year one target is 12 sites = 24 charging points. Number of new ECPs installed per year
Progress to date	EV Strategy introduced in 2021. Installation programmed in 2023 for 30 new dual charges across 10 car parks. Future locations currently under consideration.
Comments/Barriers to implementation	A - Charge points in New Dover Road and Wincheap P&R site to be commissioned by Jan 24 B - Completed in 2018

	<p>C - Charge points installed in 12 car parks by Jan 24. Further installations are planned for 2024 - 2026 TBC</p> <p>D - TBC</p> <p>E. Chargers at 2 Hackney carriage ranks and one in a car park space reserved for private hire were installed in 2021</p> <p>F - On street charge points in 9 locations installed in 2018. Additional locations are being assessed now for the next tranche of installations.</p> <p>G To be installed in 2024.</p>
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Measure 8- Park and ride:

- Reopening of Sturry P&R in 2024
- Relocation of New Dover Road P&R within Mountfield development site and additional 500 spaces planned at Merton Park development site.

Defra Headings	Canterbury Council Actions
Category	Alternative to private vehicle use
Classification	Park & Ride
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	CCC Transportation Team, KCC, developers

Funding Source	All sites primarily developer funded: New Dover Road Merton Park
DEFRA AQ Grant Funding	N/A
Funding Status	Partially Funded
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Progress on introducing additional 700 spaces across 3 Park and Ride sites.
Progress to date	Provision of New Dover Road relocated and expanded P&R site is linked to Mountfield Park planning permission. The Park and Ride site is to be available prior to the occupation of 1600 Dwellings. Sturry Road Park & Ride will reopen in Spring 2024.
Comments/Barriers to implementation	No further information at this time.

Measure 9- Cycle route improvements: Develop programme of cycle route improvements including:

- A: Cycle bridges at Tonford Lane, Thanington Neighbourhood Centre to Great Stour Way.
- B: Extension of the riverside cycle route to Vauxhall Road, widening, lighting and new bridges on Fordwich Way off road route

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- C: New cycle paths and Cycle path improvements to Wincheap area, Barton area, Northgate area.
- D: New widened footway at Station Road, in Herne Bay, with a signed route through Memorial Park.
- E: Link from the Boulevard through new development to Hillborough.
-

Defra Headings	Canterbury City Council Actions
Category	Transport planning and infrastructure
Classification	Walking and cycle network
Year Measures began	Earliest project starting 2022.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	Kent County Council led initiative.
Funding Source	A: S106 funding B: S106 and Sustrans funding C: Developer funding
DEFRA AQ Grant Funding	N/A
Funding Status	Partially funded.
Estimated Cost of Measure	Total cost TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2

Key Performance Indicator	Measured by total schemes completed.
Progress to date	<p>A: Funding bid B: Funding bid 1st phase of Riverside route completed 2020. C: Funding identified F: Successful bid for funding for Active Travel 4 development fund to design 3 further long distance routes at Riverside, Crab and Winkle and Herne to Blean. Draft Local Plan identifies potential funding source for completion of route.</p>
Comments/Barriers to implementation	Local cycling and Walking Implementation Plan to be consulted upon as part of the draft Transport Strategy.

Measure 10- Bus service infrastructure improvements:

- A: Work with KCC and developers to increase the number of bus lanes:
 - Sturry Road bus lane missing links
 - Wincheap relief road – gyratory through retail estate with contraflow bus lane on A28 Wincheap
 - New Dover Road bus lane associated with Phase 1 of Mountfield Park development site
 - Introduce a fast bus route between South Canterbury (Mountfield Park) and city centre
- B: Improvements at Canterbury Bus Station to improve public realm and improve facilities for disabled users.
- C: Bus stop improvements including bus shelters, lighting and hardstandings (Longer term planned improvements)
- D: Additional service routes, frequency, extended hours within district over the first 5 years of the LP

Defra Headings	Canterbury City Council Actions
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Category	Transport planning and infrastructure
Classification	Bus route improvements
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	KCC led, in partnership with CCC
Funding Source	A: £1.2M identified to be constructed with developer funding. The remainder to be constructed by developers. B: Grant Funding & LUF funding C: CIL funding D: CIL funding working with Bus Operators
DEFRA AQ Grant Funding	N/A
Funding Status	Funded
Estimated Cost of Measure	Total Cost TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	When introduced, improved journey times and increased patronage will be the key markers.

Progress to date	<p>A: Completion of Sturry bus lanes is included in the draft transport strategy. Wincheap gyratory and contra flow bus lane to be constructed in 2024/25. New Dover Road bus lane Associated with Mountfield Park is likely to be delivered within the next 5 years. The fastbus scheme is likely to be 5 - 10 years.</p> <p>B,C and D are part of the 2024 draft Transport Strategy and are currently in the planning stages.</p>
Comments/Barriers to implementation	

Measure 11- Road network improvements: Develop Road Network improvements

- A: Wincheap relief road and junction improvements
- B: new A2 Interchange at Bridge
- C: A28-A257 relief road (former Howe Barracks)
- D: Sturry link road
- E: Herne relief road
- F: Harbledown A2 interchange (POTENTIAL)

Defra Headings	Canterbury Council Actions
Category	Traffic Management
Classification	Strategic highway improvements
Year Measures began	Earliest project started 2018. Various start dates

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	due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	KCC, CCC
Funding Source	Developer contributions
DEFRA AQ Grant Funding	N/A
Funding Status	Developer funding
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Report on completion of works and change to traffic flows
Progress to date	<p>A: Likely to be delivered in 2024/ 25</p> <p>B: This is linked to housing completions. Likely to be 2030+</p> <p>C: Currently underway. Likely to be completed in 2024/25</p> <p>D: Likely to be delivered in 2025 to 2030</p> <p>E: Improvements to Bullockstone Road were completed in 2023 but not yet linked to the development to complete the Herne link road.</p>

Comments/Barriers to implementation	Delays are related to timescales for delivery being linked to housing completions in strategic developments
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Measure 12- Rail network improvements:

- A: Investigate reducing traffic delays at level crossings and minimise time that level crossing gates are down - Trackside detectors- reducing crossing times
- B: Canterbury West northern entrance improvements and additional gate line on northern approach
- C: Canterbury West station platform lengthening and widening to allow for 12 cars
- D: Canterbury East station access to London bound platform from Gordon Road with additional gate line and ticket machine (Long term planning)
-

Defra Headings	Canterbury City Council Actions
Category	Transport planning and infrastructure
Classification	Rail Network
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some long term projects.
Organisations Involved	Network Rail, CCC
Funding Source	A: To be funded by Network Rail B: Network Rail and TOC C: Network Rail and TOC D: Network Rail and South Eastern
DEFRA AQ Grant Funding	N/A
Funding Status	TBC

Estimated Cost of Measure	A: £10,000 per trackside detector. £20,000 in total. B: £3 million C: £3 million D: £1 million
Measure Status	Ongoing.
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Reduction in delays at level crossing.
Progress to date	A: Network Rail to include this in their resignalling works programmed for completion within the next 5 years. Trackside detectors were installed at St Stephens Road crossing in December 2022. Sturry Relief road is currently designed to remove a large volume of traffic from the crossing. B,C and D are part of the 2024 draft Transport Strategy and are currently in the planning stages.
Comments/Barriers to implementation	

Measure 13 - Policy measures: Introduce and implement measures to improve air quality in all relevant strategies when each strategy is reviewed

Defra Headings	Canterbury City Council Actions
Category	Policy Guidance and Development management
Classification	Other Policy
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	2019 and then annually.
Organisations Involved	CCC
Funding Source	N/A
DEFRA AQ Grant Funding	N/A
Funding Status	N/A
Estimated Cost of Measure	N/A
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of strategies implemented and actions completed each year
Progress to date	Annualreview takes place with the last review being 2023 and a new plan being drawn up for 2024 onwards.

Comments/Barriers to implementation	Implementation of the measures will be needed and then monitoring the process can take into consideration the ASR.
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Measure 14- CCC low emission fleet:

- Embed air quality considerations in the procurement process relating to fleet vehicles.
- Investigate alternative fuel options.
- Research and trial electrical tool options for plant and grounds maintenance.

Defra Headings	Canterbury City Council Actions
Category	Promote low emission transport
Classification	Vehicle Procurement
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC
Funding Source	Cost to be determined at each procurement opportunity
DEFRA AQ Grant Funding	N/A
Funding Status	Ongoing Reviews for contracts
Estimated Cost of Measure	TBC

Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Annual increase in low emission vehicles introduced as part of the fleet.
Progress to date	Alternative fuel options investigated when purchasing or leasing vehicles. Current contract information for all contracted services with large vehicle fleets gathered and contract managers informed of the requirement to move to battery electric vehicles when leases expire. Nine electric vans were delivered in March 2023. The waste vehicles specification will consider low emissions as preferable.
Comments/Barriers to implementation	Our contractors are responsible for parts of resourcing, also for their own fleets, tools etc.

Measure 15- Working with stakeholders:

- Work with stakeholders on projects such as:
- Anti-Idling signage at level crossings project with the University of Kent
- Awareness raising with schools, doctors, surgeries, community groups etc

Defra Headings	Canterbury City Council Actions
Category	Policy Guidance and development management

Classification	Other Policy
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC/ Local Universities/KCC and other Stakeholders.
Funding Source	DEFRA Air Quality Grant Project
DEFRA AQ Grant Funding	Yes - £9,500
Funding Status	Funded
Estimated Cost of Measure	Total cost- TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of projects delivered
Progress to date	Anti-idling road signs installed at St Stephens, St Dunstons and Sturry railway crossings in January 2020 and were refreshed in June 2023.
Comments/Barriers to implementation	Signs have been placed at a number of schools in the district and hot spot locations to enable enforcement. Engagement

	continues at other locations raising awareness and nudging behaviour.
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Measure 16- Communications: Implement overarching air quality campaign to promote the council's ongoing work to deliver the actions within the air quality action plan, as listed above. To include:

- dedicated web pages with graphics, maps, information and links about air quality issues and progress on the actions within the air quality action plan with the facility to capture public feedback
- links to local and national initiatives such as Breathing Canterbury, Clean Air Day, Car Free Day and 'share the road campaign' to raise awareness of air pollution and promote behaviour change
- Specific CCC campaigns: - anti-idling enforcement - clean walking routes - travel alternatives - wood burning stoves - advice on correct use of fuel - freight initiatives - park and ride - electric charging points

Defra Headings	Canterbury City Council Actions
Category	Public Information
Classification	Other
Year Measures began	Earliest project starting 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing as comms are frequently updated
Organisations Involved	CCC
Funding Source	N/A
DEFRA AQ Grant Funding	N/A

Funding Status	Cost part of existing communications budget
Estimated Cost of Measure	N/A
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of projects delivered
Progress to date	Webpages updated and improved with anti-idling and electric vehicle charging information. Clean Air Day promotion on social media and Variable Message Signs. An air quality communications plan has been developed. Internal communication on what help there is available to employees to clean up the air in the city. Promotion of Park & Ride and the car club is ongoing
Comments/Barriers to implementation	None at this time.

Table 5.2 – Herne Air Quality Action Plan Measures

Measure 17- Anti-idling measures: Adopt district wide anti idling enforcement powers plus:

- Anti-idling education campaign in coach park
- Anti-idling campaign on streets, especially around schools
- Anti-idling campaign with taxi and private hire operators

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Defra Headings	Canterbury Council Actions
Category	Traffic Management
Classification	Anti-Idling enforcement
Year Measures began	Earliest project starting 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC
Funding Source	TBC
DEFRA AQ Grant Funding	N/A
Funding Status	TBC
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of Warnings and Fixed Penalty Notices issued
Progress to date	On-going anti-idling communications campaign. Anti Idling enforcement started in June 2022.

Comments/Barriers to implementation	For 2023 - No FPNs were issued as everyone we approached complied (10 engaged with). Signage was affixed in every location, however Herne has its own signage that was apparently approved by KCC Highways. Further ad hoc visits to some schools are planned.
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Measure 18- Low emission transport measures: Promote all development sites to have electric charging points for electric/hybrid vehicles

Defra Headings	Canterbury City Council Actions
Category	Promote Low Emission Transport
Classification	Low Emission Infrastructure
Year Measures began	Earliest project starting 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC Transport Team, Corporate Policy & Strategy Team, Planning Team
Funding Source	Developer funded
DEFRA AQ Grant Funding	N/A
Funding Status	Developer funded

Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of new Electric Charging Points installed per year.
Progress to date	Air Quality mitigation is being secured for all new strategic development sites, including EV points. Advice is included in draft new Parking Standards in the draft Local Plan and mandated in the Sustainable Design Guidance SPD also.
Comments/Barriers to implementation	None at this time as the SDG is currently under draft and may provide more guidance once published.

Measure 19 - Road network improvements: Deliver Herne relief road

Defra Headings	Canterbury City Council Actions
Category	Traffic Management
Classification	Strategic Highway Improvement
Year Measures began	Earliest project started 2018.

Estimated/Actual Completion Year	Ongoing
Organisations Involved	KCC in partnership with CCC/ developer
Funding Source	Developers contributions
DEFRA AQ Grant Funding	N/A
Funding Status	Developer funded
Estimated Cost of Measure	£6.8 Million
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Reduction of traffic through the centre of Herne.
Progress to date	This scheme is linked to planning consent for sites in Herne and Hillborough. Scheme is forward funded by KCC and is currently under construction
Comments/Barriers to implementation	The upgrading of Bullockstone Road has been completed. Work is progressing for the next stages through the development site.

● **Appendix A: Response to Consultation - to be completed following consultation**

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response

● **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)
Traffic Management	Explore opportunities to enhance sustainable transport hub at Canterbury West station – as a result of new multi storey	Instead of a transport hub as originally planned a new multi storey car park was introduced adjacent to the station.
Freight and delivery management	Work with local freight companies and visit coaches to promote driver education, training and engine cleaning to reduce emissions	No freight relations network during the time of the AQAP. This may be something developing out of the new AQAP.
Transport planning and infrastructure	Work with KCC and developers to increase the number of bus lanes: - Sturry Road bus lane missing links	These bus priority schemes together with additional measures are included in the draft Canterbury district transport strategy

	<ul style="list-style-type: none"> . Wincheap relief road – bus lane through retail estate . New Dover Road bus lane associated with Phase 1 of Mountfield Park development site . Introduce a fast bus route between South Canterbury and city centre 	
<p>Regulations for fuel quality</p>	<p>Explore expansion of smoke control area</p>	<p>There are currently no plans in place to expand the smoke control area in place.</p>
<p>Traffic Management</p>	<p>Feasibility of low emission zone (LEZ): Explore feasibility of introducing a low emission zone in Canterbury City Centre (A LEZ can prohibit, or discourage, specific vehicle types in lower emissions classes from entering a geographic area.</p>	<p>Due to lack of inclusion in the draft LTP support for the use of CAZ and LEZ in Kent, and a lack of inclusion as a transport measure in the draft transport strategy, this is currently not being progressed as a CCC AQ action. We will review annually along with the action plan, should policy change.</p>

● Glossary of Terms

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
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

<p>µm</p>	<p>Unit of measurement. Microns, known as micrometres, a length of measurement equal to one millionth of a metre. For reference 1,000µm is equal to 1 mm.</p>
<p>EFT</p>	<p>Emissions Factor Toolkit- It is a tool that allows users to calculate road vehicle pollutant emission rates for oxides of nitrogen (NOx) and particulate matter (PM - PM10 and PM2.5), for a specified year, road type, vehicle speed and vehicle fleet composition.</p>
<p>CCC</p>	<p>Canterbury City Council</p>
<p>Maas</p>	<p>Mobility as a service means multi modal transportation services on one digital payment platform and includes cycle hire, car clubs, car sharing and public transport fares</p>

● References

- 1: Environmental equity, air quality, socioeconomic status and respiratory health, 2010
- 2: Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006
- 3: Defra. Abatement cost guidance for valuing changes in air quality, May 2013
- 4: AQMA Review Canterbury, October 2023
- 5: <https://uk-air.defra.gov.uk/air-pollution/uk-limits>
- 6: AQMA Review Canterbury, October 2023
- 7: Environment Act 1995 & Environment Act 2021