

**Air Quality Action Plan 2018 - 2023**

<b>Final Decision-Maker</b>	Cabinet
<b>Portfolio Holder(s)</b>	Councillor Dr Ronen Basu –Portfolio Holder for Sustainability
<b>Lead Director</b>	Paul Taylor – Director of Change and Communities
<b>Head of Service</b>	Gary Stevenson – Head of Housing, Health and Environment
<b>Lead Officer/Author</b>	Karin Grey – Sustainability Manager
<b>Classification</b>	Non-exempt
<b>Wards affected</b>	Broadwater; Culverden; Pantiles & St Mark's; Southborough & High Brooms; Southborough North; St John's;

**This report makes the following recommendations to the final decision-maker:**

That the Air Quality Action Plan 2018 – 2023 be adopted.

**Explain how this report relates to the Corporate Priorities in the Five Year Plan:**

- Our Borough  
To support a well borough – by improving local air quality and enhancing health outcomes.  
To support a prosperous borough – by advocating switching journeys to active travel and support infrastructure improvements thereby assisting in alleviating congestion.
- Providing Value  
To ensure innovation in our services – looking at new ways such as grant funding to deliver the actions as set out in the Plan.  
To ensure effective partnership working – maintaining and creating new partnerships.

**Timetable**

<b><i>Meeting</i></b>	<b><i>Date</i></b>
Management Board	16 January 2019
Leadership Board	11 February 2019
Communities Cabinet Advisory Board	13 February 2019
Cabinet	7 March 2019

# Air Quality Action Plan 2018 - 2023

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The proposed Tunbridge Wells Air Quality Action Plan (AQAP), 2018-23, sets out the actions for improving air quality in the Air Quality Management Area and maintaining a good overall level of air quality.
- 1.2 Tunbridge Wells Borough Council has worked together with Kent County Council Highways and Transportation and Public Health and undertaken public consultation to identify the possible range of actions required.
- 1.3 The outcomes for the identified actions is to:
  - Reduce local traffic emissions to consistently meet national air objectives and comply with our statutory requirements for local air quality management;
  - Maintain air pollutant levels below national objectives, to achieve a good standard of air quality across our Borough and thereby enhance public health by reducing population exposure to air pollutants;
  - Build on previous work in this area in order to drive further improvements in air quality with the ultimate aim of being able to revoke the Air Quality Management Area;
- 1.4 The draft AQAP was approved for public consultation by Cabinet 2<sup>nd</sup> August 2018 CAB47/18<sup>1</sup>, alongside the revisions to the Air Quality Management Area.
- 1.5 Public consultation on the action plan was undertaken between September and October 2018.
- 1.6 Following the public consultation the action plan was reviewed and is now being brought back to Cabinet for adoption.
- 1.7 The Action Plan will be reviewed annually and reported on, with the actions updated and improved as further detail becomes available and/or funding is identified.

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## 2. INTRODUCTION AND BACKGROUND

- 2.1 Local Air Quality Management (LAQM) is the statutory process by which local authorities monitor, assess and take action to improve air quality. Where a local authority identifies areas of non-compliance with air quality objectives and there is relevant public exposure, there is a statutory requirement to declare an Air Quality Management Area (AQMA) and to draw up a plan (an Air Quality Action Plan, AQAP) detailing the remedial measures to address the problem<sup>2</sup>.

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<sup>1</sup> <http://democracy.tunbridgewells.gov.uk/meetings/ieListDocuments.aspx?CId=118&MId=4188&Ver=4>

<sup>2</sup> Defra LAQM Policy Guidance (PG16) April 2016, Part IV of the Environment Act (1995), The Air Quality (England) (Amendment) Regulations 2002

- 2.2 The AQMA is as a result of nitrogen dioxide ( NO<sub>2</sub>) pollution from transport and extends along the A26 from Southborough, Park Road to Royal Tunbridge Wells, Nevill Terrace. The focus is therefore on reducing emissions from road traffic.
- 2.3 The national Clean Air Strategy 2019 published on the 14th January 2019 concentrates on general good air quality and issues such as agriculture and wood burning stoves. It considers that the UK plan for tackling roadside nitrogen dioxide concentrations published July 2017, which forms part of local air quality management, as the relevant document to guide improvements to roadside emission.
- 2.4 Following approval from Cabinet 2<sup>nd</sup> August 2018 (CAB47/18), the Air Quality Management Area Order was amended on 1<sup>st</sup> September 2018, with a copy submitted to DEFRA<sup>3</sup> as required.
- 2.5 The proposed Tunbridge Wells Air Quality Action Plan (AQAP), 2018-23, was approved for public consultation by Cabinet 2<sup>nd</sup> August 2018 (CAB47/18).
- 2.6 The public consultation took place between 14th September 2018 and 28th October 2018.
- 2.7 The Tunbridge Wells Borough Council Air Quality Action Plan 2018-23 sets out our approach to continue to achieve and ensure ongoing good air quality. This is important because:
- Emerging evidence shows that air pollution is detrimental to public health at all levels, not just levels above the Limit Values<sup>4</sup>. With DEFRA stating that poor air quality is the largest environmental risk to public health in the UK<sup>5,6</sup>. It is known to have more severe effects on vulnerable groups, for example the elderly, children and people already suffering from pre-existing health conditions such as respiratory and cardiovascular conditions<sup>7</sup>.
  - Air pollution also results in damage to the natural environment. Nitrogen Dioxide (NO<sub>2</sub>) contributes to acidification and eutrophication of soil and watercourses, which impacts on animal, plant life and biodiversity. The Ashdown Forest which sits geographically close to Tunbridge Wells is a Special Area of Conservation (SAC) for its heathland habitat. The revised AQAP will therefore support the improvements to air quality<sup>8</sup> required for the protection of the Ashdown Forest.
  - Planned growth in the area will result in increases in population and jobs and so result in increased traffic levels.

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<sup>3</sup> [https://uk-air.defra.gov.uk/aqma/details?aqma\\_ref=399](https://uk-air.defra.gov.uk/aqma/details?aqma_ref=399)

<sup>4</sup> Air Quality A Briefing for Directors of Public Health – March 2017

<sup>5</sup> <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>  
UK plan for tackling roadside nitrogen dioxide concentrations – July 2017(Technical report)

<sup>6</sup> Health impacts - The health impacts of poor air quality

<https://publications.parliament.uk/pa/cm201719/cmselect/cmenvfru/433/43308.htm>

<sup>7</sup> World Health Organization, 'Review of evidence on health aspects of air pollution – REVIHAAP Project', 2013

[http://www.euro.who.int/\\_data/assets/pdf\\_file/0004/193108/REVIHAAP-Final-technical-report-finalversion.pdf?ua=1](http://www.euro.who.int/_data/assets/pdf_file/0004/193108/REVIHAAP-Final-technical-report-finalversion.pdf?ua=1)

<sup>8</sup> Guide to habitats used in APIS [http://www.apis.ac.uk/habitat\\_table.html](http://www.apis.ac.uk/habitat_table.html)

- Improvements in emissions from vehicles have not been fully realised<sup>9</sup>.
- As detailed in DEFRA Policy Guidance LAQM.PG16 (Chapter 7), local authorities are also expected to work towards reducing emissions and/or concentrations of PM<sub>2.5</sub> (particulate matter with an aerodynamic diameter of 2.5µm or less). Whilst the Council does not currently undertake any monitoring of PM<sub>2.5</sub>, nor are we required to do so, it is recognised that any measures adopted to reduce NO<sub>2</sub> will also have a beneficial effect on PM<sub>2.5</sub>.

2.8 The Plan will focus on promoting smarter travel choices and active travel; transport infrastructure changes such as improved cycle ways and footpaths; continuously improving emissions from vehicles i.e. lower emission vehicles, public transport improvements and demand management; lowering emissions from buildings, strategic planning, planning policies and development control.

2.9 To recap, the actions are set out under the three priority areas and include the following themes: -

#### Transport

- Support the development of cycling and walking infrastructure to increase the use of sustainable transport modes such as walking and cycling in line with the Local Cycling and Walking Infrastructure Plan
- Working with taxi and private hire vehicle operators to move away from diesel cars towards low emission taxi and private hire vehicles
- Working with the Quality Bus Partnership and Bus operators to increase the use of low emission buses and coaches
- Targeting vehicle-idling with behaviour change campaigns and possible enforcement
- Review opportunities for bike share in the Borough and possible options to facilitate the implementation of such a scheme.

#### Planning

- Specific air quality planning policies developed to direct and enable ongoing improvements to local air quality
- Incorporate the development of a future 'Air Quality Protection Area' into the emerging Local Plan to support ongoing air quality improvements and maintaining good air quality
- Support the protection of and development of green infrastructure, including the enhancement of the Green Infrastructure Policy to benefit local air quality.<sup>10,11</sup>
- Providing electric charging points in all strategic development sites
- Promote the expansion of the popular Car club

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<sup>9</sup> DfT (2016) Vehicle Emissions Testing Programme report  
[www.gov.uk/government/publications/vehicle-emissions-testing-programme-conclusions](http://www.gov.uk/government/publications/vehicle-emissions-testing-programme-conclusions)

<sup>10</sup> Air pollution abatement performances of green infrastructure in open road and built-up street canyon environments – A review (Atmospheric Environment - Volume 162, August 2017, Pages 71-86)  
<https://www.sciencedirect.com/science/article/pii/S1352231017303151?via%3Dihub>

<sup>11</sup> Growth of city trees can cut air pollution, says report BBC 31 October 2016

- Working on a county-wide basis with the Kent and Medway Air Quality Partnership and direct and influence the development of the emerging Kent and Medway Energy and Low Emissions Strategy

#### Public Health

- Deliver an improved website on air quality including links to air quality data.
- Review the opportunity to identify the 'cost of illness' by using the newly developed Public Health England tool in the: 'Estimations of costs to the NHS and social care due to the health impacts of air quality'<sup>12</sup>
- Working with schools to raise awareness of and promote air quality and 'Clean Air for Schools' campaigns
- Promote cycling and walking initiatives to boost healthy alternatives
- Update the Councils own Travel Plan

2.10 A significant number of responses were received and the council appreciates the time taken by individuals and groups to provide good quality feedback. All comments have been taken into account and a response is provided below and in section 5 and in the appendices.

2.11 It is intended that the Plan will complement but not duplicate a number of other ongoing policies of the Council including but not limited to, emerging Local Plan and Green Infrastructure Plan, Integrated Transport Strategy and Borough Cycling and Walking Strategy, Licensing Policy, Parking Policy, Commissioning and Procurement Policies. Where applicable, the purpose of the Plan will be to influence new or revised Council policies or strategies to ensure that emissions reduction is considered.

2.12 The Plan will also support but not duplicate the work of the Councils' and Kent County Councils Public Health initiatives in particular those relating to active travel and public transport. Active travel has considerable health benefits beyond improving air quality, such as increasing physical activity levels and reducing obesity<sup>13</sup>. Draft guidelines published by the National Institute for Clinical Excellence (NICE) in January 2019 states that 'local authorities develop and maintain connected travel routes that prioritise pedestrians, cyclists and people who use public transport'<sup>14</sup>. It is expected that the final NICE document will be published in June 2019.

2.13 The Air Quality Action Plan 2018 – 2023 is attached as Appendix A. Some of the actions can be delivered within Tunbridge Wells Borough Council, while the majority of actions will involve working with active participation from our partners outside the authority. The most important of these are Kent County Council and bus operators without whom the projects that are likely to make most impact are unlikely to be successful.

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<sup>12</sup> Air pollution: A tool to estimate healthcare costs, Public Health England May 2018  
<https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs>

<sup>13</sup> Active Travel Strategy – KCC 2017  
[https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0007/71773/Active-Travel-Strategy-information.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0007/71773/Active-Travel-Strategy-information.pdf)

<sup>14</sup> <https://www.nice.org.uk/consultations/50/1/quality-statements>

- 2.14 The plan includes projects which can be delivered using existing knowledge and resources within the Council. It also includes ambitious projects which require extensive research and funding provision to enable delivery. For example this includes the development of a “Low Emissions Zone” for busses to fully identify the mechanisms, costs, risks and benefits. Projects of this nature if carried forward will be subject to individual reporting for approval prior to being implemented. This will enable Councillors to decide if they wish to proceed from a basis of the best available information.
- 2.15 Where there are projects that the Council cannot fund within existing resources alternative sources of funding will need to be sought. This will either be in the form of making bids to government schemes, through mitigation measures and seeking contributions from developments where appropriate or private sector sponsorship. Were this is the case the actions are unlikely to progress if this funding cannot be secured.
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### **3. AVAILABLE OPTIONS**

- 3.1 Option 1: Adopt the Tunbridge Wells Air Quality Action Plan 2018 – 2023.
- 3.2 Option 2: Adopt the Action Plan subject to revisions, which will need to be set out to the actions currently listed in appendix A. This is not recommended as opportunities to alter the actions have been provided during the consultation process and subsequently as the final document was reviewed prior to Cabinet.
- 3.3 Option 3: Do nothing. This is not an option; improving local air quality is a statutory requirement. There is also the predicted population increase and associated growth of the area, with the resulting increase in traffic on the road and the associated emissions linked to this.
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### **4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

- 4.1 Option 1 is the preferred option.
- 4.2 The Council is required to have an up to date AQAP, without this there is a risk that the Council will be in breach of its statutory duty.
- 4.3 Air quality is a material planning consideration and without adequate air quality policies in place the Council will miss opportunities to ensure future developments continue to support improvements to local air quality.
- 4.4 This option provides a robust review of the air quality within the borough based on current information and knowledge from air quality data. The issue of poor air quality continues to gain a significantly higher public profile both nationally and locally. The revised AQAP represents an opportunity to demonstrate that the Council is taking the matter seriously and taking action to ensure good air quality for the Borough of Tunbridge Wells.

- 4.5 The source apportionment study<sup>15</sup> undertaken in 2016 show that the most significant local road traffic component at all receptors are emissions from cars.
- 4.6 There are a number of measures in the action plan which require further preparatory investigation and risk appraisal, such as the introduction of a possible Low Emissions Zone for busses. These will be subject to specific and individual reporting and committee approval.
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## **5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

- 5.1 The consultation on the action plan was carried out online and by mobile device, with officers attending two farmers markets in the Borough during the consultation period. Paper copies of the survey and alternative formats were available on request. A copy of the questionnaire is attached in Appendix B.
- 5.2 The statutory consultees DEFRA, Environment Agency, Highways England, neighbouring local authorities and County Council were contacted directly. In addition to all Councillors, Parish Councils, local residents, local businesses, local MP and targeted special interest groups.
- 5.3 The survey was open to all Tunbridge Wells Borough residents aged 18 years and over and visitors to the borough. Respondents were asked their opinions about the proposed actions for the Air Quality Action Plan and there was opportunity throughout to provide additional comments.
- 5.4 Extensive feedback was received with a total of 95 responses to the questionnaire and a further six stakeholder groups who sent in detailed written responses. An overall summary report is provided in Appendix C. The general public consultation responses are set out in Appendix D, with the detailed written responses from the various interest groups as arranged into themes attached in Appendix E and F.
- 5.5 Opportunity was also provided to hold three focus group meetings, two general and one with the special interest groups. However, due to limited uptake these were cancelled.
- 5.6 An 'All Members' briefing session, providing feedback on the consultation, was held on 6th December 2018.
- 5.7 The feedback received was divided up into general and the three themes on transport, planning and health comments.
- 5.8 No feedback was received from our statutory consultees, DEFRA, Highways England or the Environment Agency.

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<sup>15</sup> AQMA Review for Tunbridge Wells Borough Council – AQC , October 2016

### General Public response

- 5.9 In terms of the general public response a greater proportion of respondents said they felt the actions were relevant than said they would have the expected impact.
- 5.10 The comments for the transport theme reveal that many considered that the infrastructure is not in place to support the measures proposed – mentioning poor public transport, limited cycling infrastructure and a lack of EV charging points. Several people highlighted that the biggest threat to achieving improved air quality from the action in this section was a lack of motivation to make a modal shift in transport.
- 5.11 For the planning theme in terms of impact this was the area which had the greatest proportion of people answering not sure at 38%. This may be due to the reliance of the actions in this section being incorporated into the Local Plan and being delivered through development control. Some of the comments made reference to housebuilding in the borough. Suggestions included research into behaviour change and that the actions do not go far enough saying they are not radical enough and that they are too vague. Another commented on people will still drive due to an inadequate network, the mention of travel infrastructure and the need for cycle and pedestrian paths to be linked up.
- 5.12 In terms of the health theme the greatest proportion of respondents felt that the actions could have the desired impact. Comments relate to the importance of public health, that the action plan doesn't go far enough, and that the actions are vague. Cycling should be encouraged; another cycle paths are too expensive and people don't use them, priority for schools should be given to local children. Suggestions for a low emission zone and around car reliance and fining parents for idling/driving and provide alternative transport options, a bike scheme for local employers. Greater promotion and education on the issues around air quality.

### Interest groups/organisations

- 5.13 Six stakeholder organisations responded through a written submission, providing general comments and specific suggestions with the Tunbridge Wells Bicycle Users Group submitting an alternative proposal related to the transport actions, these details can be found in Appendix F.
- 5.14 The general theme of the feedback was that whilst the overall approach is appreciated, the action plan was disappointing and should be more ambitious in what it is trying to achieve. The lack of funding was considered a significant issue and the actions should be more specific and measurable.
- 5.15 Several stakeholders commented on the political will of Kent Council, as lead authority for transport, to deliver infrastructure changes relating to transport. Concern was also expressed that KCC officers responsible for dealing with cycling infrastructure need to be better trained; others also made comment about cycling infrastructure including providing barriers between roads and pedestrian/cycling traffic and the need for cyclists to feel safe. There was



scepticism that the proposals for reducing pollution from traffic will be delivered to the expected level. E.g. 'Vague strategic ambitions are not enough to drive policy imperatives which should include developing a network of cycling and walking routes, segregated from each other and from motor vehicles.'

- 5.16 In terms of the transport theme the overall responses focused on cycling and walking infrastructure, segregated from roads and safe for use, with reducing the speed limit in key locations. Parking strategy and congestion were referenced as well as re-routing HGV's and HGV restrictions and last mile deliveries. Support for public transport and halting the decline in bus use, with good local bus routes and support for low emission taxis and busses as well as electric vehicles and charging facilities.
- 5.17 In terms of planning the proposals to work with KCC on electric charging points across the Borough, and the commitment to include a requirement for sustainable travel, car clubs and buses to be included within the local plan was supported.
- 5.18 From a health perspective several stakeholders were positive about the proposed schools interventions, about plans to publish more data on air quality and proposals to publicise impacts of poor air quality. There was also reference to ensuring good quality measurements and information on 'hot spots' and that there was not enough focus on PM<sub>2.5</sub> emissions.
- 5.19 In the main the respondents considered the actions were relevant, but were sceptical whether they would achieve the relevant outcome.

Response:

- 5.20 The Plan sets out the measures and actions proposed. It is acknowledged that some provide more detail and specifics; others are more general about working in partnership or reviewing opportunities for future more detailed actions. By including the actions we have, it will enable us to explore these in more detail and develop them further into more detailed specific targeted and measurable actions.
- 5.21 The Action Plan will be a key strategy document to be referenced by other council/partner policies and the developing local plan. Critically it will also add additional weight when bidding for grant funding.
- 5.22 The Plan being a live document will be reviewed annually and reported on. With the intention of updating the actions and setting specific measurable targets as information becomes available, with detailed groundwork having been completed and funding identified.
- 5.23 In terms of measurement, significant monitoring is already being undertaken and this is reported annually and available on DEFRA's website and on 'kentair'<sup>16</sup> However, we will review our website with the aim of improving the information and links available.

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<sup>16</sup> <http://www.kentair.org.uk/>

## RECOMMENDATION FROM CABINET ADVISORY BOARD

5.24 The Communities Cabinet Advisory Board were consulted on this decision on 13 February 2019 and agreed the following:

That the recommendations set out in the report be supported.

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## 6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 Following adoption of the Air Quality Action Plan, it will be made available to all interested parties and stakeholder groups, including a copy sent to DEFRA and the plan uploaded onto the Councils webpage. All stakeholders who are involved in implementing the action plan will be contacted specifically.


6.2 Progress against actions will be reported annually.

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## 7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
<b>Legal</b> including Human Rights Act	Accepting the recommendations will fulfil the Council's duties under the local air quality management regime. Failure to accept the recommendations without agreeing suitable alternatives may place the Council in breach of the Environment Act 1995 Acting on the recommendations is within the Council's powers as set out in the Environment Act 1995. There are no consequences arising from the recommendation that adversely affect or interfere with individuals' rights and freedoms as set out in the Human Rights Act 1998.	Senior Lawyer tbc
<b>Finance</b> and other resources	It is anticipated that most projects will be delivered using existing budgets and resources. However there are some projects such as the potential low emissions zone for busses that will require extensive further research and funding. In these cases where there are significant cost implication these projects with fully detailed costing will be subject to separate reporting to Cabinet for approval. A small number of actions will only be delivered if external funding can be secured. These are clearly highlighted in the action plan.	Jane Fineman Head of Finance and Procurement tbc

<b>Staffing establishment</b>	<p>Local authorities have a statutory responsibility to work towards reducing levels of air pollution under the Local Air Quality Management regime. This works forms part of the job description of the Scientific Officer (Air Quality) in Environmental Protection, under the strategic direction of the Sustainability Manager.</p> <p>It is anticipated that most actions will be delivered by the relevant areas of the Council or County Council within existing staffing levels.</p> <p>There are some larger projects that will require additional resources. However these projects will have a full review and assessment undertaken prior to approval by Cabinet before these can be progressed.</p>	<p>Nicky Carter Head of HR 17 January 2019</p>
<b>Risk management</b>	<p>The Council is required to have an up to date AQAP, without this there is a risk that the Council will be in breach of its statutory duty. Similarly, air quality is attracting ever increasing local and national interest and there is an expectation that local authorities will do more to improve air quality.</p> <p>Poor Air Quality Impacts on People's Health and Wellbeing.</p> <p>The Council could miss out on significant funding to deliver a project. E.g. DEFRA/DfT/OLEV grant funding opportunities. Specific projects as listed in the Councils adopted strategies and policies are more likely to attract funding.</p> <p>The Clean Air Strategy 2019 was published on 14<sup>th</sup> January 2019 provides additional wider focus on clean air and includes pollution from agriculture and wood burning smoke and national awareness campaigns. As further detail becomes available if appropriate relevant actions can be added at the yearly review. It is expected that various aspects of the Clean Air Strategy will be delivered through environmental protection.</p>	<p>Report Author 10 January 2019</p>
<b>Data Protection</b>	<p>All air quality monitoring data is made available publicly.</p> <p>The General Data Protection Requirements will be taken into account as part of the public consultation, with a data protection review undertaken prior to the consultation.</p>	<p>Report author 10 January 2019</p>

<b>Environment and sustainability</b>	Measures to improve air quality have co benefits <sup>17</sup> with climate change and support a reduction in greenhouse gasses. Equally, the proposed actions to reduce NO <sub>2</sub> will also benefit biodiversity by decreasing the deposition of NO <sub>2</sub> in special habitats.	Report Author 10 January 2019
<b>Community safety</b>	Improving air quality has a critical role to play in protecting communities and the Council will continue to work with relevant stakeholders to consider how this is best achieved. No Crime and Disorder Issues identified.	Terry Hughes Community Safety Manager 20/01/2019
<b>Health and Safety</b>	No Issues identified, with respect to this report. Any services procured will ensure health and safety issues are identified and dealt with appropriately.	Mike Catling Health and Safety Advisor 17/01/2019
<b>Health and wellbeing</b>	<p>The proposed actions tackle a multitude of public health goals—such as improving lung health, increasing physical activity, reducing obesity and addressing health inequalities. Deprived communities are more likely to be exposed to toxic pollution levels, yet have less access to public transport, cycle paths, walking routes and green space. Reducing air pollution and promoting active travel will help create greener, safer and healthier communities<sup>18</sup>.</p>  <p>Research nationally has shown a correlation between low income neighbourhoods and poor air quality<sup>19</sup>.</p>	Stuart Smith Healthy Lifestyles Co-ordinator 10 January 2019

<sup>17</sup> Air Quality and Climate Change: A UK Perspective - Air Quality Expert Group (AQEG), pub DEFRA 2007 <https://uk-air.defra.gov.uk/assets/documents/reports/aqeg/fullreport.pdf>

<sup>18</sup> Royal College of Physicians (2016) Every breath we take: the lifelong impact of air pollution <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

<sup>19</sup> Air pollution, deprivation and health: Understanding relationships to add value to local air quality management policy and practice in Wales, UK <http://eprints.uwe.ac.uk/30133/22/JPH%20second%20submission.pdf>

<b>Equalities</b>	<p>Equalities:</p> <p>Decision-makers are reminded of the requirement under the Public Sector Equality Duty (s149 of the Equality Act 2010) to have due regard to (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups. The decisions recommended through this paper could directly impact on end users. The air quality action plan is relevant to younger and older age groups, and people with disabilities, who are more vulnerable from the effects of poor air quality. The air quality action plan aims to have a positive impact on people's health, including those with protected characteristics. The consultation on the draft air quality action plan has not raised any issues with regards to the protected characteristics.</p> <p>Data protection: No implications.</p>	<p>Sarah Lavallie West Kent Equalities Officer 28/01/2019</p>
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## 8. REPORT APPENDICES

The following documents are to be published with and form part of the report:

- Appendix A: Tunbridge Wells Air Quality Action Plan 2018 -2023
- Appendix B: Consultation Questionnaire
- Appendix C: Air Quality Management Survey report – overview
- Appendix D: General Public Consultation Responses table
- Appendix E: Consultation responses from various interest groups arranged into themes
- Appendix F: Consultation responses from various interest groups set out under their organisation heading

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## 9. BACKGROUND PAPERS

- Minutes of Cabinet 2<sup>nd</sup> August 2018 (CAB47/18)  
<http://democracy.tunbridgewells.gov.uk/meetings/ieListDocuments.aspx?CId=118&MId=4188&Ver=4>
- Defra LAQM Policy Guidance (PG16) April 2016,  
<https://laqm.defra.gov.uk/supporting-guidance.html>

- Tunbridge Wells Air Quality Management Area Order 1<sup>st</sup> September 2018  
[https://uk-air.defra.gov.uk/aqma/details?aqma\\_ref=399](https://uk-air.defra.gov.uk/aqma/details?aqma_ref=399)
- AQMA Review for Tunbridge Wells Borough Council – AQC , October 2016