

CAPITAL PLAN LIST C – EVALUATIONS

Project: Environmental Protection: Air Quality Impact Study Joint project with Maidstone BC and Kent Highways and Transportation			
1	Specification:		
	(i)	Purpose of the scheme	The project is proposed to evaluate the AQ impacts of retro-fitting buses along the A20 corridor to monitor whether this has an appreciable positive impact on air quality in the three Tonbridge & Malling BC (TMBC) and one Maidstone BC (MBC) Air Quality Management Areas (AQMAs) on this route.
	(ii)	Relevance to National / Council's Strategic Objectives	<ul style="list-style-type: none"> (a) National: National Air Quality Objectives (b) Council: TMBC's Air Quality Action Plan for the A20 AQMA's 3 (Key) Healthy Living Opportunities and Community Wellbeing 3h Reducing Environmental Pollution.
	(iii)	Targets for judging success	<ul style="list-style-type: none"> a) One of the key deliverables for both MBC and TMBC is the results and reporting of the ambient air quality monitoring to assess the impact of the project on local air quality and support their Local Air Quality Management (LAQM) role. b) the final report will be used to adapt their respective AQAPs and to provide robust data to assist in the Low Emission Zone project work currently being undertaken by MBC and the Statutory Quality Bus Partnership Scheme (SQPS) being developed along the A20 corridor by KCC. c) This work will contribute significantly to the evaluation of the air quality benefits of retrofitting abatement equipment to buses. If the project establishes that this equipment is advantageous in respect of reducing on bus emissions and ambient concentrations of NO₂, the information will inform future work in this field. d) The success of the project can be assessed in terms of the collection of data of sufficient quality and quantity to provide robust evidence for TMBC and MBC's LAQM process, KCC's SQPS and DEFRA's future guidance to local authorities.

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2		<p>Description of Project / Design Issues: Despite emission reduction efforts, NO₂ concentrations remain above the EU limit at hotspot locations in both TMBC and MBC. This project focuses on the A20, a primary route that traverses both authorities and along which MBC have declared one Air Quality Management Area and TMBC have declared three Air Quality Management Areas (AQMAs). The project will fund the fitting of emissions abatement equipment (to EURO4 standard) to up to 10 Arriva buses that operate along the A20 route, plus monitoring equipment at the hotspot locations of Maidstone High Street and the A20/New Hythe Lane Junction, to reduce the NO_x, NO₂ and PM emissions along this route and to support the establishment of a Statutory Quality Bus Partnership Scheme (SQPS) by KCC. The results of the project will inform the potential roll out of this model to other parts of Kent and assist MBC and TMBC to identify further actions required to achieve their Air Quality Action Plan (AQAP) objectives. It will deliver against Measures 6, 16 and 21 of the MBCAQAP, which seek to improve public transport, provide effective co-ordinated action between MBC and TMBC, and promote cleaner vehicles within the Borough. It will also deliver against Measures 2 and 11 of the TMBC AQAP, which identify the need to improve emissions from public transport along the A20 corridor and to work with partners to encourage the uptake of alternative modes of travel to the car.</p>						
3		<p>Consultation: The following agencies have been consulted:</p> <ol style="list-style-type: none"> 1. Department for Food the Environment and Rural Affairs – DEFRA have expressed significant interest in this project on the basis that it will contribute to national research being carried out in relation to this area of air quality. 2. Maidstone Borough Council – a partner in the project 3. Kent Highways and Transportation – a partner in the project 4. Arriva Buses – a partner in the project – providing 10 buses for retro-fitting on the A20 						
4		<p>Capital Cost: £150,000 for retrofitting emissions abatement equipment on buses</p>						
5		<p>Profiling of Expenditure</p> <table border="1" data-bbox="304 1129 2092 1161"> <tr> <td>2013/14 (£150,000)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	2013/14 (£150,000)					
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6		<p>Capital Renewals Impact: None – at the end of the project Arriva will be responsible for maintaining the equipment.</p>						
7		<p>Revenue Impact: £56,000 to undertake track monitoring of the buses, monitoring within geographical areas and report creation. There are no on-going Revenue commitments beyond the scope of the scheme.</p>						

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8	<p>Partnership Funding: DEFRA - £150,000 KCC KHT - £50,000 MBC - £3,000 TMBC - £3,000</p> <p>Total - £206,000</p> <p>Of this total, £150,000 has been allocated to the retro-fitting of up to 10 Arriva buses on the A20 route. Lynn Francis has reviewed the “State aid” position and is satisfied that the proposal is not in breach of EU rules.</p>		
9	<p>Post Implementation Review: Six months after completion</p>		
10	<p>Screening for equality impacts:</p>		
	<p>Question</p>	<p>Answer</p>	<p>Explanation of impacts</p>
	<p>a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community?</p>	<p>No</p>	<p>The award of the grant is to enable the Council to aim to improve air quality for their residents within a geographical area.</p>
	<p>b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality?</p>	<p>No</p>	<p>The report details the award of grant from central government to enable the Council to carry out important research into improving air quality, with its partners in KCC, Arriva and MBC.</p>
<p>c. What steps are you taking to mitigate, reduce, avoid or minimise the impacts identified above?</p>	<p>N/A</p>		
11	<p>Recommendation: The scheme be added to the Capital Plan (List A)</p>		