

Measure	Actions	Lead Authority	Status in 2010	Targets/ Indicators	Progress and updated status to Date (Feb 2014)
<p>Measure M1: Input from the Air Quality & Transport Steering Committee (AQTSC) to Transport Hub Package & any other travel schemes within the Borough.</p>	<p>a) Regular meetings of the AQTSG to oversee Local Air Quality Management issues.</p> <p>b) Identification and prioritisation of any transport and travel measures which may affect traffic flows in Maidstone.</p> <p>C) Section 287 Works</p>	<p>KCC Transportation & Development</p> <p style="text-align: center;">+</p> <p>MBC</p> <p>KCC County Works Improvements Team</p>	<p>Potential schemes identified. Funding required.</p>	<p>a) Annual traffic counts that KCC carry out at the inner and outer cordons around the Maidstone town</p> <p>b) Response to Integrated Transport Strategy and LDF consultation.</p> <p>c) Identify status of any transport or infrastructure schemes identified in the Integrated Transport Strategy and LDF to ensure quantitative assessment of air quality implications.</p> <p>d) Identification of funding sources for air quality assessments of any identified schemes</p> <p>e) Source funding and carry out feasibility study investigating the potential for the use of traffic orders or Low Emission Zones for hotspot Areas</p>	<p>a) In 2011 the Kent Traffic Counts Programme ceased. Therefore no data is available from that time onwards. A new indicator is required.</p> <p>b&c) Environmental Health have been actively involved in Spatial Policy Team's work to develop policies and the Local Plan. The draft ITS includes direct links with the air quality action plan and there is now a proposed air quality policy.</p> <p>d) Several schemes have been identified and funding procured. These include publically Electric Vehicle Charging points, 10 retrofitted buses, 11 hybrid buses,LEP funding for a new park and ride site</p> <p>e) Obtained £40K grant funding to carry out the feasibility study. This is currently half way through. A quantification of the action plan (£15K) grant funding was also obtained. This has informed the feasibility study.</p>

<p>Measure M2: M20 Junctions 4 - 7 Controlled Motorway and Network Performance Monitoring.</p>	<ul style="list-style-type: none"> - Highways Agency to seek ministerial approval - Investigate ways to monitor effect - KHS to coordinate any information emerging from the controlled motorway system with the KCC Urban Traffic Management Scheme & Control System 	<p style="text-align: center;">HA</p> <p style="text-align: center;">+</p> <p style="text-align: center;">KCC & KHS Transportation & Development</p>	<p style="text-align: center;">Await legal process for enforcement of the variable speed limit</p>	<ul style="list-style-type: none"> - Ministerial approval of Controlled Motorway. - Implementation of traffic management measures by target year. - Identify funding for monitoring. 	<p>Controlled Motorway in place during peak times. The AQAP quantification study suggests that a 24/7 50mph speed restriction would enable the Maidstone BC to meet the air quality objective along the motorway. A new measure is required to reflect this.</p>
<p>Measure M3: Urban Traffic Management and Control (UTMC) Enhancements.</p>	<p>Collection and analysis of data.</p>	<p style="text-align: center;">KCC & KHS Transportation & Development</p> <p>Jacobs Technical Director Traffic Systems</p>	<p style="text-align: center;">Improvements to equipment (2 year programme ends March 2010)</p>	<ul style="list-style-type: none"> - 10% reduction in congestion on baseline 2005/6. - Annual review of situation. 	<p>The AQAP quantification study investigated the effect of increasing speeds by 10% and 20% through the town centre by using the UTMC. Both scenarios would improve air quality but neither would enable the objective target to be attained. Future schemes to assist increasing travel speed an smoothing flows through the town centre like the Gyrotory scheme or use of e-mote systems need to be explored and written into revised action plan.</p>
<p>Measure M4: Tackling Congestion Hotspots in Maidstone.</p>	<p>MBC to work with the KCC Network Management Team to identify congestion hotspots in Maidstone, using various data such as journey time, NI 167, ANPR; plus grade these hotspots against a congestion priority ranking system</p>	<p style="text-align: center;">KCC Network Management Team</p> <p style="text-align: center;">+</p> <p style="text-align: center;">KHS (Transportation & Development Manager)</p> <p style="text-align: center;">+</p> <p style="text-align: center;">MBC</p>	<p style="text-align: center;">Review & investigation ongoing</p>	<ul style="list-style-type: none"> - Review and update the 2006 KCC congestion hotspots report. - Establish annual periodic review of congestion hotspots from 2011 onwards. - Congestion performance indicator NI 167. - Reduction of journey times into Maidstone. - Annually report any other action taken. 	<p>No longer being recorded. Contact for the information for this measure needs to be found and indicator reworked.</p>

<p>Measure M5: Improved Co-ordination of Roadworks.</p>	<p>Strategy to be developed to improve co-ordination of road works in relation to Maidstone Air Quality hotspots.</p> <p>Ensure air quality is one of the relevant triggers for permit considerations and conditions.</p>	<p>KHS (Transportation & Development Manager) +</p> <p>Jacobs (Traffic systems Technical Director)</p> <p>+</p> <p>KCC Network Performance Team (Network Management Manager & Roadworks Manager)</p> <p>+</p> <p>MBC</p>	<p>Permit scheme commenced</p> <p>25th January 2010</p>	<p>- Periodic review of new permit scheme as outlined in the KCC document entitled "Measuring the Success of the Kent Permit Scheme (2010).</p> <p>- Implementation & review of co-ordination strategy.</p>	<p>Scheme has been in operation but no evaluation data is available.</p>																												
<p>Measure M6: Improvements to Public Transport</p>	<p>1) Maidstone Quality Bus Partnership: Lobby for fleet emissions improvements within Partnership agreement</p>	<p>KCC (Transportation & Development Manager)</p> <p>+</p> <p>MBC) +</p> <p>Arriva Bus Company</p>	<p>Funding & approval required</p>	<p>- To decrease age of fleets and to increase percentage of EU 4 & 5's within fleets plus increase proportion of low emission vehicles in use.</p>	<p>1) The main bus supplier in the area is Arriva and they had a fleet of 92 buses in 2011 and 72 in 2014. Funding for retrofitting 10 buses will take place in Summer 2014.</p> <table border="1"> <thead> <tr> <th></th> <th>2011</th> <th>2014</th> <th>Post retrofit</th> </tr> </thead> <tbody> <tr> <td>EU1:</td> <td>11%</td> <td>0%</td> <td>0%</td> </tr> <tr> <td>EU2:</td> <td>31%</td> <td>16%</td> <td>16%</td> </tr> <tr> <td>EU 3:</td> <td>36%</td> <td>39%</td> <td>25%</td> </tr> <tr> <td>EU 4:</td> <td>14%</td> <td>8%</td> <td>8%</td> </tr> <tr> <td>EU5:</td> <td>7%</td> <td>21%</td> <td>35%</td> </tr> <tr> <td>ULEV:</td> <td>0%</td> <td>16%</td> <td>16%</td> </tr> </tbody> </table>		2011	2014	Post retrofit	EU1:	11%	0%	0%	EU2:	31%	16%	16%	EU 3:	36%	39%	25%	EU 4:	14%	8%	8%	EU5:	7%	21%	35%	ULEV:	0%	16%	16%
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	2) Bus Lanes	<p style="text-align: center;">KCC (Transportation & Development Manager)</p> <p style="text-align: center;">MBC</p>	Approval required & funding through development	<ul style="list-style-type: none"> - Implementation of scheme through LDF core strategy. - Passenger numbers. 	Improvements to public transport schemes update report to be submitted to AQTSG annually (April)	<ul style="list-style-type: none"> 2) Changes to Core Strategy, ITS and the evolving Local Plan has delayed progress of delivering bus lanes. Funding for new Park and Ride site sought through LEP. Park and Ride sites are key parts of the ITS plan. Details are yet to be confirmed. 3) Park and Ride passenger numbers have declined but are looking steady and a new contract is currently out for tender. It is considered to be an important aspect of the Local Plan delivery.
	3) Park and Ride		Approval required & funding through development	<ul style="list-style-type: none"> - Implementation of scheme through LDF core strategy. - Passenger numbers. 		

	4) Rail Network Improvements	<p>KCC (Transportation & Development Manager)</p> <p>+</p> <p>MBC</p> <p>+</p> <p>South Eastern</p> <p>+</p> <p>Network Rail</p>	Ongoing improvements	<ul style="list-style-type: none"> - Feasibility study J8 M20 Maidstone Parkway. - Implementation of schemes. - Passenger numbers. - Research potential for Park & Rail scheme 	4) No further information available on the park and rail scheme. South Eastern are part of the roll out for electric vehicle charging points and negotiations continue. The high speed service to London has been successfully running since 2012.
<p>Measure M7: Optimisation of the types and distributions of HGVs in Maidstone town, particularly with respect to air quality, congestion and business-needs issues.</p>	<p>Identify funding sources for freight/HGV distribution study.</p> <p>-Identify sources of information.</p> <p>- Develop & implement a Freight strategy.</p>	<p>KCC Network Performance Team</p> <p>+</p> <p>MBC</p>	Funding required plus ongoing investigation re relevant sources of information	<ul style="list-style-type: none"> - Identify funding sources. - Preparation of Freight/HGV distribution study. - Develop & implement a Freight/HGV strategy. 	<p>Assessment of the potential for peak hour ban on freight through the town centre was investigated as part of the AQAP quantification study. Minimal improvements shown. Therefore if promoted it should form one of a number of measures.</p> <p>County co-ordinate Freight actions and published a Freight Strategy in 2012.</p> <p>We are investigating a scheme to install a gas fuelling station at the John Lewis site near J6 of M20 with KCC and the operator.</p>

<p>Measure M8: Tackling hotspots with hourly NO₂ objective exceedences.</p>	<p>- Investigate the potential for implementing schemes which reduce peak hour flow of traffic.</p> <p>- Investigate the use of actions which specifically discourage/reduce exposure where hourly exceedences.</p>	<p>MBC</p> <p>KHS</p> <p>(Transportation & Development Manager)</p>		<p>- Investigation report regarding schemes to reduce peak hour flow of traffic.</p> <p>- Investigation report regarding schemes to discourage /reduce exposure at road sites where members of the public may be exposed to levels of pollution in breach of the hourly NO₂ Objective.</p> <p>- Demand Management to be a consideration in the LDF transport strategy.</p>	<p>Two sites identified as potential exceeding hourly objective includes Upper Stone Street and the Wheatsheaf junction. The quantification study examined scenarios for these two sites and concluded that further schemes required, especially for Lower Stone Street.</p> <p>A preliminary investigation has been carried out on the potential of reversing the one way system. Conclusions are promising from an air quality perspective and this is being pursued.</p> <p>Other schemes that target peak hour traffic flows include walk to school schemes. Environmental Health actively sponsor this scheme and are running a school councils event in the Town Hall on 2nd April 2014. The scheme has been very successful removing 25,524 car trips at peak times in 2012-13.</p>
<p>Measure M9: Town Centre Regeneration Action Plan.</p>	<p>Maidstone High Street redesign & improvement measures.</p>	<p>MBC</p>	<p>High Street works start Autumn 2010; phasing subject to funding</p>	<p>- Implementation of High Street improvement scheme.</p> <p>- Adoption/implementation Area Action Plan.</p>	<p>High Street works completed. Changes to bus stops and taxi operations currently being monitored.</p>

<p>Measure M10: MBC & KCC will seek improvements in Emissions Standards for KCC & MBC Council Fleets and Public Service Vehicles.</p>	<p>Development of Green Procurement Strategy.</p>	<p>MBC + KCC Operations (Street Scene Manager)</p>	<p>Currently in development but not approved by cabinet yet</p>	<p>- Average age fleet and Euro category/Fuel type.Target to be set)</p>	<p>A sustainable procurement strategy was developed in 2011 but probably needs to be updated in line with changes in transport emission and procurement legislation.</p>
<p>Measure M11: MBC will ensure local air quality is fully integrated into the LDF process and development scenarios are appropriately assessed with respect to potential impacts on air quality.</p>	<p>An air quality Supplementary Planning Document (SPD) is being developed and may be implemented following LDF adoption.</p>	<p>MBC</p>	<p>Await LDF adoption 2011 and subsequent final draft of SPD</p>	<p>- Adoption of Air Quality SPD or similar guidance.</p>	<p>Scrutiny and Cabinet have agreed a draft air quality policy for inclusion in the Local Plan and a draft Low Emission and Air Quality Planning guidance document is being developed through the Low Emission Feasibility Study Project.</p>
<p>Measure M12: MBC will request contributions for developments likely to have an air quality impact on the AQMA. either through the use of S106 agreements or through a Community Infrastructure Levy (CIL).</p>	<p>- Framework to be developed for calculation of contributions in relation to air quality issues either for use in S106 agreements or in a CIL. - CIL/tariff levels may be debated through the core strategy Inquiry.</p>	<p>MBC</p>	<p>Ongoing</p>	<p>- Contributions secured, (either through S106 agreements or a CIL/ strategic tariff), to be used to fund initiatives that assist Local Air Quality Management.</p>	<p>Use of S106 has been limited. The role of CiL and S106 is being developed by Spatial Planning in order to support delivery of the ITS.</p>
<p>Measure M13: MBC will ensure effective co-ordination between climate change and air quality strategies and action plan measures.</p>	<p>Strategy to be developed to improve co-ordination between climate change and air quality strategies and action plan measures.</p>	<p>MBC</p>	<p>Ongoing</p>	<p>- Implementation of co-ordination strategy - Reciprocal attendance of air quality and climate change working groups/steering committees</p>	<p>Climate Change and Air Quality all fall under Environmental Health as of 2012.</p>

<p>Measure M14: MBC will continue its active involvement and support of the Kent and Medway Air Quality Partnership.</p>	<ul style="list-style-type: none"> - Attend quarterly meetings of partnership and share information. -Continue annual payment of fee to support membership and running of the Kent and Medway Air Quality Network. - MBC will continue to work together the Kent and Medway Air Quality Partnership on promotional activities to raise the profile of air quality in Kent and Maidstone. 	<p style="text-align: center;">MBC</p>	<p style="text-align: center;">Ongoing</p>	<ul style="list-style-type: none"> - Membership of the Partnership and Network continued. - Number of Partnership events MBC involved with which raise the profile of air quality in Maidstone 	<p>Maidstone continues to be members and currently chair of the group.</p> <p>During our chairmanship the profile of the group has increased and invites for joint presentations with our county public health, sustainable business and climate change colleagues have increased.</p> <p>Including presentation to London Air Quality Partnership, request to use Maidstone Health Impact Assessment as National guidance document and joint poster with KCC public health and the Annual Public Health England Conference 2013.</p>
<p>Measure M15: MBC will continue its active involvement and support of the Low Emissions Strategies (LES) Partnership.</p>	<p>Attend meetings; participate in relevant workshops and questionnaires/surveys.</p>	<p style="text-align: center;">MBC</p>	<p style="text-align: center;">Ongoing</p>	<ul style="list-style-type: none"> - Membership of the Partnership continued. - Application of LES. 	<p>This group has closed. It is now a registered charity and has recently developed a case study tool called the low emissions hub.</p>

<p>Measure M16: MBC will ensure effective co-ordination of local air quality management with Tonbridge & Malling Borough Council.</p>	<p>-T&M BC attendance of MBC Air Quality & Transport Steering Group;</p> <p>- Development of strategy for joint working, particularly in relation to air quality improvements along Forstal Road, Aylesford.</p>	<p>MBC</p> <p>+</p> <p>T&M BC Environmental Protection Team</p>		<ul style="list-style-type: none"> - Organisation of MBC+T&MBC meetings to discuss potential actions and targets. -Development of Strategy for joint working in relation to Local Air Quality Management. - Preparation/Implementation of joint strategy for AQ improvements along Forstal Road, Aylesford. 	<p>The two authorities have attended respective steering groups and successfully applied for £150K grant funding for the bus retrofit project from Defra (2012) which is soon to retrofit 10 Arriva buses.</p> <p>TMBC are actively engaged with the development of the Low Emission Air Quality and Planning guidance as cumulative impacts over the lifespan of our local plans affects both districts.</p>
<p>Measure M17: MBC will investigate potential use of NO_x reducing paving and paints in the AQMA.</p>	<p>Survey of current studies and evidence</p>	<p>MBC</p>		<ul style="list-style-type: none"> - Review carried out of studies undertaken by other local authorities and any other supporting evidence; - Identify potential funding sources - Implementation of improvement schemes. 	<p>External research suggests that this measure is not cost effective in the long term and does not address the fundamental cause of exceedences. It is recommended that this measure is removed for the time being.</p>