



South Lakeland District Council Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

November 2016

South Lakeland District Council

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in South Lakeland District Council between 2016 and 2020.

This action plan replaces the previous action plan which ran from 2011 to 2016. Projects delivered through the past action plan include:

- SCOOT in Kendal Town Centre;
- the Go Easy behavioural change campaign and website;
- cycle parking provision in Kendal and cycling promotion activities;
- guidance for developers on air quality in planning;
- trial of 'Noxer Block' paving in Kendal;
- reduced price parking permits for cleaner vehicles;
- Kendal College Park & Walk;
- installation of electric vehicle charging points in public car parks.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. South Lakeland District Council is committed to reducing the exposure of people in South Lakeland to poor air quality in order to improve health.

We have developed actions that can be considered under 6 broad topics (EU measure categories):

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

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

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

- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Transport planning and infrastructure
- Traffic management

Our priorities are to reduce use of domestic vehicles, particularly diesel where possible, reduce emissions from buses, reduce the number of HGV's and LDV's using Lowther Street and incentivise alternative fuel vehicles. We will also improve traffic flow through strategic works on the highway and by looking at car parking.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond South Lakeland District Council's direct influence.

Despite the outcome of the referendum on EU membership, Britain remains part of the EU and bound by EU environmental standards. These will be reviewed as the withdrawal process proceeds. The requirement of the UK 1995 Environment Act to review air quality, designate Air Quality Management Areas (AQMA's) in their area and take action to reduce pollution levels remains. As a responsible local authority, South Lakeland District Council takes its responsibility to ensure that air quality does not impact on health extremely seriously and does not consider that EU withdrawal should obviate the need to prepare, maintain and implement AQAP's where they are needed.





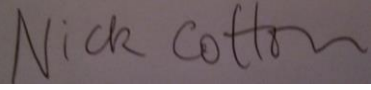


Responsibilities and Commitment

This AQAP was prepared by the Environmental Protection section of South Lakeland District Council with the support and agreement of the following groups and departments:

- South Lakeland District Council Development Strategy, Development Management, Community and Leisure and Economic Development
- Cumbria County Council Traffic Planning and Highways
- Kendal Traffic Pollution Working Group.

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This AQAP has been approved by the following:

Giles Archibald, South Lakeland District Council Leader of the Council and Portfolio Holder for Economy	
David Fletcher, South Lakeland District Council Portfolio Holder for Environment	
Chris Hogg, South Lakeland District Council Portfolio Holder for Culture and Wellbeing	
David Sykes, Director, People and Places, South Lakeland District Council	
Nick Cotton, Chair, Cumbria County Council Local Committee for South Lakeland	
Nick Raymond, Senior Manager – Network Management, Cumbria County Council	
Stephen Coleman, Mayor, Kendal Town Council	

This AQAP will be subject to an annual review and appraisal of progress. Progress each year will be reported in the Annual Status Reports (ASRs) produced by South Lakeland District Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Rachel Shaw at:

South Lakeland District Council

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1 Introduction

This report outlines the actions that South Lakeland District Council will deliver between 2016 and 2020 in order to reduce concentrations of air pollutants and exposure to air pollution, thereby positively impacting on the health and quality of life of residents of and visitors to South Lakeland.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within South Lakeland District Council's air quality Annual Status Report (ASR).

2 Summary of Current Air Quality in South Lakeland

Please refer to the [Updating and Screening Assessment 2015](#) (THIS LINK HAS BEEN DEACTIVATED) and [Annual Air Quality Status Report 2016](#) (THIS LINK HAS BEEN DEACTIVATED) (recently approved by Defra) from South Lakeland District Council for current and historic air quality results and information.

3 South Lakeland District Council's Air Quality Priorities

South Lakeland District Council has one AQMA which covers roads in Kendal town centre. The declaration was for exceedances of the Government's annual mean objective for Nitrogen Dioxide (NO₂). The source of the NO₂ is road traffic. This section of the report outlines how we have prioritised the measures in the AQAP in order to most effectively reduce levels of NO₂.

3.1 Public Health Context

Air Pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.

In 2010 it was estimated that the mortality burden of air pollution on the population of the UK was equivalent to 29,000 deaths⁴. In South Lakeland in 2010 it is estimated there were 44 adult deaths attributable to particulate matter less than 2.5 microns (PM_{2.5}), that is 3.7% of deaths and 419 associated life-years lost⁵. This figure is slightly higher than the Cumbrian average of 3.6%.

The Department of Health recognises the significant impact poor air quality can have on health. The fraction of all-cause adult mortality attributable to PM_{2.5} has been included as an indicator in their Public Health Outcomes Framework and will be reported on by Cumbria County Council.

South Lakeland District Council has close links with the Director of Public Health at Cumbria County Council and will be liaising on how air quality can be prioritised in South Lakeland to help reduce the health burden from air pollution. This includes working to include air pollution in Cumbria's Joint Strategic Needs Assessment through the Health and Wellbeing Board.

Measures in this AQAP aim to both reduce the public's exposure to air pollution and reduce polluting emissions.

⁴ The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom – COMEAP 2010

⁵ Estimating Local Mortality Burdens Associated with Particulate Air Pollution – Public Health England 2014

3.2 Planning and Policy Context

Planning Policy:

Air quality is a consideration in several policies of the [Local Development Framework Core Strategy \(THIS LINK HAS BEEN DEACTIVATED\)](#), including CS2 “Kendal Strategy”, CS9.1 “Social and Community Infrastructure”, CS9.2 “Developer Contributions”, CS10.1 “Accessing Services” and CS10.2 “Transport Impact of New Development”.

The [Local Plan Land Allocations Document \(THIS LINK HAS BEEN DEACTIVATED\)](#) was adopted in December 2013. This allocates sites for housing and employment across the District. Development Briefs for large, complex or sensitive sites identified in the Land Allocations document are being drawn up to give detailed guidance to developers. This includes the requirement for air quality impacts to be assessed and for planting to help minimise the negative effects of the development on air quality.

The Council is working on a ‘Development Management Policies’ Development Plan Document, reviewing current saved local plan policies. This will be used to guide development management decisions and it may include policies that will have a bearing on how the council considers the impact of development for air quality.

The Council is working with Cumbria County Council on the Local Plan (LP) and the Infrastructure Delivery Plan to ensure that the road system is managed to deal with the development proposed. In the course of preparing the Local Plan, Cumbria County Council produced [“Kendal Transport Improvements Study”](#) which identified mitigation measures required to address the impact of traffic generated by the Council’s vision of creating 1000 new homes and 1000 new jobs in South Lakeland. These include road and junction improvements and sustainable transport measures. These improvements are in the process of being implemented using funding from the Local Growth Fund.

Developers will play their part through the planning application process and will be asked to demonstrate that development will reduce, or as a minimum have no effect on, pollution levels. The Council has introduced a Community Infrastructure Levy (CIL) to be paid by the developers of most new housing and retail development. The funds raised will be used to fund critical infrastructure including measures to manage

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the impact of traffic. The Council's Infrastructure Delivery Plan identifies priorities for CIL funding and arrangements for CIL Governance are currently being developed.

The leaflet "[A Guide for Developers on Air Quality Considerations](#)" has been produced by the Environmental Protection Group to be given to developers at the application stage, ensuring developers are aware of what the Local Authority requires of them at the outset of the process. This provides the framework that the Environmental Protection Group use in response to planning applications and details the thresholds above which a full air quality assessment will be required. The aim is that development will be air quality neutral. These requirements are included in the Council's adopted [Planning Application Validation Checklist \(THIS LINK HAS BEEN DEACTIVATED\)](#). The Planning Liaison procedure requires that the Environmental Health Department be consulted on development proposals which may impact on, or be impacted by, air quality.

Other Documents:

South Lakeland District Council's [Council Plan 2014-2019 \(THIS LINK HAS BEEN DEACTIVATED\)](#) requires a review of the AQAP in 2016, to develop stricter air quality measures and investigate options to further improve air quality across the District. This is with a view to meet a more stringent target NO₂ target of 30µg/m³. In addition it requires the promotion of the air quality message.

The Council Plan also requires, year on year between 2015 and 2019, a reduction in our operational carbon footprint by 100 tonnes of carbon (from a baseline of 2,869 tonnes).

[Health, Social, Economic and Environmental Impact Assessments](#) have been introduced for South Lakeland District Council cabinet reports. This means report authors are asked to consider if there are positive, negative or neutral impacts of their proposal on a number of health related factors. This includes air quality and other related factors including transport and active travel.

A [Sustainability Strategy](#) was produced by the Council in May 2012, confirming a commitment to put sustainability at the heart of everything the Council does.

Cumbria County Council's [Local Transport Plan 3 \(2011-2026\)](#), the 3rd Local Transport Plan for Cumbria, is a statutory document that sets out how roads, footways, cycle-ways, rights of way and bus and train services in Cumbria will be

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improved and managed. The Plan contains a strategy for the next 15 years, the policies to implement the strategy and a rolling program of implementation plans showing where funding will be directed. It commits to improving air quality in Cumbria by working in partnership with South Lakeland District and Carlisle City Council – the only two local authorities in Cumbria to have AQMA's – to progress their Action Plans.

The Council's [Public Health & Wellbeing Strategy 2014-2019](#) (THIS LINK HAS BEEN DEACTIVATED). and Action Plan support health improvements and reduce health inequalities through delivering the strategy's three key themes of: 1) the wider influences on health and wellbeing; 2) health improvement through healthy lives, including physical activity; and 3) health protection. The Strategy and Action Plan are due to be revised in 2016.

South Lakeland District Council's Active Travel Action Plan and [Position Statement](#) (THIS LINK HAS BEEN DEACTIVATED) have recently been approved by Cabinet. This document collates and will measure the progress of any project promoting active travel. It is planned that an Active Travel Co-ordinator will be appointed to take this forward.

One of the strategic aims of the South Lakeland District Council [Economic Growth Strategy](#) (THIS LINK HAS BEEN DEACTIVATED) is to promote a low carbon, sustainable economy. This encourages businesses whose products and services reduce carbon usage and improve the environment (as per the Council Plan 2014-2019), through the [Invest in South Lakeland](#) website, social media and business networking and events.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within South Lakeland District Council's area.

A source apportionment exercise was carried out by South Lakeland District Council in 2016. This identified that within the AQMA, the source contributions are as follows:

Chart 3.1 Source Apportionment by domestic and commercial vehicle

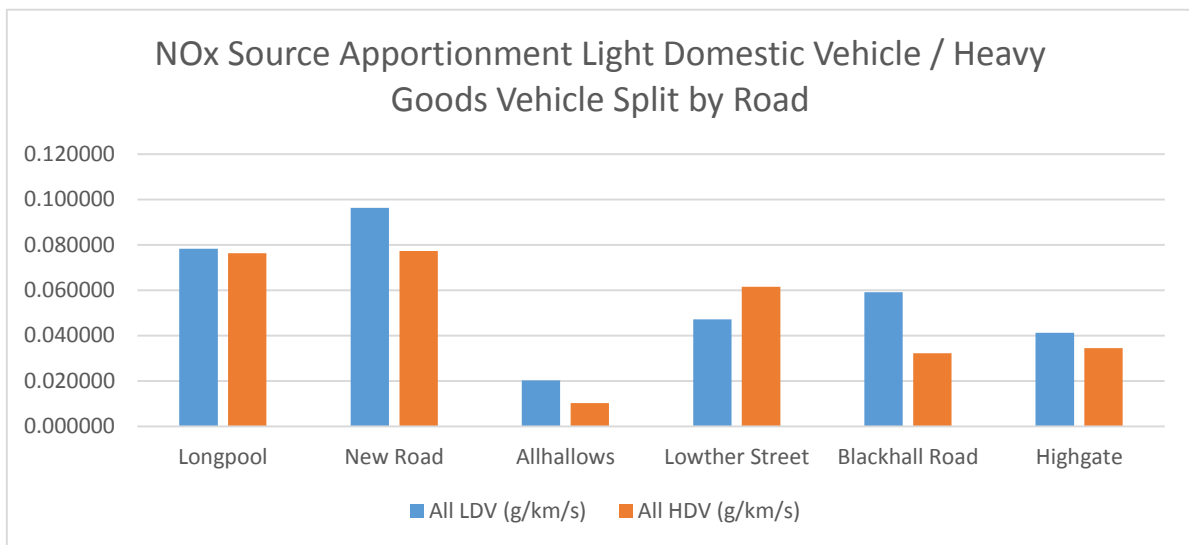
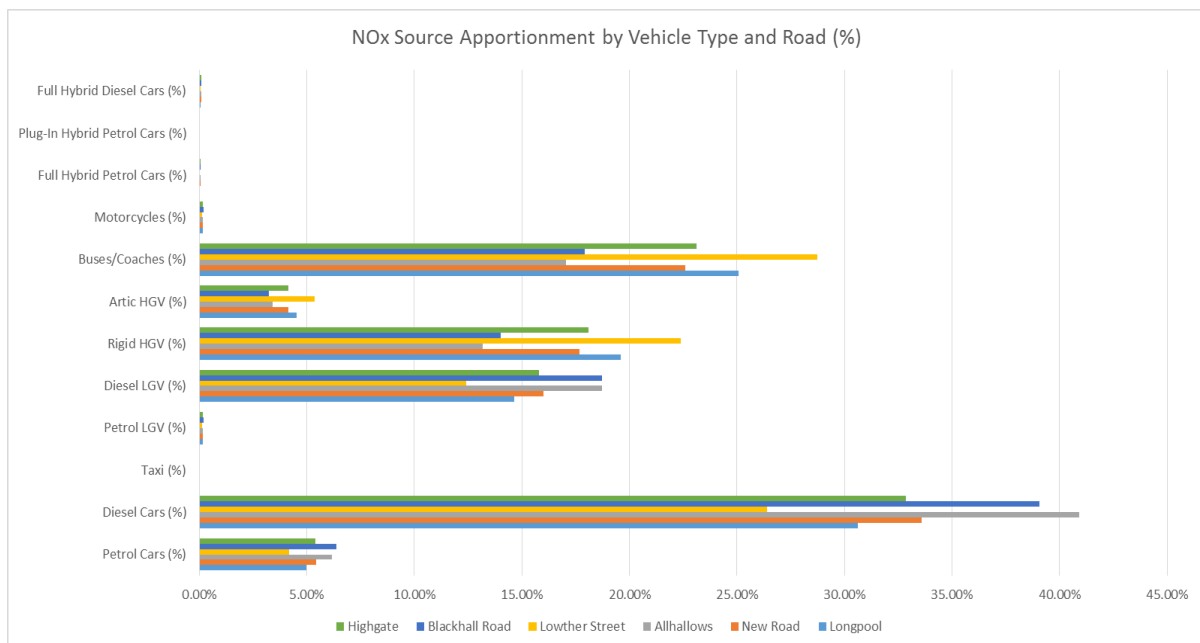


Chart 3.2 Source apportionment by vehicle type



Buses and coaches, rigid HGV's and diesel vehicles (both light goods and domestic) are seen to be the biggest emitters of nitrogen oxides (NO_x). This differs from the last exercise carried out in 2011 (using earlier emission factors), where buses and HGV's were identified as major contributors, but diesel vehicles were not.

NO_x are predominantly emitted into the atmosphere in the form of nitric oxide (NO) which is then converted to NO₂ through chemical processes in the atmosphere. Under most atmospheric conditions, the dominant pathway for NO₂ formation is via the reaction of NO with ozone (O₃).

Recent trends in concentrations of NO_x have shown a general downward trend across urban areas, in line with the reductions in emissions from road traffic. However, measured NO₂ concentrations have not declined as expected, particularly at roadside sites.

A report from the Air Quality Expert Group⁶ investigated these unexpected findings, and concluded that the most plausible explanation was an increased proportion of direct (or primary) NO₂ emission from road traffic. Increased primary NO₂ emissions are associated with the greater penetration of diesel cars into the vehicle fleet, and the use of catalytically regenerative particle traps on some heavy duty vehicles.

Therefore, while the AQAP will prioritise actions to target the sources identified in this exercise, it must be noted that incentives and initiatives to move people away from diesel vehicles are being driven at a national level and are not something the council can influence effectively locally.

3.4 Required Reduction in Emissions

The highest bias-adjusted level of NO₂ recorded in 2015 was 46.52µg/m³. This was at the monitoring site outside Burgundy's on Lowther Street in Kendal, within the AQMA.

To meet the Government objective of 40µg/m³, a reduction in NO₂ of 6.52µg/m³ is therefore still required.

To calculate the percentage reduction required, it is necessary to express this in NO_x (because the primary emission is NO_x and there is a non-linear relationship between NO_x and NO₂ concentrations). Using the method in TG16, the percentage reduction in NO_x required on Lowther Street is 30.4%.

Using Defra's source apportionment model above, some parameters were changed to measure the potential impact. This included total vehicle numbers, HGV proportion and speed.

There were 3 key results:

⁶ AQEG (2007), Trends in primary nitrogen dioxide in the UK

1. The model shows a linear relationship between the total number of vehicles and the level of NOx emitted. So, assuming the same percentage of HGV's in the mix, reducing the total number of vehicles using Lowther Street by 30% will give the required emission reduction.
2. Keeping the total number of vehicles the same, but reducing the percentage of HGV's from 12.4% to 6% predicts a 28% reduction in NOx.
3. The average speed on Lowther Street is 28kph. Reducing this speed increases emissions. An increase to 35kph would give a 13% reduction in NOx, but the option to increase vehicle speeds in the town centre, even if possible, would be unpalatable.

A more detailed vehicle break-down is not currently available to allow the proportion of buses or taxis to be varied to see what impact that may have.

3.5 Key Priorities

Based on the above source apportionment, the following actions have been prioritised in the AQAP:

- Priority 1 - Progressing the Kendal Master Plan. This is currently being prepared by consultants Aecom and is looking at town centre development, town centre infrastructure and town centre management and public realm in an integrated and comprehensive way, implementing the projects generated by it, and ensuring that air quality, traffic management, measures to encourage sustainable transport choices and measures to green the town centre environment are incorporated within it
- Priority 2 - Control of Heavy Goods Vehicles on Lowther Street
- Priority 3 - Reducing emissions from buses servicing Kendal town centre
- Priority 4 - Implementation of the sustainable transport measures identified for Kendal
- Priority 5 - A review of car parking provision, location and pricing in Kendal.

4 Development and Implementation of South Lakeland District Council AQAP

4.1 Consultation and Stakeholder Engagement

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we have undertaken the following stakeholder engagement:

- Press Release to local media and on Council website
- Use of social media
- SLDC Citizen Space consultation hub

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

Table 4.1 – Consultation Undertaken

Yes/No	Consultee
Yes	Secretary of State
Yes	Environment Agency
Yes	Highways Authority
Yes	Neighbouring local authorities
Yes	Other public authorities as appropriate, such as Public Health officials
Yes	Bodies representing local business interests and other organisations as appropriate

4.2 Steering Group

The Kendal Traffic Pollution Steering Group meets at least once annually to update on actions in the Action Plan and discuss progress and potential new measures and developments. The Group is Chaired by the South Lakeland District Council Environment Portfolio Holder and the aim of the Group is to ensure all parties who have an interest in, and can influence, air quality are brought together.

Members include the local highway authority and transport planners, development strategy and development management, environmental protection, economic development and community and leisure, Kendal Futures and Kendal Business Improvement District, Members of South Lakeland District Council, Cumbria County Council and Kendal Town Council.

The Group's Terms of Reference are available in Appendix C.

5 AQAP Measures

Table 5.1 shows the South Lakeland District Council AQAP measures. It contains:

- a list of the actions that form part of the plan (and how they are classified under EU measure categories, so they can be linked into the government's National Air Quality Plans)
- the responsible individual and departments/organisations who will deliver this action
- the timescale for implementation
- how progress will be monitored

The implementation of all these measures aims to combine to result in a reduction of NO₂ in the AQMA of at least 6.52µg/m³.

Please see future ASRs for regular annual updates on implementation of these measures.

Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
1	Kendal Master Plan	Traffic management	Strategic highway improvements	SLDC (Dan Hudson)	2016	TBC	Master Plan in place; measures implemented	Stakeholder meeting held May 2016. Engaging with consultants to ensure air quality taken into consideration.	March 2017	Flexible framework for future development and investment in Kendal including car parking, the road network and the public realm. Once Plan agreed, implementation could be 3-5 years.
2	Control of HGVs & on Lowther Street	Freight & delivery management	Route Management Plans/ Strategic routing strategy for HGV's	SLDC (Rachel Shaw)	2016	2016-2017	% HGV on Lowther Street	Improved signage installed in 2015 to direct vehicles to most appropriate north or south exit to Kendal and avoid AQMA. HGV survey undertaken August 2016 to report vehicle registrations to Police. Traffic survey in March 2016 showed traffic on Lowther Street was 12.4% HGV.	2017	Reduction in number of HGV's using Lowther Street by re-routing to areas with lower NO ₂ . Enforcement of 18T weight limit. Delivery plans for large businesses in town. Potential reduction in weight limit.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
3	Reducing bus emissions	Promoting low emission transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	SLDC (Rachel Shaw)	2016	2017	Number of buses using Kendal town centre of Euro Std. 6. Number of buses using Lowther Street	Discussions commenced with Stagecoach on fleet standard and improving services for residents. Idling policies already in place. In peak summer 2016, there were 77 bus movements on Lowther Street daily. In 2016 12 new Euro 6 double-deckers were introduced on the 555 Lancaster to Keswick route, using Lowther Street. New online bus tracker also introduced 2016. Investigating expanding Lakes Family Day Ticket to other areas. Clearer signage installed in 2015, linking Kendal town centre to entry points and transport links (ie railway and bus station) to encourage more use of public transport. Clean Bus Fund bid in 2015 failed as Kendal was not seen to have a big enough pollution problem.	2017	Voluntary improvement in standard of buses using Kendal town centre.
4	Implementation of Kendal sustainable transport measures	Traffic management	Strategic highway improvements	CCC (Owen David)	2014-2016	2016-2017	Number of schemes completed	5 schemes out of 20 completed to date.	Spring 2017	As identified in 'Kendal Transport Improvement Study'.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
5	Car parking review (including Park and Walk / Park and Cycle)	Traffic management	Other	SLDC (Jim Maguire / Frankie Flannigan)	2016	2017	Town Centre AADT's; car park usage figures	<p>Nottingham City Council car park report for SLDC made 30 recommendations. Some not relevant, some already underway, some to be taken forward as agreed by Members, including options to incentivise electric or ULEV, integrated traffic management and signage strategy, review of car park pricing strategy, usage and dwell time and increasing parking capacity out of town.</p> <p>Plan to use Kendal Leisure Centre as park and walk / cycle.</p> <p>Lowther Street AADT March 2016 was 10,759. Car park tickets sold in Kendal 1 Jan – 31 Aug 2015 = 308,000 1 Jan – 31 Aug 2016 = 300,000</p>	2017	Kendal Futures Car Parking Task & Finish Group report (Dec. 2014) also made proposals / recommendations to SLDC. Plan to work with CCC Travel Planner on workplace parking and travel plans.
6	Kendal Strategic Transport Infrastructure Study	Traffic management	Strategic highway improvements	CCC (Michael Barry)	2016	TBC	Strategic Study completed and measures delivered	First phase of work commissioned July 2016.	TBC	This study considers longer term infrastructure requirements of Kendal taking into account recent flooding events, air quality and proposed future development (including one way system, north south travel and 'Northern Development Route'). Study is first step and significant additional work and funding will be required prior to any delivery.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
7	Public electric vehicle charging points	Promoting low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging	SLDC (Jim Maguire / Frankie Flannigan)	2010-2015	2016	Number of EV charging points installed	Further to those installed in Lakes by LDNPA, 4 points installed by SLDC to date: Ambleside, Ulverston & Kirkby Lonsdale sites plus first Kendal phase completed (Busher Walk). Funding available for one more site in Kendal. Pay-as-you-go hybrid Co-Wheels car club car now available at Oxenholme train station (part of Go Lakes Gateway project).	2016	Assessing Busher Walk site prior to installation of further points at Blackhall Road.
8	Reduced price parking / parking permits for cleaner vehicles	Traffic management	Emission based parking or permit charges	SLDC (Jim Maguire / Frankie Flannigan)	2010	2011	No. of reduced price parking permits issued	Permits issued: 2011 – 1 2012 – 7 2013 – 11 2014 – 17 2015 – 25 Discount increased to £100. Free parking for Go Lakes electric hire car fleet. Investigating options to expand scheme.	Ongoing	Reduction in price of annual parking pass for Band A vehicles.
9	Enforcement of parking / loading restrictions	Traffic Management	Parking enforcement on highway	CCC (Phil Greenup)	2011	2011 onwards	Number of PCN's served	PCN's issued: 2010 = 150 2011 = 273 2012 = 254 2013 = 61 2014 = 127 2015 = 121	Ongoing	Restructure has impacted on enforcement in last year. New team will be in place October 2016 working longer hours. Wildman Street and Highgate in particular are areas where illegal parking causes congestion.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
10	Encouraging walking	Transport planning and infrastructure	Other	Kendal Town Council / Kendal BID	2016-2017	2017	Number of cars using Park and Walk sites	KTC to produce a Walking Trails leaflet for Kendal November 2016. Kendal Bid project for Kendal Leisure Centre to become a Park and Walk / Cycle, including improved links to town centre. Not yet in operation so no usage figures.	2017	Further measures to enhance the walkability of the town to be worked up through the Kendal Town Centre Master Plan. SLDC to liaise with CCC Active Travel and Travel Plan teams to target travel to school and work.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
11	Encouraging cycling, enhanced cycle routes and cycle parking in Kendal	Transport planning and infrastructure	Cycle network	CCC (Owen David)	2014-2015	2016-2017	Length of cycleway; number of cycle stands installed; cycle counts	<p>Detail design has been completed on Burton Rd Cycleway and design work continues on A6/Shap Road.</p> <p>However, LEP funding may have been diverted meaning a 2 year delay in delivery.</p> <p>These routes form part of the proposed 'Kendal X', supplementing the existing NCN 6 and provide north/south routes, primarily along the riverside, close to the town centre.</p> <p>Cycle parking report agreed and briefs being drawn up prior to implementation.</p> <p>Cycle parking now installed in most SLDC car parks and BID are installing bike boxes at town centre businesses.</p> <p>Electric Bike Network have 2 hire locations and 3 charging locations in Kendal.</p> <p>1619 cyclists in Kendal in October 2015 traffic count (8.8% growth on previous year).</p>	2017	<p>Cycle routes funded by Local Growth Fund.</p> <p>Cycle parking funded by Defra AQ Grant.</p> <p>Plan to work with CCC Active Travel team to target travel to school. Cycling Hub in Westmorland Shopping Centre delayed until 2017.</p> <p>Further measures to encourage cycling to be worked up through the Kendal Town Centre Master Plan.</p> <p>Lancaster Canal Partnership looking to implement the Kendal to Lancaster canal cycleway.</p>
12	Reducing taxi emissions	Promoting low emission transport	Taxi licensing conditions / taxi emission incentives	SLDC (Hardeep Burnley)	2014	2015	Policy in place. % of licensed taxis of Euro Standard 6	Taxi Licensing Policy with measures to increase cleaner vehicles in fleet adopted January 2016.	January 2016	Policy in place. Reporting system to differentiate between vehicle class currently being developed.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
13	Go Easy campaign & SLDC Active Travel	Promoting travel alternatives	Promotion of cycling Promotion of walking Personalised Travel Planning	SLDC (Rachel Shaw / Rachel Earnshaw / Active Travel Co-ordinator)	2016	2016	Number of active travel projects completed.	See previous reports for history of Go Easy. Lack of funding has meant campaign has been in hiatus. Discussions underway to bring website in-house and merge with SLDC Active Travel program. An Active Travel Action Plan is currently going to Cabinet and a program coordinator is to be appointed. Currently 30 actions on the list.	Ongoing	Go Easy behavioural change campaign being progressed through SLDC's Active Travel program.
14	Planning policy prioritises air quality (Local Plan Policy)	Policy guidance and development management	Air Quality Planning and Policy Guidance	SLDC (Dan Hudson / Mark Shipman)	2015	2016	CIL liabilities, CIL receipts CIL spending decisions. Adoption of new policies	Air quality considerations included in planning policy. Development Management Policies being updated in 2016 – currently out for consultation. Policies will encourage active travel and control pollution to minimise the impact of development on air quality. Development Briefs for specific development sites in Kendal have similar requirements. CIL adopted 1 June 2015. First CIL payments likely to be made in mid-2017.	Ongoing	Development above thresholds in SLDC Guidance for Developers must be air quality neutral, ie. have positive or no impact on air quality. All developments predicting negative impact on air quality, even negligible, are required to agree mitigation.
15	20 mile per hour zones in Kendal	Traffic Management	Reduction of speed limits, 20mph zones	Kendal Town Council	2017	Unknown	Number of 20mph zones	Study completed by KTC into potential for 20mph zones, but consultant study postponed pending Kendal Integrated Transport and Masterplan studies.	Unknown	Evidence that measures such as speed bumps can cause increased vehicle emissions, but a consistent lower speed can reduce emissions. Must ensure chosen speed restrictions do not impede smooth flow of traffic.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Progress to Date	Estimated Completion Date	Comments
16	Enhanced green infrastructure	Not covered	Not covered	SLDC (Jim Maguire / Debs Clarke) / Kendal Town Council	2016	Unknown	Number of projects completed	Study showed trial green wall at Blackhall Road not feasible due to building structure. Other SLDC buildings considered. Report on potential for greening currently being refreshed to prioritise measures to progress. SLDC & KTC working in partnership on Nobles Rest & Abbot Hall parks improvements, plus enhanced planting on Shap Road. Nobles Rest still to complete. KTC Project Officer to look at other potential sites for planting (at pollution hot spots) and link with Master Plan.	Unknown	

Appendix A: Response to Consultation

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

Consultee	Category	Response
Martyn Nicholson MD, Russell Armer Homes & Vice Chair of Kendal Futures	Traffic Management	Refer to Northern Development Route as an action and clarify that this option is being progressed and is a joint aspiration of CCC, KTC and SLDC.
Defra		Monitor progress and review effectiveness of AQAP annually; Develop indicators that demonstrate the success of each measure and a plan or estimate of when the objective is likely to be obtained; Record measures that are operational within current funded programmes (in contrast to those not yet adopted or funded).
Dr J Robertson, Resident		AQAP should address all major air pollutants; AQAP should reconsider how well monitoring locations accord with known existing poor air quality locations, publish results and make proposals as necessary. Corresponding actions should be developed and included in AQAP; AQAP should give greater consideration to macro level actions; AQAP needs to not be the product of consultation of parties but the result of a true collaboration between them in drawing it up and acting.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Traffic management	Kendal West access from A591 (Kendal Fell Quarry)	Looked at several years ago and preferred option identified, to be delivered if a development came forward. Further work is required to understand the implications of the improvement relative to the rest of Kendal Town Centre. Suggest that it is not referenced in the AQAP at present as it is currently a developer led scheme.
Traffic management	Vehicle restrictions in Kendal (pedestrianisation / day, time or Euro Standard restrictions / congestion charging)	Not applicable at present, although Kendal Master Plan will consider options.
Park and Ride	Parking on outskirts of town with bus service provided	Out of town parking is being looked at by parking review, although not specifically Park and Ride. No land currently available for car park. Park and Cycle / Walk being progressed as an interim measure.

Appendix C

Kendal Traffic Pollution Working Group

TERMS OF REFERENCE

In 2001 South Lakeland District Council declared Lowther Street in Kendal as the County's first Air Quality Management Area (AQMA) due to Nitrogen Dioxide from road transport. In 2010 the AQMA had to be extended to cover further streets in Kendal. The Kendal Traffic Pollution Working Group (the Working Group) is established to bring together partner organisations who have influence in reducing traffic pollutants in Kendal.

In July 2010 the District Council's Communities Overview and Scrutiny Committee requested that it be kept informed on the progress of actions within the AQMA. The District Council's Environment and Sustainability portfolio holder has agreed to Chair the Working Group.

Membership

The Working Group shall consist of one representative from:

CCC Members
CCC Traffic Planning
CCC Highways
Kendal Futures
Kendal Town Council
SLDC Members
SLDC Development Strategy
SLDC Development Management
SLDC Environmental Protection
SLDC Community and Leisure
SLDC Economic Development

Decision Making

The aim is that decisions will be agreed by consensus. When requested the Chair can agree to a vote with one vote per member.

Casual Membership

A member of the Working Group can invite further non voting members provided it has been agreed by the Chair and two other voting members.

Frequency of Meetings

The Working Group shall meet not less than once per year.

Record of Meetings

The Working Group shall ensure that an agreed written record of each of their meetings is forwarded to the membership and the Chair of the Communities Overview and Scrutiny Committee.

Functions of the Working Group - Members of the Action Group will:

- Exchange information that is relevant to understanding or assessing transport pollution within the Kendal Air Quality Management Area (AQMA).
- Cooperate in developing, and agree, an Action Plan that seeks to reduce Nitrogen Dioxide concentrations in the AQMA to below Government Objectives.
- Be responsible for the project management and delivery of Actions allocated to individual members of the Working Group.
- Produce an annual report to the District Council's Communities Overview and Scrutiny Committee informing on the progress of the Air Quality Action Plan.

Glossary of Terms

Abbreviation	Description
AADT	Annual Average Daily Traffic
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
CCC	Cumbria County Council
CIL	Community Infrastructure Levy
Defra	Department for Environment, Food and Rural Affairs
EV	Electric Vehicle
EU	European Union
HGV	Heavy Goods Vehicle
KTC	Kendal Town Council
LAQM	Local Air Quality Management
LDNPA	Lake District National Park Authority
LGV	Light Goods Vehicle
LP	Local Plan
LTP	Local Transport Plan
NO ₂	Nitrogen Dioxide
NO	Nitric Oxide
NO _x	Nitrogen Oxides

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O ₃	Ozone
PCN	Parking Contravention Notice
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SCOOT	Split Cycle Offset Optimisation Technique
SLDC	South Lakeland District Council
ULEV	Ultra-Low Emission Vehicle
µg/m ³	Micrograms per meter cubed

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Public Health England. Estimating Local Mortality Burdens Associated with Particulate Air Pollution, 2014

AQEG. Trends in primary nitrogen dioxide in the UK, 2007

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SLDC Annual Status Report 2016