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LOW EMISSION STRATEGY

June 2017



Maidstone Borough Council

Low Emission Strategy



1 INTRODUCTION

In common with most other Local Authorities, Maidstone Borough has areas of poor air quality.

In 2008, the Council designated an Air Quality Management Area (AQMA) covering the whole urban area due to elevated concentrations of Nitrogen Dioxide (NO₂) at residential receptors in six areas of the Borough. NO₂ levels at some

key locations near to major roads and junctions remain above the EU Limit Value with no discernible downward trend. The UK is now in breach of the EU Air Quality Directive and infraction proceedings have commenced. The level of fines could reach 400 million Euros and under the reserve powers of Part 2 of the Localism Act 2011, these fines can be passed on to any public authority whose act or omission has contributed to these breaches. Whenever an Air Quality Management Area is declared, the Council must produce an Air Quality Action Plan describing the measures by which Air Quality will be improved so that the Air Quality Objectives can be met. MBC has taken the innovative approach, with the agreement of DEFRA, of producing a Low Emission Strategy which will also fulfil the requirements of the Air Quality Action Plan.

The predominant source of the elevated levels of air pollution is the emissions of oxides of nitrogen (NO_x) from road transport vehicles. Road transport vehicles are also a significant source of fine particulate concentrations in Maidstone and, although levels fall below the EU threshold, it is known that long term exposure to high levels of air pollution can potentially have serious health impacts. It is now thought that there is no safe level for fine particles (less than 2.5 microns in size). In 2013, the World Health Organisation (WHO) classified diesel exhaust emissions as carcinogenic to humans.

The Maidstone Carbon Management Plan ended in 2015 and has not been renewed. The LES and action plan (appendix 1) will replace the Carbon Management Plan.

2 AIMS

The aims of the Low Emission Strategy are as follows:-

- 1.** To achieve a higher standard of air quality across Maidstone
- 2.** To assist Maidstone Borough Council in complying with relevant air quality legislation.
- 3.** To embed an innovative approach to vehicle emission reduction through integrated policy development and implementation in Maidstone and across the region
- 4.** To improve the emissions of the vehicle fleet in Maidstone beyond the 'business as usual' projection, through the promotion and uptake of low and ultra low emission vehicles
- 5.** To reduce emissions through an integrated approach covering all appropriate municipal policy areas. Under each area, the specific actions aimed at reducing emissions will be developed.

3 ACTIONS

This strategy is divided into a number of themes. We will develop and carry out actions under each of these themes. The themes are shown below together with discussion and examples of the actions under consideration. These examples are indicative of the extensive actions proposed within the strategy and which are detailed fully within the action plan (appendix 1).

THEME 1 - TRANSPORT

Since transport is the main cause of the pollution affecting Maidstone Borough, the Transport section of the Low Emission Strategy will be the most important. This section will complement other Council Policies and strategies such as the Local Plan, Local Transport Plan and the Infrastructure Delivery Plan. In the past, Air Quality Action Plans have tended to try to deal with the problem by reducing congestion and encouraging so called modal shift, i.e. reducing the use of private cars by encouraging increased use of public transport, walking and cycling. However, the emphasis of the Low Emission Strategy is different since is aimed more at tackling the vehicle emissions themselves.

The latest UK road-traffic emission factors show that buses are significantly higher emitters of NO_x than cars, LGVs and even HGVs. The level of emissions is mainly dependent upon the emission technology (Euro classes). The bus fleet in Maidstone comprises predominantly Euro III vehicles, and although there are a significant number of Euro V vehicles. MBC should investigate ways to improve the composition of the bus fleet in the Borough.



Increasingly, Local Authorities are introducing Emissions Standards for the bus fleets within their Boroughs. One consequence of this is that, as bus fleet operators use their newer, cleaner buses in areas where emissions standards have been introduced, they shift their older more polluting buses to the

areas where no standards apply.

Therefore, an emissions standard for buses operating in the District, could achieve a significant improvement in air quality. This will be a medium to long term action, and is intended apply to the High Street initially, which is only open to buses and taxis but still has an exceedance of the Air Quality Objectives for NO₂. We will to work with bus operators to decide what a reasonable standard is, and over what period of time this could be achieved.

Similarly, MBC will consider an emissions standard for taxis. Taxis are far less significant polluters than buses, however MBC will be forward thinking and encourage the shift towards low and ultra-low emission vehicles. The present Taxi Licensing Policy sets a vehicle age standard, however, a standard based on vehicle emissions, coupled with measures to encourage the use of hybrid and electric vehicles as taxis would represent a significant improvement. This will be considered during the next review of taxi policy.

The council will be looking at ways to improve the emissions of the HGV and LGV fleets using the Borough's road network. For example, it might be possible to ease restrictions on late night deliveries, so that some lorries can be taken away from busy areas at peak times. However, this will need to be balanced with protecting residents from unreasonable noise disturbance.

MBC's own vehicle fleet currently uses some 130,000 litres of fuel annually, any savings can bring about financial as well as environmental benefits.

The Council will also be looking for ways to help promote the update of electric vehicles, for example, by encouraging developers to build in EV charging points to new developments, using parking policy to provide incentives for using low emission vehicles, and ensuring that all its own EV points are maintained and available for the public.

THEME 2 PLANNING

Effective planning policies can play a significant role in helping to sustain air quality improvements by both discouraging the use of high emission vehicles and supporting the uptake of low emission vehicles, including the provision of low emission vehicle refuelling facilities, such as EV charging points.



Recently published National Planning Practice Guidance (NPPG) states that mitigation may include the contribution of “funding to measures, including those identified in **air quality action plans** and **low emission strategies**, designed to offset the impact on air quality arising from new development”. While air quality is only one of many considerations that are relevant to planning, the NPPG states that where sustained compliance with EU Limit Values is prevented, a local authority is to “consider whether planning permission should be refused”.

It is increasingly recognised that developers should be required to use mitigation measures to offset the environmental damage caused by their new developments.

A number of Local Authorities have developed planning guidance which includes the integration of mitigation measures into scheme design as standard and uses a damage cost approach to inform the scale of mitigation required for major schemes. This approach should work very well in Maidstone Borough.

Maidstone Borough Council is proposing to implement the planning guidance developed the Kent and Medway Air Quality Partnership in the short term, and in the longer term intends to develop its own Development Planning Document, linked directly to the emerging Local Plan.

THEME 3 PROCUREMENT

The purchasing power of the public sector is significant in Maidstone and Kent. Recent legislation and guidance encourages the public sector to support the uptake and deployment of low emission vehicles through sustainable procurement decisions. The Maidstone LES development provides an opportunity to review sustainable procurement practices in both the Borough and County and identify specific principles and measures that could benefit both air quality and carbon reduction targets. The review provides an opportunity to look at 3 areas of procurement that could help reduce vehicle emissions:

Contracts relating to goods and services provided to the Council

Public sector organisations are required to look at best value, rather than lowest cost, when making procurement decisions. The **Public Services (Social Value) Act 2012** came into force on the 31st January 2013. The Act, for the first time, places a duty on public bodies to consider social value, including environmental considerations, ahead of a procurement exercise.

Local sourcing is practised widely by local authorities, whereby local suppliers are encouraged to bid for council contracts. Such initiatives have the potential to support the local economy while helping reduce overall mileage. Local sourcing offers the potential for lighter goods/low emission vehicles to be used in delivery. Helping local suppliers develop emission strategies can provide competitive advantage in procurement decisions.

Procurement of vehicles by the Council

The **Cleaner Road Transport Vehicles Regulations 2011** brings into force the requirements of the **EU Clean Vehicles Directive 2009** and require public sector organisations to consider the energy use and environmental impact of vehicles they buy or lease. A key concept of the Regulations is the consideration of whole life costs whereby the operational costs over a vehicle life, including pollution damage costs, are taken into account rather than just the purchase price. This helps to redress the issue of low emission vehicles costing more than conventional vehicles, while potentially having lower operating costs that outweigh the purchase increment.

MBC only has two pool cars, one diesel and one petrol. Changing them to electric or hybrid would be expensive, but would also improve the profile of MBC’s vehicle fleet and show the Council leading by example.

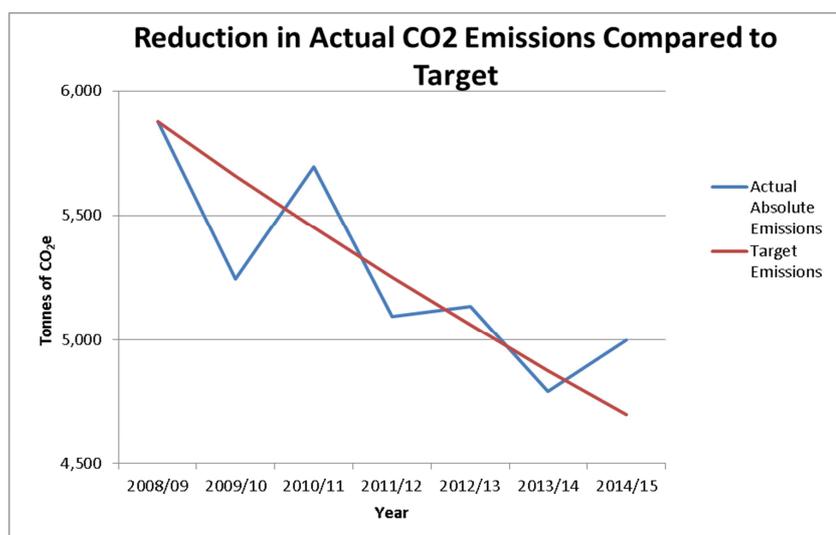
Partnerships

The Council should examine the increased potential for purchase cost savings when buying low emission vehicles and deploying low emission vehicle infrastructure through innovative partnerships with both public sector organisations and the private sector.

Maidstone’s Commissioning and Procurement Strategy should reflect all of the above legislation and guidance, and will be reviewed as part of the Low Emission Strategy.

THEME 4 - CARBON MANAGEMENT

MBC produced a Carbon Management Plan, with the aim of reducing CO₂ emissions from its activities by 20% from the 2008-09 baseline by 2015. This equates to 5,295 tonnes CO₂ with a cumulative value of £1.6 million. The baseline emissions for transport (fleet and business travel) is 2,024 tonnes.



The Carbon

Management Plan comprised some 44 actions and projects, some straightforward, and some aspirational, by which the target should be met.

The Plan is now complete, and the graph shows the actual annual CO₂ reductions which the plan achieved.

In future years, carbon management will form part of the Low Emission Strategy, rather than being a stand alone document. MBC will ensure that its buildings and those operated by contractors on its behalf, are performing as efficiently as possible, for example by the use of LED lighting in and additional PV panels in Council buildings. Such projects will be assessed on a case by case basis.

THEME 5 - PUBLIC HEALTH

Public Health is one of the key drivers behind the Low Emission Strategy. Air pollution is known to exacerbate asthma and allergies, and disproportionately affects the young, the elderly and those with pre-existing respiratory conditions such as bronchitis and Chronic Obstructive Pulmonary Disease (COPD). It also causes increased rates of hospital admission and premature deaths. Diesel fumes are now known to be carcinogenic.

In supporting the work of the Healthy Living team the Low Emissions Strategy will compliment but not duplicate work being undertaken to promote active travel initiatives and public transport use. This includes the councils Walking and Cycling Strategy.

The strategy also recognises that air quality issues often affect those in more deprived communities and vulnerable people who have pre-existing health conditions. This contributes to the level of health inequality which is experienced across the borough. The strategy will support but not duplicate the work of organisations such as the West Kent Clinical Commissioning Group and the Maidstone Health Inequalities Action Plan.

Consideration will be given to the introduction of a wide ranging scheme for recognising and rewarding behaviours which further the aims of the Low Emission Strategy. For example, business or vehicle fleet operators who have taken steps to reduce their emissions could be given a certificate, or sticker to display on their vehicles or premises, along the lines of the National Food Hygiene Rating Scheme.

Monitoring and Review

Progress on the action plan will be reported to DEFRA on an annual basis since the Low Emissions Strategy will form the Air Quality Action Plan. This update will also be reported to the committee with oversight of the strategy. The strategy as a whole will be reviewed in 2021 in line with the Local Plan.

Appendix 1. Low Emission Strategy Action Plan

Short term 1-3 years, medium term 3-5 years long term 5+ years

Theme	Action	Key Stakeholders	Brief outline	Timescale	Potential impact and potential risks
Transport	Investigate Low Emission Standard for Buses. Starting in the High Street	Environmental Protection (Lead) Business Improvement team Economic Development MBC Public Transport KCC Arriva NuVenture	<p>The starting point is to get up to date information about the composition of the bus fleet operating in Maidstone.</p> <p>It will then be important to work with the operators to decide what a reasonable Euro Standard or equivalent would be, how long we would allow for operators to comply, how the scheme would be enforced and what the penalties for non compliance would be.</p> <p>Estimate 60-70 buses that would need to be retrofitted to comply with and Low Emissions Zone.</p> <p>This will be achieved through inclusion in the proposed "We care about air" scheme with additional recognition for low emission vehicles.</p> <p>Acknowledged that some factors are outside of our control and that this particular action is a multi faceted and very significant undertaking.</p>	3-5+ years	<p>A detailed proposal would need to be separately agreed by committee in its own right. The proposal itself is also likely to require a public consultation.</p> <p>Costs are not known at this stage however in preparing a recent funding bid it was estimated that £50,000 would be required to evaluate and establish feasibility and detailed costings if this element is undertaken by an external contractor.</p> <p>Potential impact is high, would make a meaningful difference in the high street and beyond as most buses also traverse the other hot spot areas to reach the high street. There is also potential to broaden it to the whole AQMA and to include other vehicle types in the future.</p> <p>Difficulty and risk level is high due to perceived impact on bus companies. It will be important to work closely with them in developing and implementing the project.</p> <p>Risks are financial, political and</p>

			This action needs to relate or refer to the infrastructure delivery plan.		<p>reputational for this project and will need to be fully evaluated in the investigation phase before a final decision can be made.</p> <p>There is an impact on their business models which would need to be taken into account as part of any evaluation. This scheme will be technically difficult and potentially expensive in terms of consultation, legal work and infrastructure such as signage and enforcement monitoring.</p> <p>MBC can apply for the necessary traffic regulation orders but it would be reliant on that being granted and the project as a whole being fully supported by KCC with buy in from the bus operators.</p>
Transport	Bus driver training	<p>Arriva</p> <p>Nu Venture</p> <p>Environmental Protection to gather information (lead).</p>	<p>Environmental considerations can be included in driver training.</p> <p>Bus companies and MBC will agree a driver training checklist. Operators will then provide details of how many drivers per year have received the training.</p>	1-3 years	<p>Potential impact low, risk also low.</p> <p>This will enable operators to actively demonstrate the pro-active approach they are taking.</p> <p>MBC can encourage and reward good practice via the awards and recognition scheme detailed later in the action plan.</p>
Transport	Provide input into and influence the review of bus	<p>Planning MBC (Lead)</p> <p>Arriva</p>	Report to commence a review of the bus interchange facilities, park and ride and parking in and around Maidstone Town Centre is being	5+ years	Potential impact on high street is high if the result is that buses are relocated from the area.

	station, time tabling and peripheral routes	Nu Venture Economic Development KCC Public Transport Director of Regeneration and Place	undertaken by MBC in partnership with multiple stakeholders. Environmental Protection will provide input to ensure that improvement of Air Quality is a core principle of this review.		However there is a risk in that relocation may create an air quality problem elsewhere. As the buses will continue to operate this project in itself will not greatly impact wider area. It is important to ensure that Environmental Protection is included in the project as it progresses and good links have been made with the main project officers.
Transport	Securing Grant funding for buses	Environmental Protection (Lead) Arriva KCC Public Transport NuVenture MBC Park and Ride	MBC are currently the lead authority for a project where up to 10 buses to be fitted with emission abatement technology. Further bids will be considered and applied for as grant funding becomes available.	1-3 years	This has potential to make a real measurable difference. As the retrofitted buses will immediately have reduced emissions. The difficulty is in securing bus operator co-operation. 4 buses have already secured however gaining agreement from bus operators for further buses is proving to be more difficult. If a low emission zone were declared this may become easier as it would give operators the opportunity to reduce their costs. The potential impact of securing further grants is high as increased funding will enable to projects to progress more quickly and some may determine whether they progress at all.

					<p>The difficulty is low, however the majority of funding has recently been awarded to Cities and councils where a Clean Air Zone has been imposed by DEFRA. The declaration of a Low Emissions Zone may provide an additional hook to provide successful bids.</p> <p>This does not carry a direct risk to MBC as the only money spent is grant funded. There is a risk in not being able to secure buses to retrofit.</p>
Transport	Emissions Standard for Taxis	Licensing Manager (Lead)	<p>This will be achieved through the taxi licensing policy by reducing the age of vehicles permitted to be used. The timing would coincide with the next programmed review of the taxi policy.</p> <p>This can only apply to vehicles registered in MBC.</p>	5+ years	<p>The potential impact is not as high as for buses. But would contribute to lowering of emissions.</p> <p>The difficulty comes from the fact that we have no control over taxis from over the rest of the county. Could apply only to our own fleet.</p> <p>There is a risk that this project could make MBC taxi services less competitive than other Kent authorities.</p>
Transport	Encourage use of Low and Ultra Low emission vehicles as taxis	Licensing MBC (Lead)	<p>This will be achieved through inclusion in the proposed "We care about air" scheme with additional recognition for low emission vehicles.</p> <p>It will also include consideration of a reduced license fee for low and ultra low emission vehicles.</p>	3-5 years	<p>The impact likely to be low at the start but has the potential to grow.</p> <p>Difficulty is in engaging with stakeholder and convincing them of the merits of using low emission vehicles.</p> <p>There is risk that in offering a reduced</p>

					fee MBC will lose revenue from the license fee. As uptake of applicable vehicles increases the reduction would need to be reviewed.
Transport	Prevent bus and taxi drivers from leaving their engines idling	Environmental Protection MBC (Lead) Public Comms MBC Licensing MBC Arriva Nu Venture	This will be achieved through inclusion in the proposed "We care about air" scheme with additional recognition for low emission vehicles. The initial approach will be one of education and promotion to encourage better practice. Should improvements fail to be realised enforcement options will be considered further.	1-3 years	The impact is difficult to predict but potentially high over time if a genuine behavioural shift can be achieved. The difficulty level is technically low but will involve significant officer time in promotion and administration of the scheme. It will also require a budget allocation. See action detailed in public health section.
Transport	Prevent inappropriate parking in the High Street by unauthorised vehicles	Parking MBC (Lead) KCC Traffic Enforcement	This will be achieved by effective enforcement of existing restrictions. Enforcement agencies will provide details of numbers of infringements and penalties issues per annum.	1-3 years	Impact likely to be relatively low but will reduce congestion. Difficulty and risk is low. The existing restrictions are well known and should be enforced effectively. This project will rely in part on the participation of KCC traffic enforcement to be proactive in approach and supply the data requested.
Transport	Work with schools to reduce impact of school traffic	Environmental Protection (Lead) KCC	Continuation of MBC sponsorship of the Walk on Wednesday Scheme.	1-3 years	The impact of the scheme as a whole is measurable in terms of car journeys reduced. Sponsorship of the project also provides good publicity opportunities to raise the profile of the MBC air quality agenda.

		Economic development	Link in with other regular MBC contacts, with schools such as visits and attendance at large events.		<p>Difficulty is low.</p> <p>Financial cost £2300 pa is within existing budget.</p> <p>The impact is difficult to predict and measure.</p> <p>Difficulty and risk are low in linking in with established outreach programs already being delivered.</p> <p>Time and financial resources needed to prepare successful programs. Costs could be met within existing budgets provided that the ambitions and program materials are limited.</p>
Transport	Encourage and facilitate reducing the impact of delivery vehicles	Environmental Protection MBC (Lead) Planning MBC Environmental Enforcement MBC	<p>Environmental Protection will work with colleagues in planning to provide guidance to developers to limit restrictions on post-peak time delivery</p> <p>This will be balanced with protecting residents from unreasonable noise disturbance.</p>	1-3 years	<p>The potential impact is unknown. We do not know how many vehicles it would relate to. This would reduce congestion and take lorries off the road at peak time.</p> <p>Difficulty is quite low however there is a risk that this measure may cause increased noise complaints to be received as night time deliveries could never be truly silent.</p>
Transport	Use of MBC Parking Policy to improve Air Quality.	Planning (Lead) Parking Property	Report to commence a review of the bus interchange facilities, park and ride and parking in and around Maidstone Town Centre is being undertaken by MBC in partnership	5+ years	The potential impact medium. The difficulty and risk is low as consideration of AQ issues should be part of any such review.

		Services	with multiple stakeholders. Environmental Protection will provide input to ensure that improvement of Air Quality is a core principle of this review		The potential impact is high if sufficient traffic flow improvement can be delivered. The difficulty lies in the reliance on KCC to support and implement this project as it is not in MBC control. This removal of on street parking carries a risk in terms of negative reaction and publicity by those affected by not being able to park in those areas.
		KCC Planning (lead)	Investigate measures to reduce on street parking in pinch points where this causes congestion. This will involve locating the key areas and identifying measures to improve traffic flow. This can link in with the SMART report.		The potential impact is high encouraging the uptake of electric vehicles
		Parking MBC (Lead)	Provision of cheaper or free parking for low emissions vehicles.		This could be the use of dedicated parking bays or a cheaper season ticket not linked to a specific bay. The scheme could also then apply to residents parking permits etc. The technical difficulty low but this project carries a cost of up to £2000 per space per annum if applied to a dedicated bay.
Transport	Use of new and novel technology	All	All stakeholders will be open to the use of new and novel technologies and ideas to contribute to solving problems, speeding up solutions or delivering them more quickly.	Aspirational	The potential impact unknown as it depends on the project identified. Difficulty and risks are again variable depending on the technology, costs and the intended uses.
Transport	Ensure that all EV Points are	Property Services MBC	There are currently EV points at Maidstone House, Moat Park KCC	1-3 years	The potential impact high in that MBC is leading by example.

	maintained and available for the public	and KCC (Lead)	Allington Depot. It is important that the Local Authorities lead by example in ensuring that these and any other provided are maintained in good working order and are accessible to the public.		The difficulty is low. The risk lies in not being able to demonstrate that MBC is maintaining its own facilities. This would damage the credibility of the council. It is important that KCC also maintain their services as many people will not know which facilities belong to who. In this aspect this project has some reliance on a party beyond the control of MBC.
Planning	Adopt Kent and Medway Air Quality Planning Guidance.	EP Planning Policy (Lead)	This will adopted as technical guidance in the short term pending the longer term The main components of the guidance are to require mitigation of air quality impacts to be designed into major developments and to require EV charging infrastructure in new large developments	1-3 years	The potential impact high and long term. Difficulty level is low. As technical guidance no formal consultation would be required for adoption and use. There is a risk that developers could appeal against conditions added following the guidance but there will still be some weight attributable to the document. The replacement of the guidance with a more robustly defensible document is part of another action.
Planning	Local Plan Development Plan Document	Planning Policy (Lead)	This will be a "mini" local plan relating just to air quality and could have several policies within it. It will deal with the issue in the round and make it a high priority	3-5 years	The costs of this project could be significant. As such this action will be subject to individual approval by committee. Based upon experience provided by the recent local plan review a very

			for MBC corporately.		<p>ball park cost of this project is £65,000.</p> <p>Potential impact is high as will provide long term and robust inclusion of AQ in developments within MBC.</p> <p>Difficulty is high in that it will involve several consultation periods and scrutiny by planning inspector. Estimated time for delivery 2 years.</p> <p>There is a risk that the DPD will not be adopted but this is mitigated by the short term use of the Kent and Medway Guidance in the interim.</p>
Planning	Development Management influence on developments to mitigate impact on AQ.	Development Management (Lead)	Ensure that design of new developments does not create new AQ problems e.g. buffer zones are incorporated to set back developments from heavily used roads.	Ongoing 1-3 years	<p>The potential impact is high in prevention of new street canyons. Which cause air quality problems to be made worse.</p> <p>Difficulty and risk are low and this work is already ongoing.</p> <p>The potential impact is low on the AQMA specifically but this project could be important in reducing overall emissions in the borough. It will play an important part of the holistic emissions mitigation of developments.</p> <p>Difficulty and risks with project are</p>
		Environmental protection (Lead)	Establish if possible the impact of nox from boilers		

					low.
Procurement	Review of Commissioning and Procurement Strategy	Procurement (Lead)	Examples of the type of action which could be considered, are an emission standard for vehicles delivering to the Council, or restrictions on distances which supplies can be sent	3-5 years	<p>It is likely that a new strategy will need to be approved individually by committee. This will enable the costs and benefits to be explored thoroughly and for a decision to be made taking those factors into consideration.</p> <p>The potential impact of the project is high particularly in showing the council is leading by example.</p> <p>There may difficulty in ensuring buy in from all managers which should to be championed at a senior management level.</p> <p>There is a risk that by adopting measures to reduce emissions through procurement that the lowest price option may not be the best scoring bid. This will depend on what weighting is attached to this element or if is a mandatory requirement.</p>
Property/carbon management	Ensure that any buildings owned by MBC and managed by contractor are performing as efficiently as possible to	Property Services (Lead)	This would include use of low energy lighting heating etc.	1-3 years	<p>The potential impact depends on when the contract for each building is renewed. It also depends on how efficient the current operation of each building is by the operators.</p> <p>Difficulty is low. There may be a risk that the cost of contracts could increase to cover the costs of</p>

	reduce emissions.				installing low emission measures. This could be mitigated by the wording of any contract.
	Heat recovery from the Crematorium	Waste and Street Scene (Lead)	This will involve capturing the waste heat and using it on site.	3-5 years	<p>This measure is being reported individually by committee. This will enable the costs and benefits to be explored thoroughly and for a decision to be made taking those factors into consideration. The cost of the project is £8000.</p> <p>The potential impact is high and shows MBC to be leading by example in reducing waste emissions.</p> <p>The difficulty may be high technically in terms of installing the appropriate infrastructure and securing a customer for the heat. There are also potential difficulties in overcoming and anticipated negative public reaction.</p> <p>Costs of installing the infrastructure are likely to be high however a long term profit should be the aim of the project for it to be considered viable.</p>
	Sustainable development principles enshrined in MBC development projects.	Director of Regeneration and Place (Lead)	It is more cost effective to build in suitable measures than to retrofit. This could include energy efficiency, and sustainable materials etc. This should include projects in Mote Park, Brunswick Street, and Maidstone East,	Short term	<p>The potential impact is high in showing MBC leading by example.</p> <p>Difficulty levels are low if led by senior management.</p> <p>There is a risk that in adopting these</p>

			<p>Brunswick Street.</p> <p>It could include community heating schemes.</p>		<p>principles development costs may increase slightly. However that is largely countered by the risk of being identified as not following those principles at the same time as the council is encouraging the approach in private developers.</p>
	<p>Scheduling of refuse vehicles to minimise AQ impact. put cleaner vehicles in poor AQ areas</p>	<p>Waste and Street Scene (Lead)</p>	<p>This involves putting cleaner vehicles in poor AQ areas</p> <p>This is not as simple as it sounds as vehicles do get swapped around between rounds.</p>	<p>1-3 years</p>	<p>The potential impact is high in reducing emissions from diesel vehicles particularly at busy times of the day. This project will demonstrate that MBC is leading by example.</p> <p>There is difficulty in scheduling vehicles consistently, no added risk.</p>
	<p>Replacement of MBC pool cars with hybrid or electric.</p>	<p>Procurement (Lead)</p>	<p>MBC currently has one petrol and one diesel car. Both less used than have been. Could be changed to electric or hybrid but would cost approx. £150 per month more.</p>	<p>3-5 years</p>	<p>The potential impact is low as MBC operates only two cars. However it does show MBC leading by example.</p> <p>Difficulty level is low however the action does carry increased costs of £150 per month.</p>
	<p>Minimising emissions from MBC Fleet</p>	<p>Waste and Street Scene (Lead)</p>	<p>This will involve further trials of in suitable areas such as for town centre focussed units and supervisor vans. Other vehicles need greater range. These will be replaced with more efficient less polluting vehicles as they are replaced.</p>	<p>5+years</p>	<p>The potential impact is high depending on the numbers of vehicles that can be changed and how suitable to the alternative vehicles are.</p> <p>Difficulty level is technically low.</p> <p>The action is likely to carry some</p>

			The golf course has petrol buggies which could be replaced.		added costs and need it will be important to ensure only suitable vehicles are used which do not affect service delivery. Increased initial costs of purchase should be regained in lower fuel costs.
	Increase electric vehicle infrastructure.	Parking (Lead)	A reserved for electric vehicle point costs £2000pa. Indications are that in town area is not currently a shortage. However this should be reviewed regularly. Potential income stream in parking. If infrastructure is increased in wider district may have more use and impact.	3-5 years	<p>The potential impact is high in encouraging the uptake of electric vehicles.</p> <p>Taking long term view the use of these vehicles should become the mainstream. In this event it would be possible to charge for the use of the service and generate an income stream.</p> <p>Difficulty levels are technically low.</p> <p>The action carries a cost of £2000 per space per year. The provision of further infrastructure in rural areas should be considered as these are typically less well served.</p> <p>There is a risk that having provided the spaces they are underused. The location of the provision will need to carefully considered to achieve the best benefit.</p>
	Improved bicycle	Parking (Lead)	There is currently good provision in town centre, at West station and	1-3 years	The potential impact is low with provision of facilities reported as

	parking facilities		<p>top of Gabriel's Hill. Not covered. Could dedicate current parking spaces for bikes but cost of £2000pa per space.</p> <p>Provision of covered secure parking facilities which to be used at chargeable rate.</p>		<p>good. It is unlikely to encourage much greater cycling. However the provision of secure facilities which can be used at a chargeable rate may encourage those with expensive bikes to use them and offset costs of installation.</p> <p>Difficulty is level low. There would be an installation cost for secure facilities and a loss of revenue of £2000 per space per year if located in existing parking spaces.</p> <p>There is a risk that having set up the facilities they are not used.</p>
	Review park and ride scheme to create lower emissions.	Parking (Lead)	<p>Current contract has been extended to summer 2018. When renewed will be able to specify emissions standards of buses but this will ultimately be a Cllr decision.</p> <p>Inclusion of the potential for Park and Stride will also be considered for people wishing to park and walk into town.</p>	3-5 years	<p>It is likely that this measure will need to be approved individually by committee. This will enable the costs and benefits to be explored thoroughly and for a decision to be made taking those factors into consideration.</p> <p>The potential impact is high reducing emissions from buses which traverse the High Street and other air quality hot spots. This also shows MBC leading by example in actively doing something that it is asking other bus operators to do. The action ties in with the potential low emissions zone and the bus retrofitting project.</p> <p>Difficulty technically low.</p>

					There is a risk that this may carry an increased cost of contract and therefore higher costs to use the service.
Public Health	Ensure that the protection and improvement of public health is a core principle of AQ work.	Environmental Protection (Lead)	<p>All of the actions above will have a direct or indirect impact on public health. Where an existing scheme is in operation we will signpost to it.</p> <p>See above re engagement with school groups and larger events.</p> <p>The Environmental Protection Team Leader will represent this issue as a Public Health Champion within MBC.</p>	1-3 years	<p>The impact of this action is difficult to measure as the initiatives being flagged are operated by others.</p> <p>Difficulty level is technically low as the intention is to flag public health initiatives already in progress rather than to repeat them.</p>
	Raise public awareness of AQ issues and promotion of good practices by important stakeholders	<p>Environmental Protection (Lead)</p> <p>KCC</p> <p>Licensing</p> <p>MBC Comms</p> <p>Health Team</p> <p>CCG</p>	<p>A recognition scheme will be devised and promoted to promote awareness of AQ issues and best practices among key stakeholders. These will include taxi and bus operators with "awards" given for those performing to a high level.</p> <p>It could also include businesses and business groups working to reduce their overall emissions, or who encourage flexible working initiative to reduce staff travel etc.</p>	1-3 years	<p>There is a risk that this scheme could try to cover too many areas in scope and be too expensive and time consuming to launch and administer. The scope and administration of the scheme will need to be carefully determined before it is implemented.</p> <p>Alternatively the approach could be taken to provide a limited budget of £5000 be allocated to the projected and the scope of the scheme tailored to fit that budget.</p> <p>The potential impact is high across</p>

					<p>the transport and property emissions areas provided that sufficient participation in the scheme can be achieved.</p> <p>Difficulty level is high, it will take time and a budget provision that is not currently available to develop and implement the scheme.</p> <p>The scheme will also need to be allowed time secure membership and grow. There will be an ongoing time commitment required to administrate the scheme unless it can be handed over once running to be run by members of the scheme themselves.</p>
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