

ENVIRONMENT SELECT COMMITTEE

19 March 2013 at 7.00 pm
Conference Room - Council Office

AGENDA

Membership:

Chairman: Cllr. Bosley Vice-Chairman: Cllr. Grint

Cllrs. Abraham, Ayres, Mrs. Bayley, Butler, Ms. Chetram, Cooke, Mrs. Dibsall, Edwards-Winsor, Eyre, London, Maskell, Orridge, Mrs. Purves, Mrs. Sargeant, Scholey, Searles and Williamson

	<u>Pages</u>	<u>Contact</u>
Apologies for Absence.		
1. Minutes	(Pages 1 - 6)	
Minutes of the meeting of the Committee held on 15 January 2013.		
2. Declarations of interest		
Any interests not already registered		
3. Formal Response from the Cabinet following matters referred by the Committee and/or requests from the Performance and Governance Committee (if any		
4. Actions from previous meeting	(Pages 7 - 8)	
5. Future Business, the Work Plan 2012/13 (attached) and the Forward Plan.	(Pages 9 - 10)	
Members will develop a schedule of work over the year to reflect the terms of reference of the Committee focussing on the Council's priorities for policy development. This includes opportunities to invite other organisations who provide services in the District to provide information to the Committee and discuss issues of importance to the Community.		
6. Declaration of Air Quality Management Areas	(Pages 11 - 46)	Richard Wilson Tel: 01732 227262

EXEMPT ITEMS

(At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.)

To assist in the speedy and efficient despatch of business, Members wishing to obtain factual information on items included on the Agenda are asked to enquire of the appropriate Director or Contact Officer named on a report prior to the day of the meeting.

Should you require a copy of this agenda or any of the reports listed on it in another format please do not hesitate to contact the Democratic Services Team as set out below.

For any other queries concerning this agenda or the meeting please contact:

The Democratic Services Team (01732 227241)

ENVIRONMENT SELECT COMMITTEE

Minutes of the meeting held on 15 January 2013 commencing at 7.00 pm

Present: Cllr. Bosley (Chairman) (Chairman)
Cllr. Grint (Vice-Chairman)

Cllrs. Abraham, Ayres, Ms. Chetram, Cooke, Edwards-Winser, London, Orridge, Mrs. Sargeant and Scholey

Apologies for absence were received from Cllrs. Mrs. Bayley, Butler, Mrs. Dibsdall, Maskell, Mrs. Purves, Searles and Williamson

Cllrs. Mrs. Ayres were also present.

26. Minutes

Resolved: That the minutes of the meeting held on 23 October 2012, be approved and signed by the Chairman as a correct record.

27. Declarations of interest

There were no declarations of interest.

28. Formal Response from the Cabinet following matters referred by the Committee and/or requests from the Performance and Governance Committee (please refer to the minutes as indicated):

- a) Edenbridge Conservation Area Appraisal and Management (Cabinet 12.11.12 Minute 50)
- b) Annual Review of Car Parking Charges for 2012/14 and Christmas Parking 2012 (Cabinet 12.11.12 Minute 47)
- c) 2013/14 Budget and Review of Service Plans 2013/14 Budget and Review of Service Plans (Cabinet 06.12.12 Minute 61)

The responses were noted.

29. Actions from previous meeting

The completed action was noted.

30. Future Business, the Work Plan 2012/13 and the Forward Plan

Members noted the lack of items on the work plan from May 2013. It was agreed that this would be properly reviewed at the next meeting. It was agreed that the Portfolio Holder for Economic Development and Partnerships be invited to address the Committee on his role and responsibilities at a meeting in May / September 2013. Further to a request received from Edenbridge Parish Council it was also agreed to put Gatwick as a possible future item. Members were asked to bring ideas for items to the next meeting.

31. Bus Services

The Chairman welcomed to the meeting Daniel Washington, Public Transport Planner from Kent County Council (KCC), and the following representatives from Bus Operators in the district: Matthew Arnold from Arriva; Norman Kemp from Nu Venture; and Brian Wharf and Austin Blackburn from Go Coach.

The Public Transport Planner (KCC) reported that:

- Arriva had replaced the 408 service with the 478 which was operating on a temporary basis on a KCC contract
- Go Coach 429 was now operating a Sunday service from Eynsford to Bluewater which was on a years trial basis funded through the local county Members Highway Fund
- September 2012 saw the successful introduction of the Kent 16+ travelcard more than 3000 had been issued exceeding projected demand
- Sevenoaks Bus Station had been refurbished through partnership working between KCC, SDC and Go Coach and would be formally opened on 25 January 2013 with County Councillor Brazier and the Leader of the District Councillor Fleming. There was also the opportunity for the information office to be used to sell bus tickets and provide tourist information
- North West Kent Karrier Service was due to be taken over by COMPAID

A Member asked if it were possible to see the figures for passenger numbers on routes. In response the Public Transport Planner (KCC) advised that he could request the figures for the tendered services, but for commercial routes it would be up to the bus companies. The 236 had introduced a Saturday service which Surrey County Council had been confident to fund.

All the Bus Operators present agreed that they were happy to share the figures. Representatives from Go Coach reported that they had seen growth in certain routes for example, a growth in use of concessionary fares on the 421 and growth on cash fares on the 401.

Action 1: Bus Companies to provide passenger numbers to the next meeting they attend.

A Member queried whether the Kent 16+ travelcard had to be paid for up front, or whether there was the opportunity to pay instalments. The Public Transport Planner from Kent County Council (KCC) was not sure, a representative from Go Coach believed that certain schools ran their own schemes to help with funding.

Matthew Arnold, Arriva South and South Eastern, addressed the Committee.

- With reference to the 402 service, one route had covered Bromley to Tunbridge Wells and the other Sevenoaks to Tunbridge Wells via the Weald. Due to declining numbers Arriva had decided to stop this service, however KCC had intervened and subsidised it from a local County Members' Highway Fund on a trial basis until April 2012. Since then Arriva had elected to carry on the service without the subsidy until April 2014 provided there were no changes to the Freedom Pass reimbursements. They were also looking to make amendments in the afternoon to access the Sevenoaks Rail Station
- 452 was a development funded service which ran every thirty minutes
- 478 was looking at making improvements to return times especially arrival times in Swanley, and opportunities to buy through tickets to the 477 service
- 433/531 new school service to cope with the increase in passengers due to the success of the Kent Freedom Pass
- New buses were being used on the 402 service and a three month additional manufacturers comparative trial was underway
- 477 Orpington to Bluewater was being introduced in February 2013
- New lower floor double deckers for the 402 and 489 services and hoping to be 100% low floor double deckers by the end of 2013
- It was anticipated that the 308 with newer and refurbished buses by the end of the summer
- Marketing for the 402 service had generated a small increase in passengers
- Arriva were looking at simplifying the 431 and 432 routes as were too complicated and requested Members to advise of any concerns
- It was hope that Smartcards, similar to Oyster cards in London, would be operational by the summer.

In response to questions he agreed to give his details to various Members to discuss particular routes and services.

Norman Kemp, Nu Venture, advised that Nu Venture only operated a limited service within Sevenoaks District via the 404. He acknowledged the benefits of the partnership working on the improvements to Sevenoaks bus station which had provided additional space.

Brian Wharf and Austin Blackburn from Go Coach explained that they had been heavily involved with the bus station improvements after taking it over from Arriva. With the help of KCC and £20,000 the result was a refurbished information centre, and improved service canteen and providing a better working environment. It made sense to have an information/tourist point there and fully utilise the member of staff who had to be on site all day. They had a a meeting the following week with Sevenoaks Town Council and were working with them and the Stag Theatre on a 12 week tourist bus that would run for four days bringing publicity to the town. He had managed to acquire a vintage Maltese vehicle which he expected to be the only operating one in the country.

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Go Coach was a small independent operating company mainly operating tendered school services. There were eight school services, carrying 800+ students a day. They had taken on an engineering apprentice last year from Knole Academy and hoped to possibly take on another one next year. They had recently started operating the 429 service on a Sunday which without advertising had already gained good numbers. Some leaflet dropping had taken place before Christmas and some more would take place over the next two weeks. It was a service supported by the local county Members' Highway Fund. At the moment it was operating at 50-60 passengers, if it were possible to build it up to 80-100 it would still not be commercially viable but would be cheaper.

A Member raised concerns of school children talking to the bus driver and standing too close to the front. She had spoken to the Police about this issue over a year ago, but was still seeing it happen. The bus operators explained that whilst not desirable it was hard to prevent and they had a good safety record. Buses were designed for standing passengers. Go Coach undertook to speak to their drivers. It was noted that health and safety reasons would prevent a form of barrier.

The Chairman on behalf of the Committee thanked the bus operators for attending.

32. Community Infrastructure Levy Charging Schedule

The Principal Planning Officer presented the report which explained that the Community Infrastructure Levy (CIL) was a new mechanism for securing contributions from developers towards the provision of infrastructure that was required to support development. In order to begin charging CIL, the Council needed to prepare a Charging Schedule, which would set out what developers would need to pay in £ per sq m of new buildings and any variations by area or type of development. Following consultation between June and August 2012, responses to the consultation had been reviewed and additional work on the evidence base had been undertaken.

A Draft Charging Schedule had been prepared and it was recommended that the proposed residential charges remain at £75/m² and £125/m², based on the same charge areas previously consulted on. Proposed charges for supermarkets and retail warehouses continue to be at £125/m² but on the basis of additional viability evidence it was proposed that other retail uses were not charged CIL. If agreed, the Draft Charging Schedule would be published for interested parties to comment on and would then be submitted for independent examination. If found sound, it was likely that the Council would be in a position to adopt the Charging Schedule in late 2013 / early 2014.

Public Sector Equality Duty

Members noted that there were no adverse equality impacts arising from this report.

Resolved: That the following recommendations to Council be endorsed subject to a request that the Environment Select Committee have the opportunity to review the implementation plan before it is adopted:

- a) That the Community Infrastructure Levy Draft Charging Schedule be agreed for publication and submission for independent examination; and
- b) That the Portfolio Holder is authorised to agree minor presentational changes and detailed amendments to the Charging Schedule to assist the clarity of the document.

The Principal Planning Officer was thanked for all his hard work.

THE MEETING WAS CONCLUDED AT 8.25 PM

CHAIRMAN

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ACTIONS FROM THE MEETING HELD ON 15 JANUARY 2013

Action	Description	Status and last updated	Contact Officer
ACTION 1	Bus Companies to provide passenger numbers to the next meeting they attend.	To be answered at next meeting bus companies attend.	

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Environment Select Committee Work Plan 2012/13

Topic	19 March 2013	May 2013	September 2013	October 2013	January 2014
Planning Policy (Alan Dyer)		Gypsies and Travellers Plan			
Development Control (Alan Dyer)					
Building Control (Richard Wilson)					
Street Scene & Air Quality (Richard Wilson)	Declaration of Birchwood Road, Swanley AQMA and the variation of existing Air Quality Management Areas along the A25 and declaration of a new single Air Quality Management Area along the its entire length'		Gatwick		
Transport (including parking) (Richard Wilson)				Rail Companies	Bus Companies

Topic	19 March 2013	May 2013	September 2013	October 2013	January 2014
Economic Development and Tourism (Lesley Bowles)		Question time - Portfolio Holder			
Budget (Adrian Rowbotham)					
Other					

Possible items to be considered in the future (for items not yet timetabled in):

- Conservation Area Appraisals and Management Plans (ad hoc items)

DECLARATION OF AIR QUALITY MANAGEMENT AREAS

Environment Select Committee - 19 March 2013

Report of the: Community and Planning Services Director and Deputy Chief Executive

Status: For recommendation to Cabinet

Also to be considered by: Cabinet – 11 April 2013

Key Decision: Yes

Executive Summary: This report confirms the results of the detailed Air Quality Assessment report that was completed in 2012 and the outcome of the public consultation carried out in February 2013. It recommends that the existing Air Quality Management Areas (AQMAs) along the A25 are merged and replaced by one AQMA running the length of the A25 based on monitored exceedances of the nitrogen dioxide (NO₂) annual mean objective and that an additional AQMA is declared at the junction of Birchwood Road and London Road, Swanley.

This report supports the Key Aim of the Community Plan of a green and healthy environment.

Portfolio Holder Cllr Mrs A Hunter

Head of Service Head of Environmental and Operational Services – Mr Richard Wilson

Recommendation to Environment Select Committee:

It be RESOLVED that it be recommended to Cabinet that orders be declared to extend the following Air Quality Management Areas to include the following

a) The existing Air Quality Management Areas (AQMAs) along the A25 are merged and replaced by one AQMA running the length of the A25 based on monitored exceedances of the air quality nitrogen dioxide (NO₂) annual mean objective.

b) An additional AQMA is declared at the junction of Birchwood Road and London Road, Swanley.

The geographical locations of these AQMAs are defined in Appendices A, B and C to this report.

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Background

- 1 Sevenoaks District Council Currently has eleven Air Quality Management Areas (AQMAs). The first of these were declared in 2002 for fine particles (PM10) and Nitrogen dioxide [NO₂] along the routes of the M20, M25, M26, A20 (T), A21, and at the junction of the A25 and A224 at Riverhead.
- 2 Following a detailed assessment in 2006, five further AQMAs were declared as a result of traffic related NO₂ levels identified in excess of national air quality objectives. These are B2173 Swanley - London Road (East), High Street, Bartholomew Way and parts of Central town area; A25 Seal – High Street; A225 Sevenoaks – High Street ; A25 Westerham – High Street, Market Square, Vicarage Hill, London Road (A233) and A25 Sevenoaks – Bat & Ball junction with A225. During 2007 the boundaries of existing AQMA's in Sevenoaks, Riverhead, Dunton Green and Farningham were extended because of traffic related exceedance of NO₂.
- 3 Local authorities are required to carry out regular review and assessments of air quality in their areas. As part of this statutory requirement, the Environmental Health team undertook an Updating and Screening Assessment in 2012 which highlighted several roadside monitoring sites along the A25 as having levels of nitrogen dioxide in excess of objective levels and made recommendations for further AQMAs to be declared. Of these sites, two have been identified as being at levels where the objective is likely to be breached at the nearest residential dwelling. These locations are at the junction of Chart Lane and the High Street in Brasted and Amherst Hill in Riverhead where levels were recorded at 55 µg/m³ and 48 µg/m³ respectively. (Compared to the 40 µg/m³ annual average air quality objective). The proposed extended AQMA contains an additional 239 properties.
- 4 An Updating and Screening Assessment carried out by the District Council in 2009, identified an area at the junction of Birchwood Road and London Road in Swanley that was at risk of exceeding the annual mean nitrogen dioxide (NO₂) objective. As a result a Detailed Assessment of this junction was carried out in December 2011 to confirm whether or not the objective was exceeded and to estimate the extent of any area that does exceed the air quality objective. The Detailed Assessment estimated the levels of NO₂ to be 57 µg/m³ at the worst affected property and therefore confirmed the need to designate an AQMA at this junction. The proposed AQMA contains 22 residential properties.

Consultation

- 5 Public and statutory consultation has been carried out in accordance with statutory guidance.

See Appendix E for summary of comments received from consultation.

Proposed Air Quality Management Areas

- 6 It is proposed that the four existing AQMAs along the A25 at Seal, Bat & Ball, Riverhead and Westerham are revoked and merged into a single AQMA running the length of the District from the border with Tonbridge and Malling in the East to the

border with Tandridge in the West. This new AQMA will incorporate the new areas of identified exceedance in Brasted and Riverhead.

See Appendix A for maps showing the location of the current AQMAs along the A25 and Appendix B for maps showing the location of the proposed new single A25 AQMA

8. It is also proposed that an additional AQMA is declared at the junction of Birchwood Road and London Road, Swanley.

See Appendix C for a map showing the location of the proposed Swanley AQMA

9. An Action Plan for these extended areas will be incorporated into the current Air Quality Action Plan 2009 for the existing AQMAs and submitted to DEFRA within 12 – 18 months of the declaration, with annual progress reports thereafter.

See Appendix D for the full list of current and proposed AQMAs

Other Options Considered and/or Rejected

10. Where a local authority identifies that any part of its area is unlikely to meet a prescribed air quality objective, it has a mandatory duty to designate by Order Air Quality Management Areas. As a result of identifying breaches of air quality objectives at Riverhead and Brasted, the District Council is required to designate these areas as new AQMAs or amend existing AQMAs to incorporate these areas. It is felt that merging the existing A25 AQMAs into one would lead to benefits in terms of action planning and administration and would be more cost effective than potentially keep declaring individual new areas along the road.

11. As a result of identifying breaches of air quality objectives at the junction of London Road and Birchwood Road Swanley, the District Council is required to designate this area as a new AQMA. This is a small area with localised traffic conditions and it is therefore felt that this should be designated as a separate AQMA from the existing AQMA in Swanley.

Key Implications

Financial

12. The monitoring required and preparation of action plans relating to the further extended AQMAs can be met from within existing budgeted resources.

Community Impact and Outcomes

13. NO₂ has been identified as having various adverse health effects particularly on the respiratory system and in both asthmatics and non-asthmatics. Short term exposure to this pollutant can increase the likelihood of reaction to allergens such as pollen and has been known to increase asthma in some people. Children exposed to this pollutant may have increased risk of respiratory infections.

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14. These levels are regularly monitored by the Environmental Protection Team, the main cause being pollution from vehicle emissions. Councils have a duty to produce a plan that outlines the action that they are able to take on a local level.

See Appendix F for currently available Air Quality Monitoring Data

Legal, Human Rights etc.

15. The Environment Act 1995 places a statutory duty on Local Authorities to review air quality within their Districts. If it appears that air quality objectives prescribed in the Regulations and the National Air Quality Strategy are not likely to be achieved, then the Local Authority must designate the affected areas as Air Quality Management Areas.

Equality Impacts

16. The decision being made or recommended through this paper does not have potential to disadvantage or discriminate against different groups in the community. The declaration of AQMA's is based on incidental pollution levels and increased levels may cause a minor effect on persons suffering from respiratory difficulties.

17. The decision being made through this paper does not have the potential to promote equality of opportunity. It is a legislative requirement that a local authority declares an AQMA when a national objective level has been exceeded.

18. By declaring Air Quality Management Areas, and delivering an associated action plan, the local authority is effectively taking all possible steps within in their power to manage pollution levels in their district.

Sustainability Checklist

19. A sustainability checklist has been undertaken.

Conclusions

It is a statutory duty to review air quality in the District and where it appears that any national air quality objective is not likely to be achieved, the Local Authority must designate the affected areas as AQMAs.

Risk Assessment Statement

Failure to comply with legislation as outlined above, may lead to action against the Council by the Secretary of State under the powers contained in the Environment Act 1995, or may result in a judicial review on complaint to the courts.

Appendices

Appendix A – maps showing the location of the current AQMAs along the A25

Appendix B – maps showing the location of the proposed new single A25 AQMA

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Appendix C - map showing the location of the proposed Swanley AQMA

Appendix D - for the full list of current and proposed AQMAs

Appendix E - Summary of comments received from consultation

Appendix F - for currently available Air Quality Monitoring Data

Background Papers:

Updating and Screening Assessment 2009
Sevenoaks District Council.

Detailed Assessment 2011 Kings College
Environmental Research Group.

Updating and Screening Assessment 2012
Sevenoaks District Council.

[Air Quality Action Plan 2009](#)

Contact Officer(s):

Annie Sargent Ext 3085

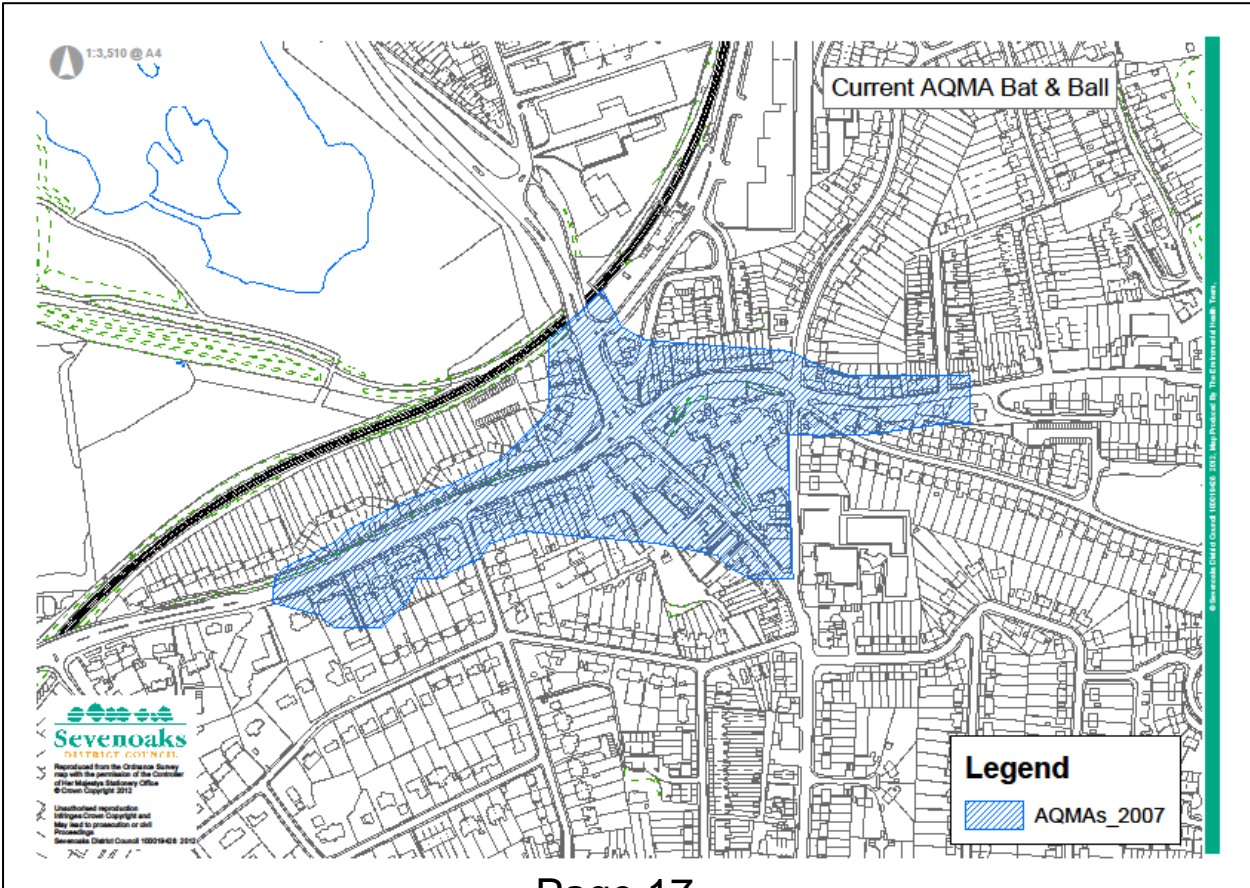
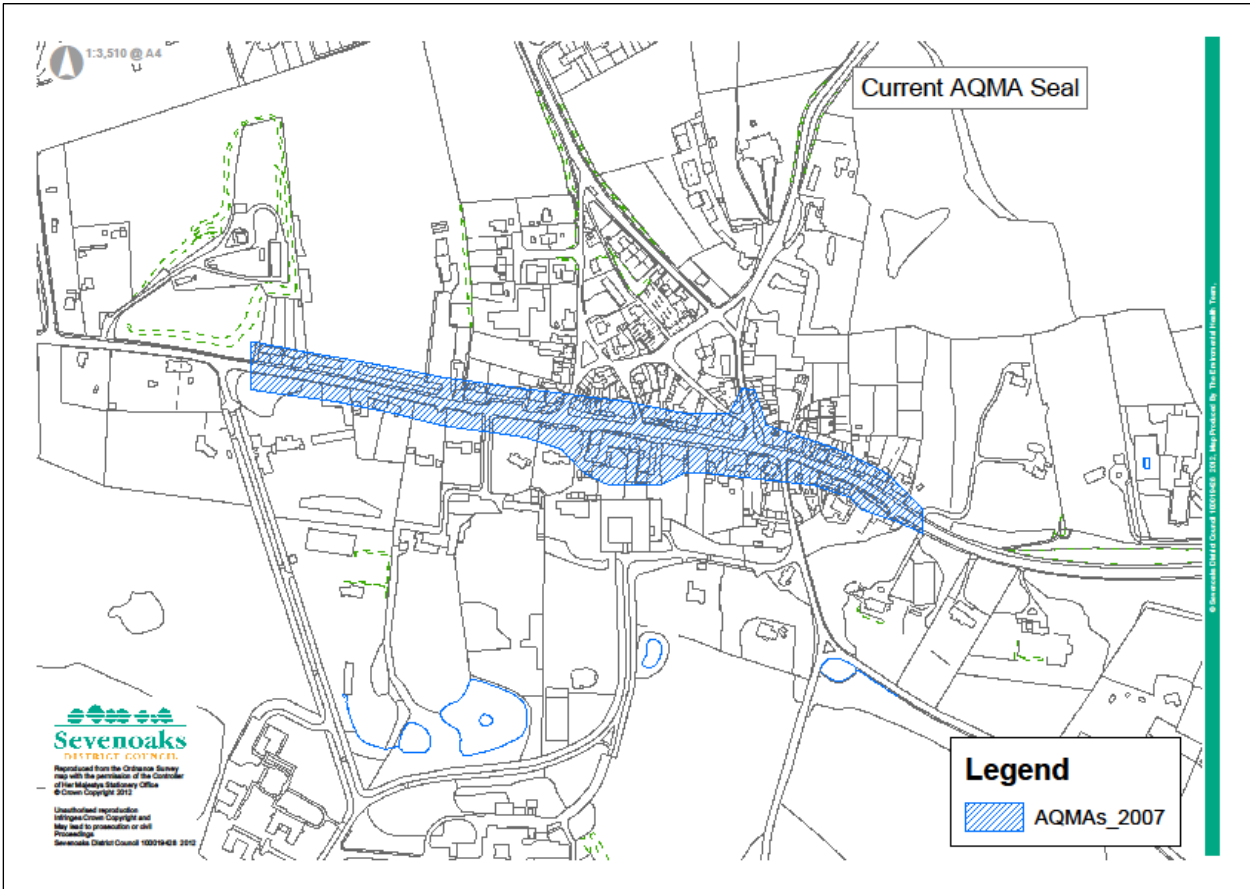
Alex Dawson Ext 3129

James Fox Ext 3250

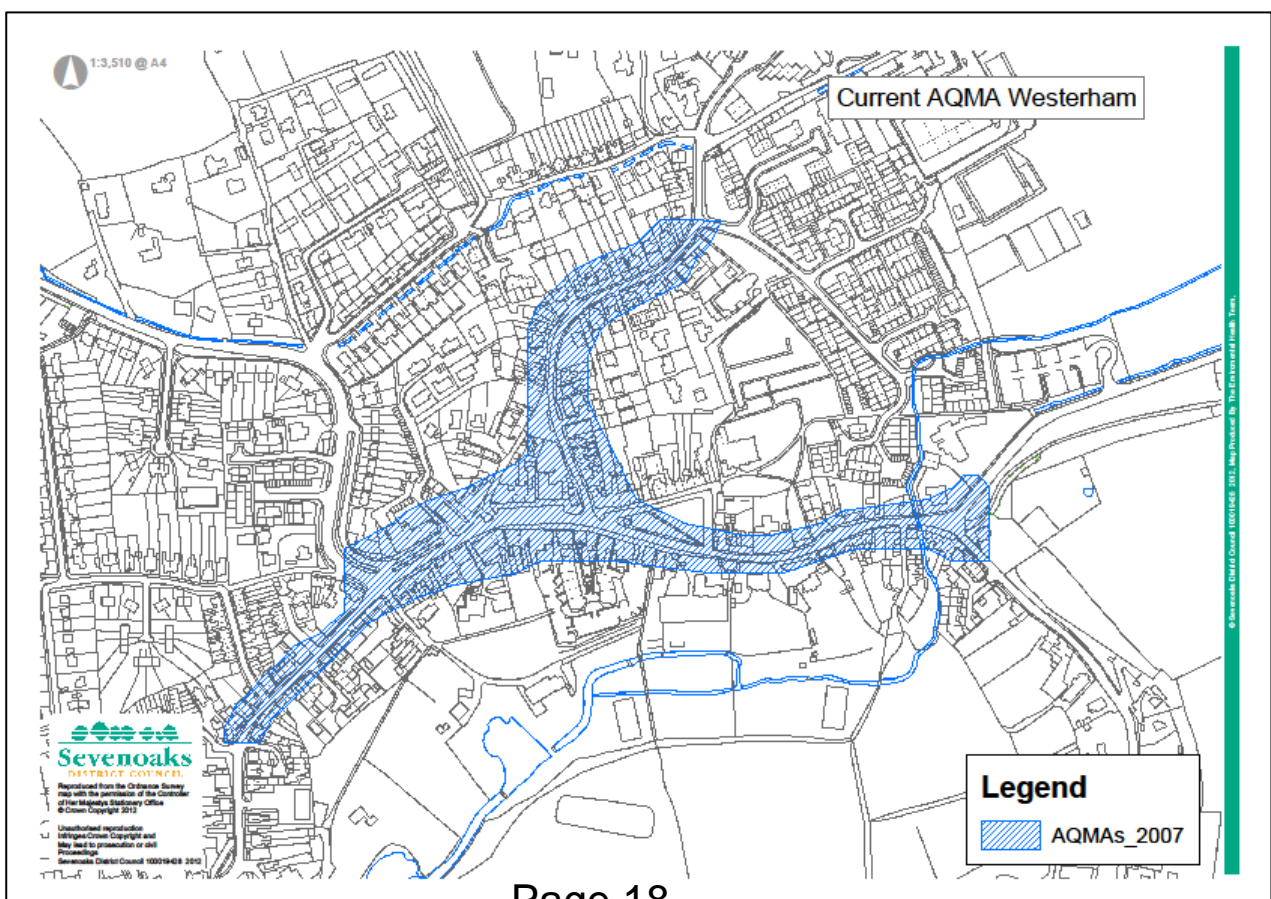
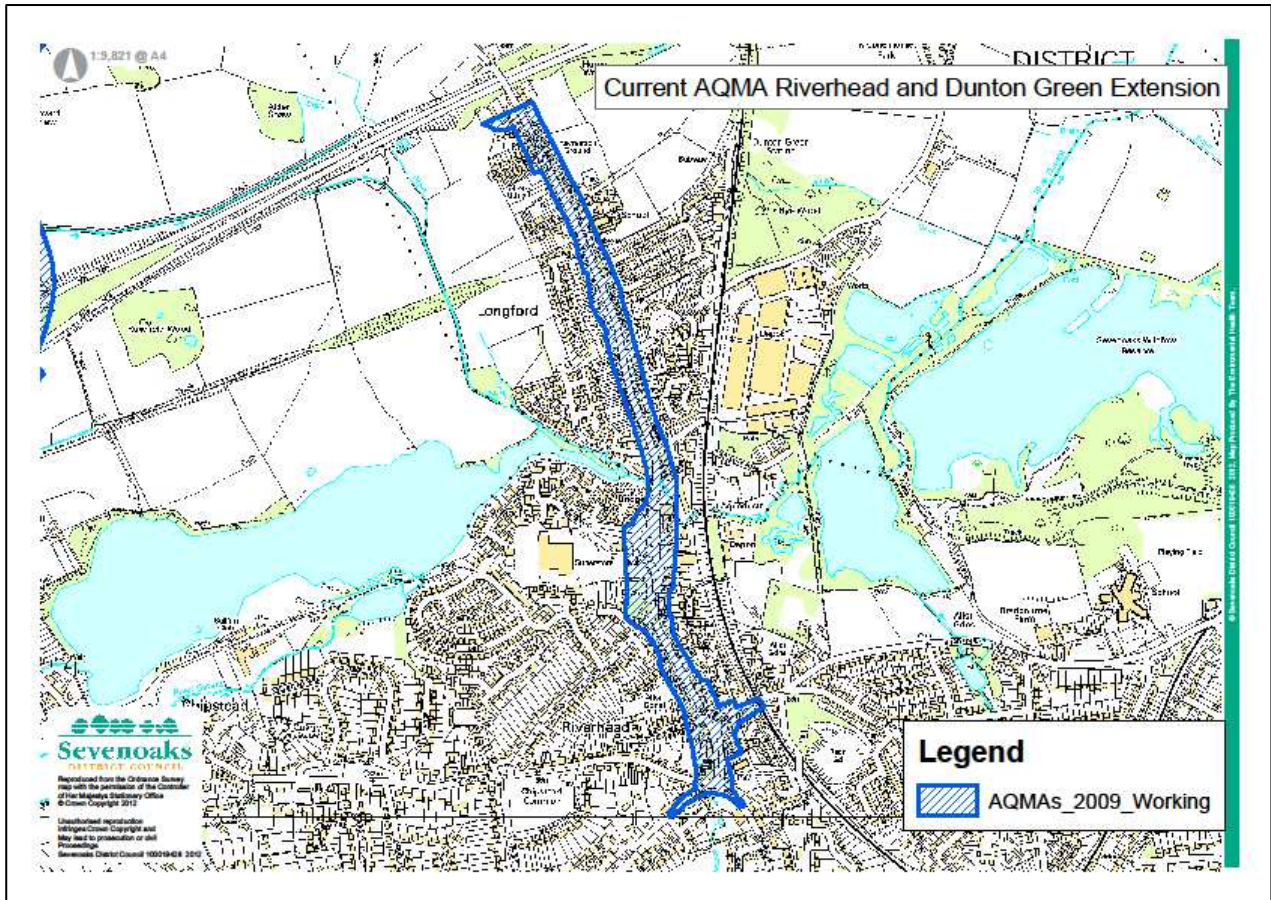
Kristen Paterson

Deputy Chief Executive and Community and Planning Services Director

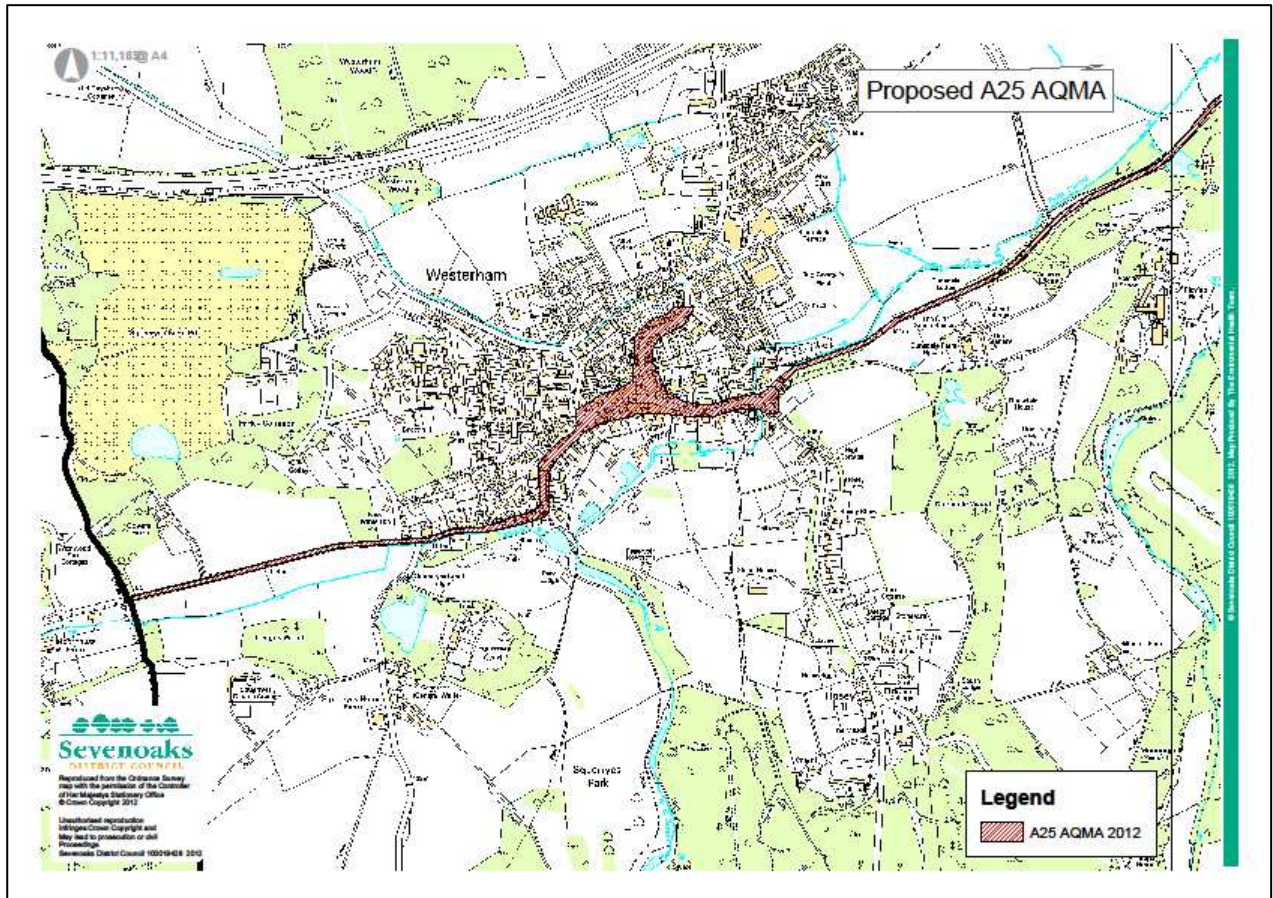
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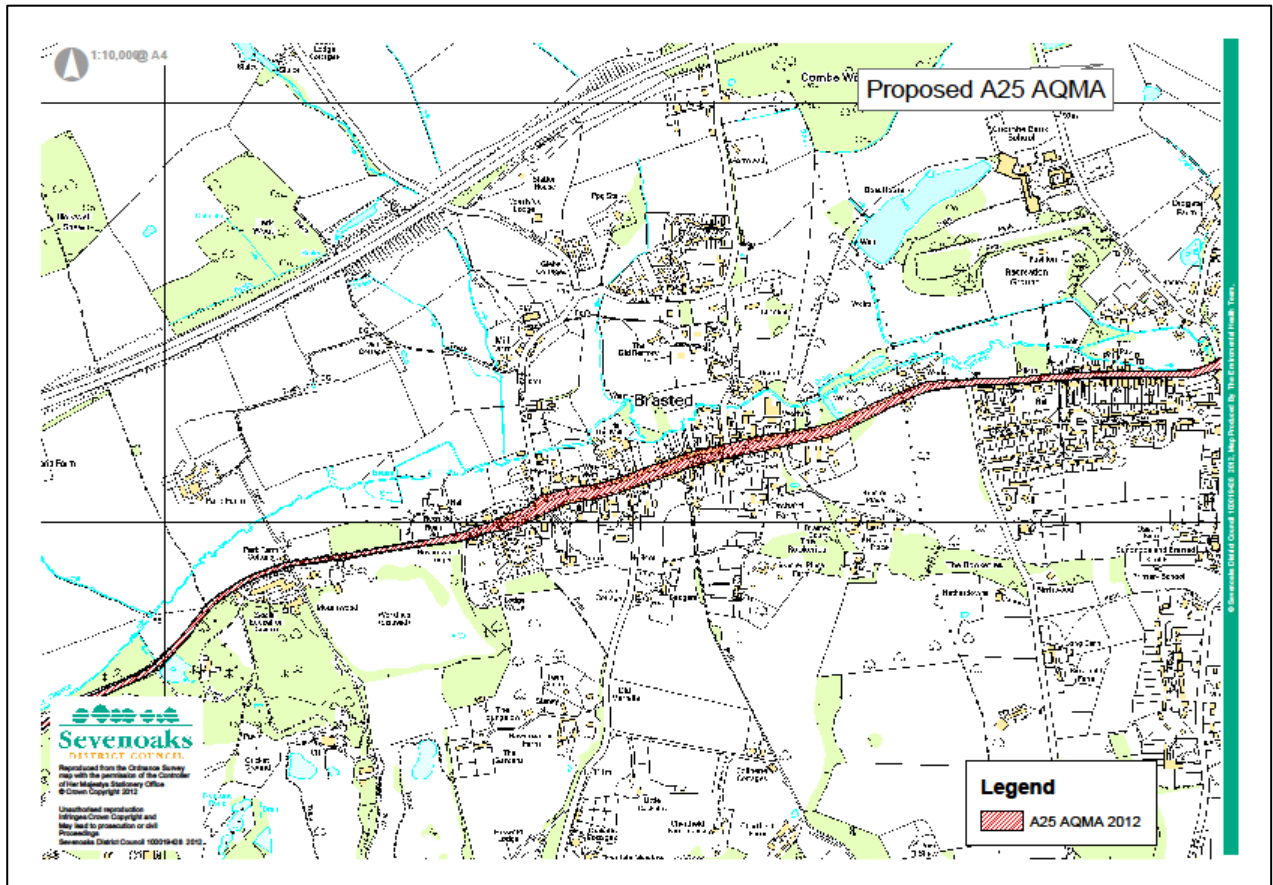
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Appendix A Current A25 AQMAs



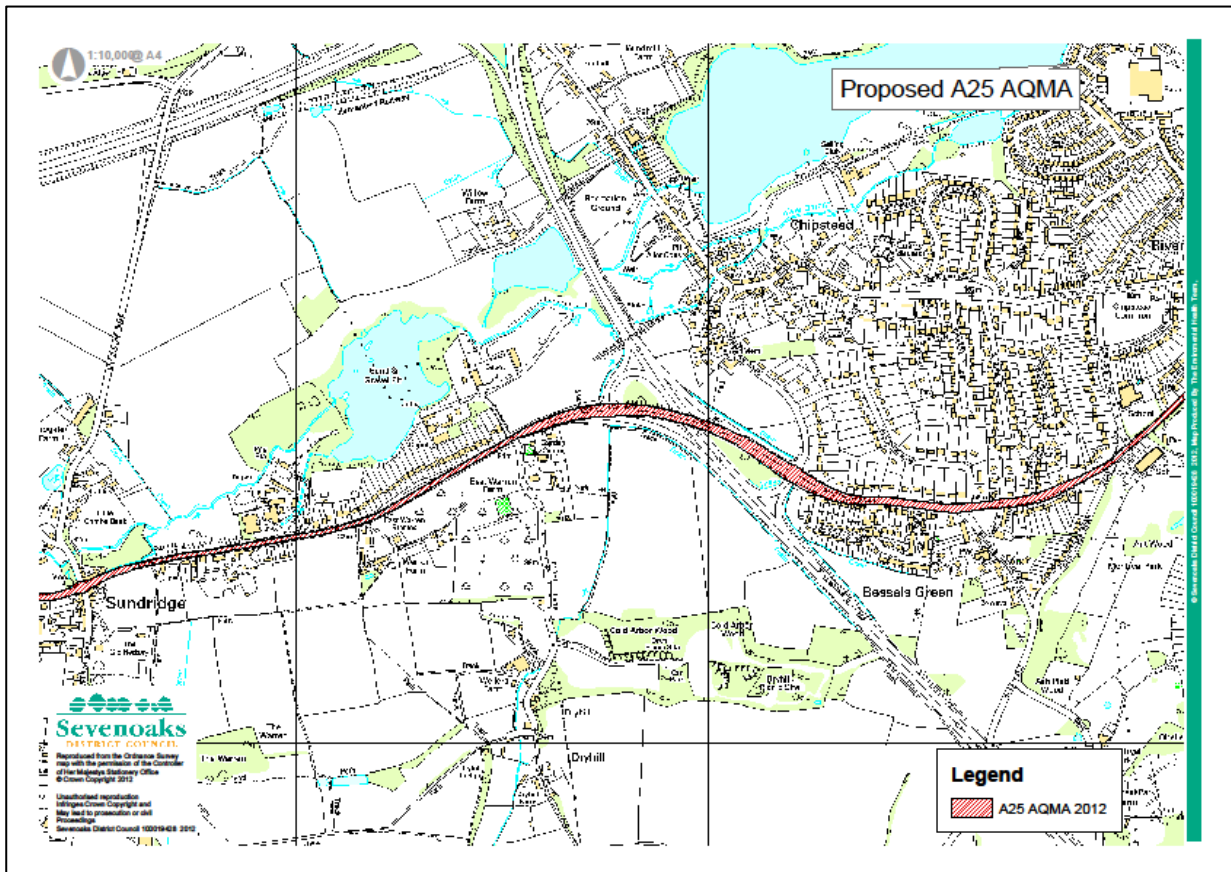
Map 1



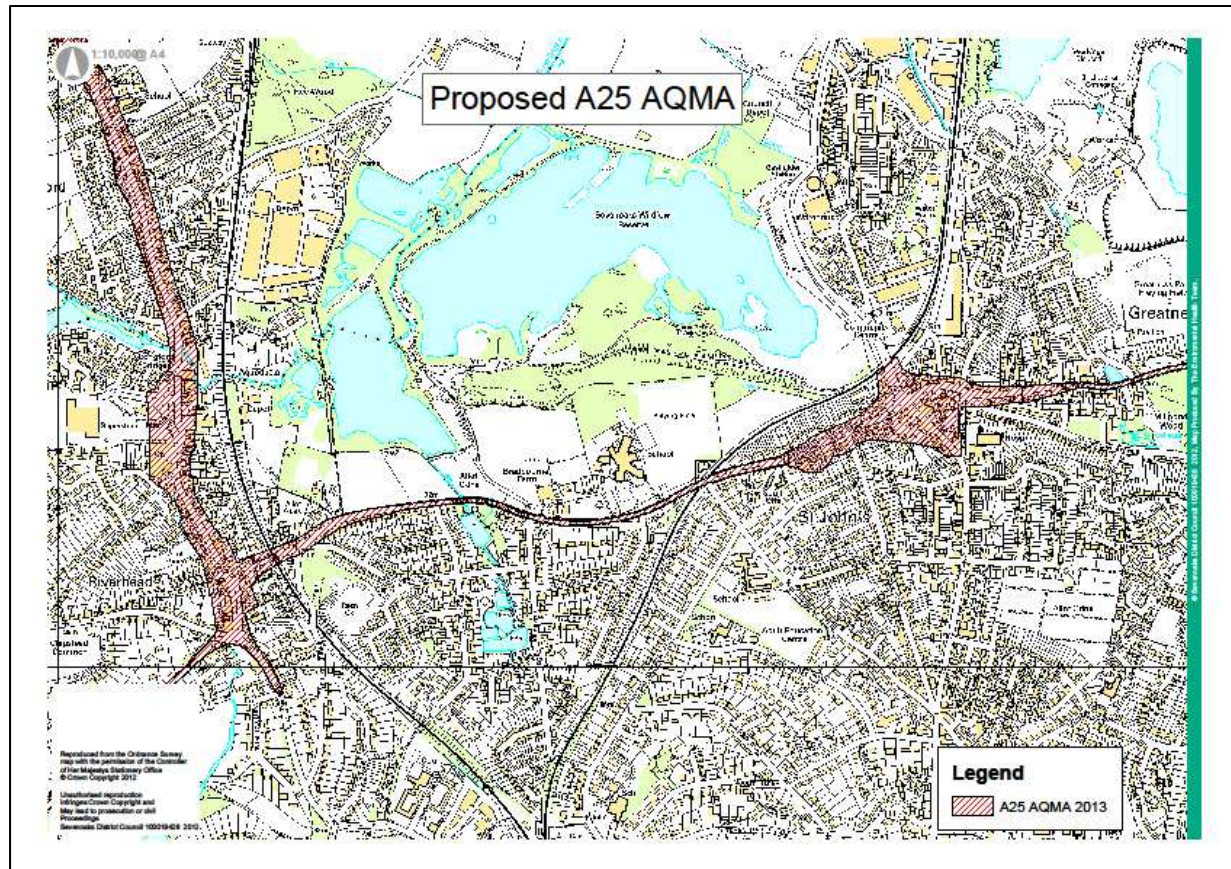
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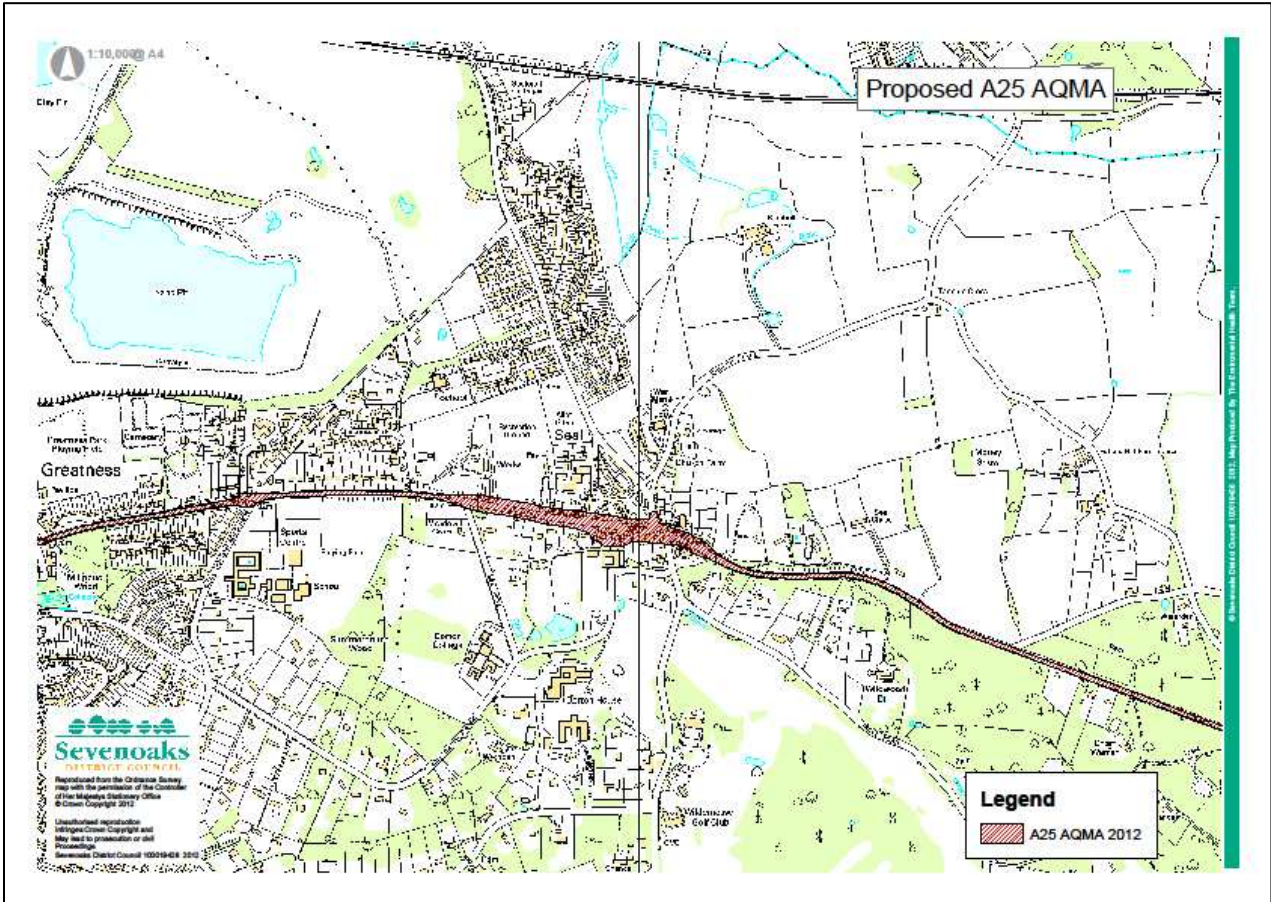
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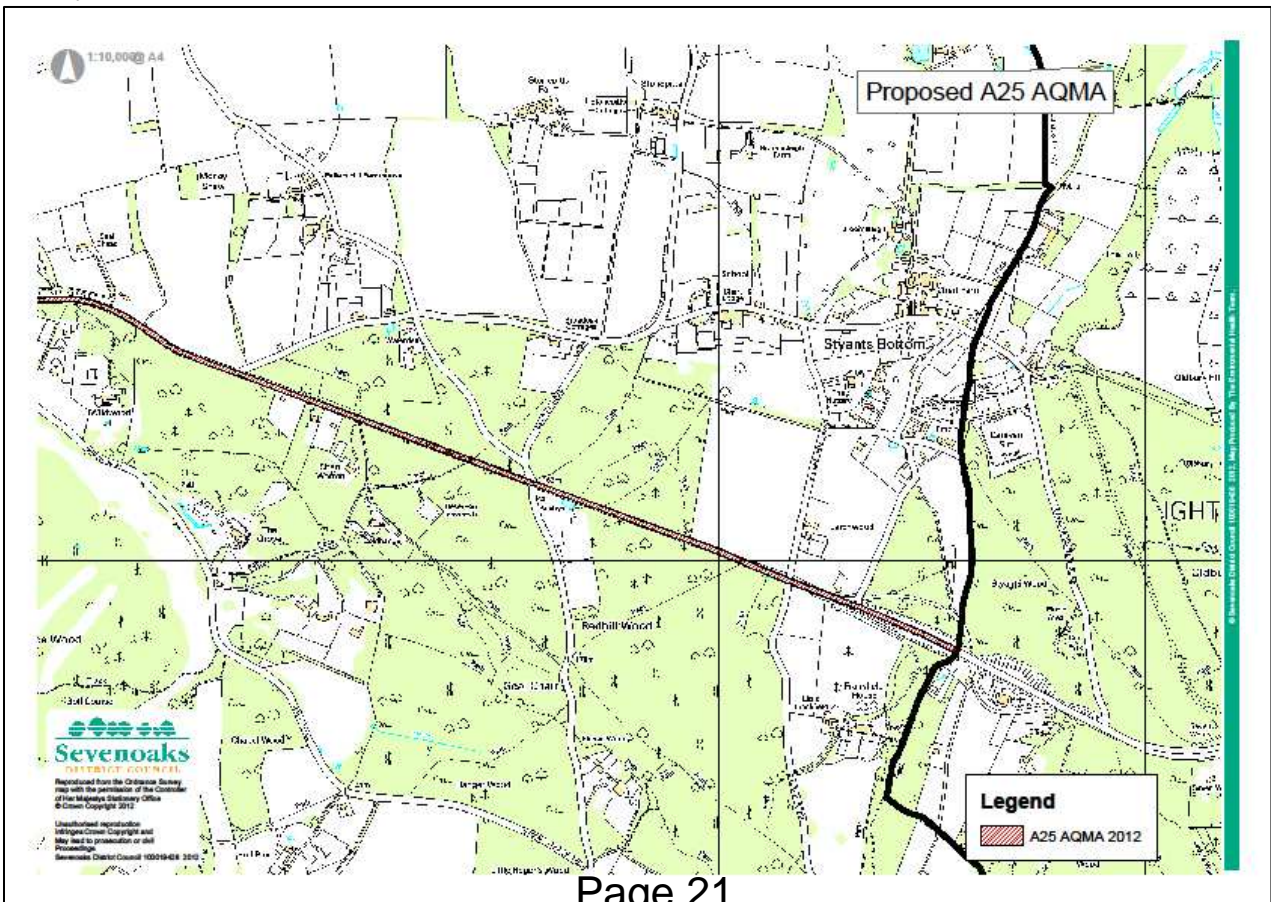
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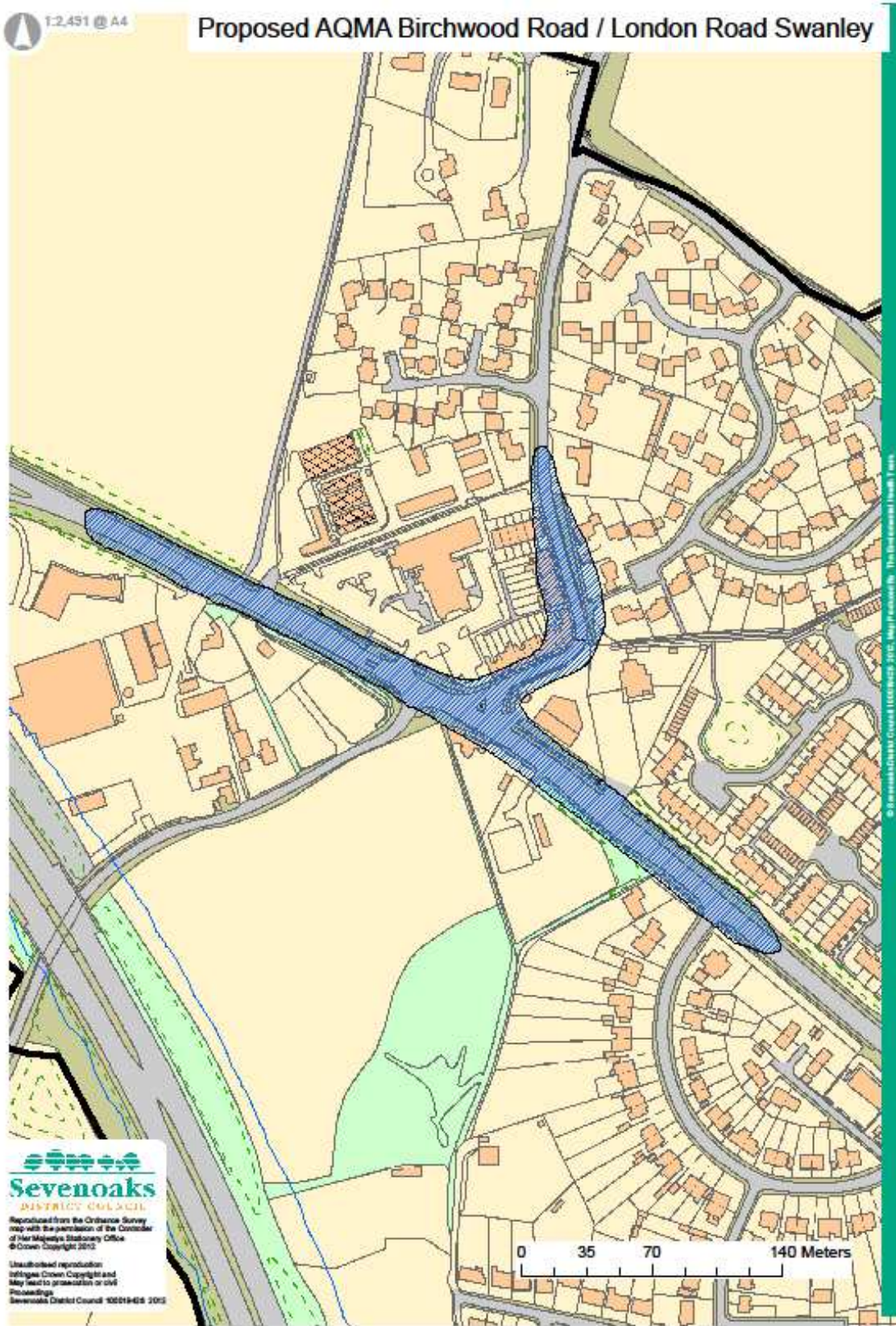
Map 5



Map 6



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List of Existing and Proposed AQMAs

Existing Air Quality Management Areas	Proposed Air Quality Management Areas
AQMA 1 M20 - from Junction 3 of the M25 to the district boundary with Tonbridge and Malling Borough Council (6.9 miles).	Remain the same
AQMA 2 M25 - County border with Surrey to district border with Dartford, including Junctions 3, 4 and 5 and the extension of Junction 5 to connect with the A25 at Bessel's Green (13.5 miles).	Remain the same
AQMA 3 M26 - from junction 5 of the M25 to the district boundary with Tonbridge and Malling Borough Council (5.6 miles).	Remain the same
AQMA 4 A20 (T) Swanley Bypass - from junction 3 of the M25 to the district boundary with the London Borough of Bromley (2.7miles).	Remain the same
AQMA 5 A25 Riverhead - between its northern and southern junctions with the A224 (155m).	Revoked and merged into new AQMA
AQMA 6 M25 - Junction 5 to Kent / Surrey border	Remain the same
AQMA 8 B2173 Swanley – London Road (East); High Street; Bartholomew Way and parts of Central town area for NO2	Remain the same
AQMA 9 A25 Seal – High Street for NO2	Revoked and merged into new AQMA
AQMA 10 A225 Sevenoaks – High Street for NO2	Remain the same
AQMA 11 A25 Westerham – High Street; Market Square; Vicarage Hill; London Road (A233) for NO2	Revoked and merged into new AQMA
AQMA 12 A25 Sevenoaks – Bat & Ball junction with A225 for NO2	Revoked and merged into new AQMA
	AQMA 13 A25 from district boundary with Tonbridge and Malling Borough Council to district boundary with Tandridge District Council. For NO2
	AQMA 14 Junction of London Road and Birchwood Road Swanley for NO2
Total = 11	Total = 9

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Consultation Comments Summary

239 consultation letters were sent out to residents and local businesses in the proposed A25 AQMA 1 response were received.

23 letters were sent out to residents and local businesses within the proposed Swanley AQMA 1 response was received.

Consultation Letters were also sent out to the statutory consultees, Town and Parish Councils

Comments are summarised below:

Consultee	Comments
Resident, Swanley	I have long asked that HGVs be banned from using this section of road. This would reduce the air pollution hugely, particularly at peak times, when they often have to wait a considerable time for a gap in the oncoming traffic, in order to get round the bend .
Councillor Fittock, Swanley	I fully support the proposals for the new zone. I would suggest that an introduction of a 30 mile speed limit along London Road from Birchwood Corner to the Town Centre might help to prevent the bunching of traffic at the Birchwood traffic lights. This would also give weight to the call for speed limits on that section of road following a recent fatality. It would also conform with the 30MPH limit that is already in place in London Road to the East of the town centre. This would be a comparatively affordable win and would have local support though might be a challenge to enforce without other traffic calming measures.
Sundridge and Ide Hill Parish Council	We are concerned regarding the air quality and would support pollution studies which will prove the case. We would welcome any further information to aid in this matter.
Resident, Riverhead	Air quality deteriorates on the A25 Bradbourne Vale Road outside our property when the traffic is congested and backs up from the Riverhead roundabout. You asked for any comments or suggestions regarding the consultation and we would like to make the following:-

	<p>1. Additional signage discouraging HGVs from using the A25</p> <p>2. Designating the A25 a Low Emission Zone</p>
Tonbridge and Malling Borough Council	<p>Tonbridge and Malling Borough Council (TMBC) share many strategic busy roads with Sevenoaks District Council (SDC); most notably the A25, M20, M26 and A20. It follows that the traffic related air quality problem along these roads are interlinked between the two Authorities. As a result we would like to take this opportunity to set up closer joint working relationship between air quality officers of TMBC and those of SDC. This is in accordance with actions from our Air Quality Action Plan to ensure close working relationships with our neighbouring local authorities. In light of TMBC's own recent consultation on declaration of a proposed AQMA in Borough Green, the need for joint working in terms of traffic on the A25 is of the utmost important.</p>
Westerham Town Council	<p>Westerham Town Council discussed the AQMA consultation letter at the Planning and Development Committee meeting today, they had no comments to make on this consultation.</p>
Natural England	<p>Natural England does not have any comment to make on the aforementioned consultation.</p>
Friends of the Earth Sevenoaks Local Group	<p>As coordinator of the Friends of the Earth Sevenoaks Local Group we would welcome the suggestion that the A 25 be declared an Air Quality Management Area. However we wondered how this would be monitored. Given the cost of fixed monitoring points would it be possible to organise mobile monitoring? I understand that this is used in London.</p> <p>We note the intended efforts of the District Council to encourage energy-saving and decrease car use. We would be interested to know which practical actions are underway to implement these.</p>

Kent County Council	Kent Highways and our Kent Transport Policy Team are satisfied with the proposal for the designation.

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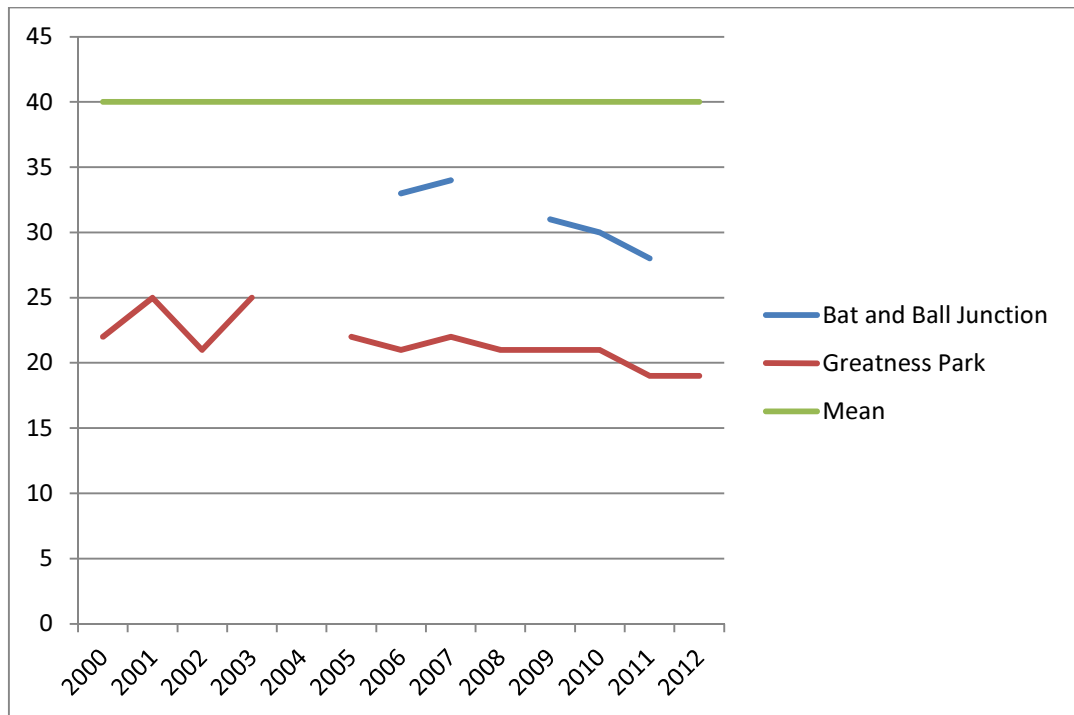
Sevenoaks District Council Air Quality Monitoring Data 2012

Nitrogen Dioxide

Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective

Location	Annual mean concentrations ($\mu\text{g}/\text{m}^3$)												
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Bat and Ball Junction							33	34	-	31	30	28	-
Greatness Park	22	25	21	25		22	21	22	21	21	21	19	19

Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Automatic Monitoring Sites.



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Appendix F

Nitrogen Dioxide Diffusion Tubes (Sevenoaks)

Site Number	Site Location	All results in ug/m-3		NO2 annual objective 40ug/m-3				
		2006	2007	2008	2009	2010	2011	2012
3	Garvock Drive. Sev					15.8	13.7	15.3
2	High Street. South 1	59.6	61.1	60.2	62.8	63.7	64.1	66.1
27	High Street. South 2 School Sev	47	46.3	44	44.3	46.7	46.2	46
28	High Street North 2	48.6	48.7	48.3	49.6	50.4	48.2	52.9
29	High Street North 3 Seal Hollow Jcn	37.1	35.9	36.2	33.2	31.6	31.2	34.3
48 (16)	London Road 48	40.5	37.2	32.5	35.1	35.5	37.6	36.6
49	London Road 49		37.9	34.6	37.6	36.5	36.4	34
51	London Road 51		51.4	46.5	42	43.9	42.8	44.3
89	London Road 89					35.8	36.9	37
52	London Road 52		41.7	41.1	43.5	41.3	42.2	42.3
77	London Road / Montreal			47.8	47.8	47.3	48.1	45.8
87	Bradbourne Vale Road South					53.7	58	57.9
88	Bradbourne Vale Road North					41.5	40.1	40.7
90	4A St Johns Hill					40.8	41.4	42
91	St johns Egdean Walk					22.2	23.6	23.4

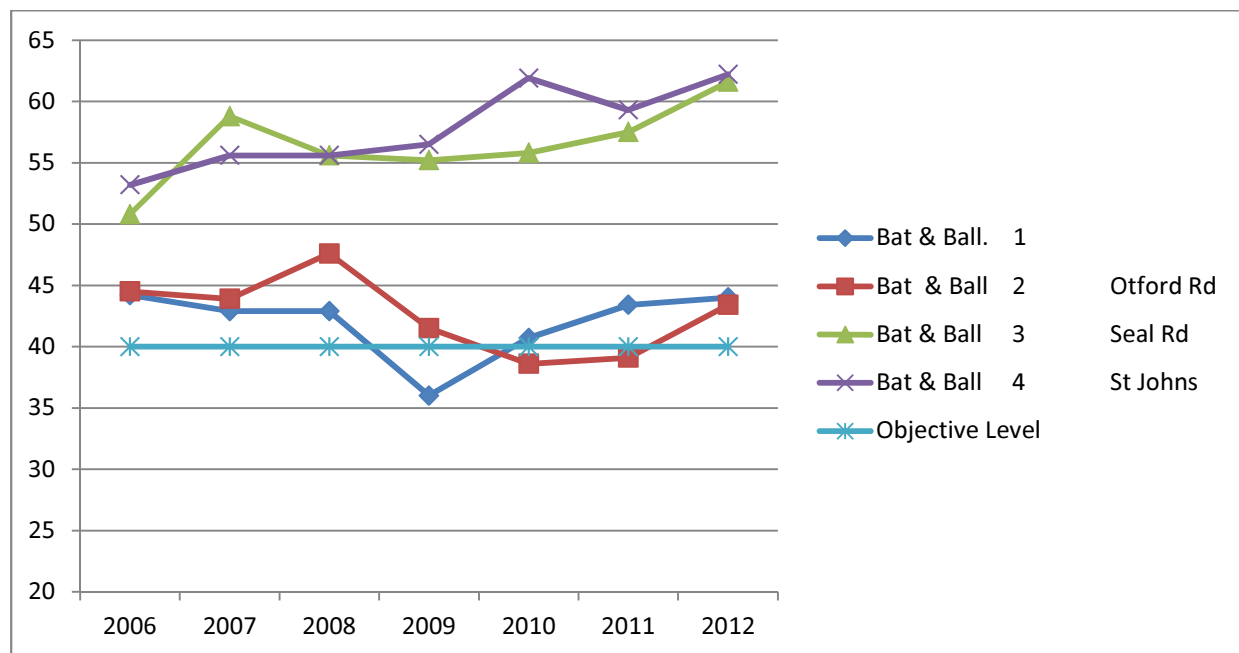
Trends of Nitrogen Dioxide Diffusion Tubes (Sevenoaks)



Results of Nitrogen Dioxide Diffusion Tubes (Bat and Ball)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
23	Bat & Ball. 1	44.2	42.9	42.9	36	40.7	43.4	44
30	Bat & Ball 2 Otford Rd	44.5	43.9	47.6	41.5	38.6	39.1	43.4
31B	Bat & Ball 3 Seal Rd	50.8	58.8	55.6	55.2	55.8	57.5	61.6
32	Bat & Ball 4 St Johns	53.2	55.6	55.6	56.5	61.9	59.3	62.2

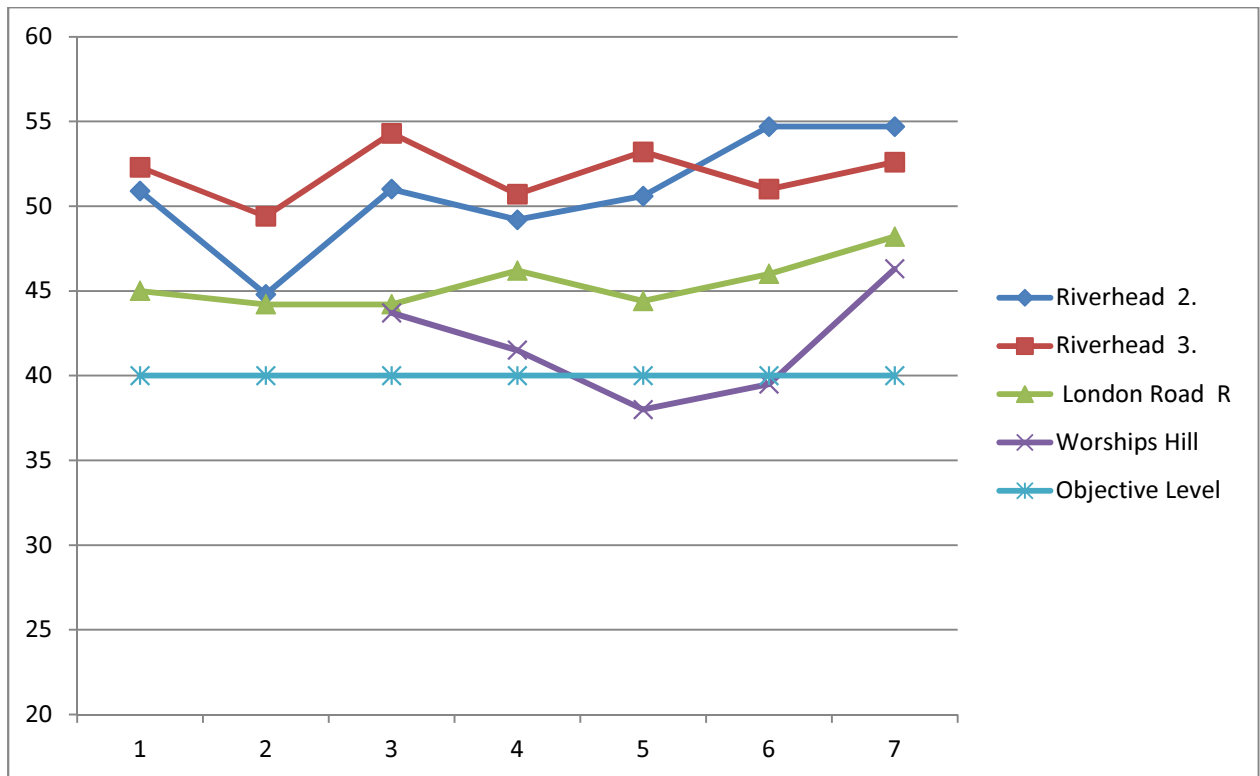
Trends of Nitrogen Dioxide Diffusion Tubes (Bat and Ball)



Results of Nitrogen Dioxide Diffusion Tubes (Riverhead)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
5	Riverhead 2.	50.9	44.8	51	49.2	50.6	54.7	54.7
6	Riverhead 3.	52.3	49.4	54.3	50.7	53.2	51	52.6
42	London Road R	45	44.2	44.2	46.2	44.4	46	48.2
76	Worships Hill			43.7	41.5	38	39.5	46.3

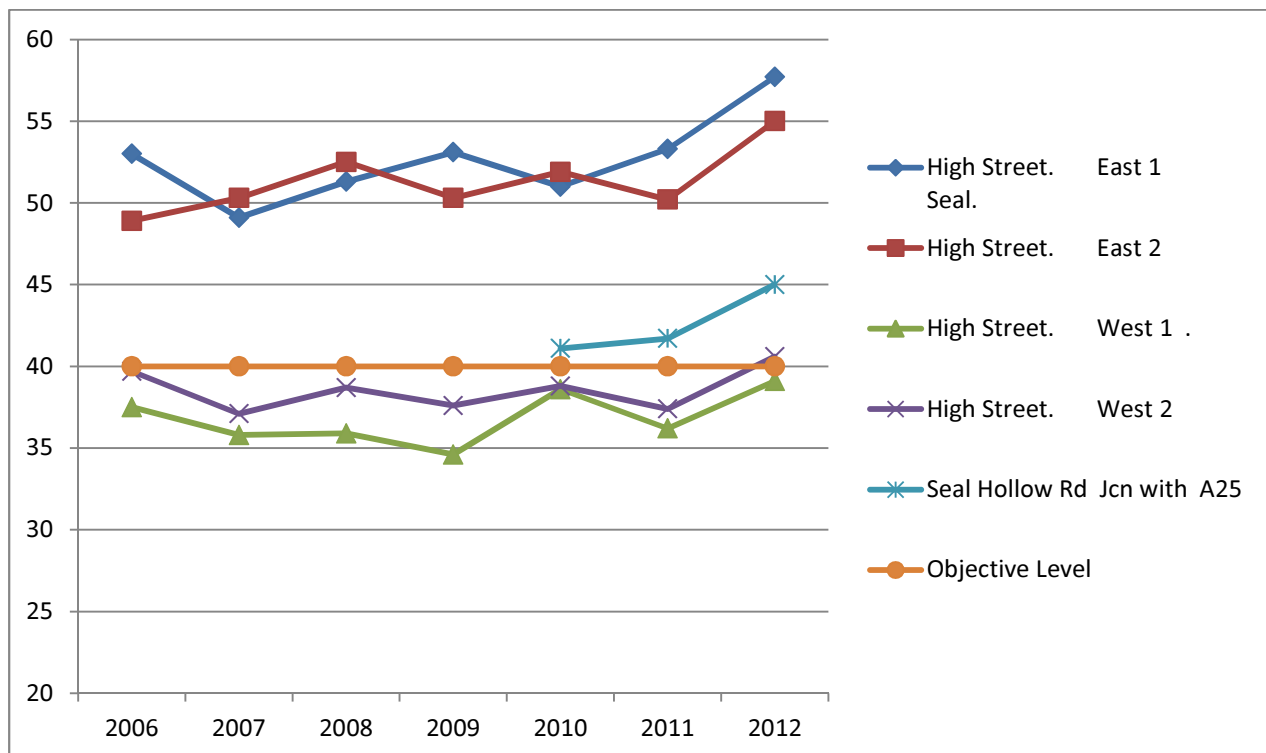
Trends of Nitrogen Dioxide Diffusion Tubes (Riverhead)



Results of Nitrogen Dioxide Diffusion Tubes (Seal)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3							
		2006	2007	2008	2009	2010	2011	2012	
7	High Street. East 1 Seal.	53	49.1	51.3	53.1	51	53.3	57.7	
33	High Street. East 2	48.9	50.3	52.5	50.3	51.9	50.2	55	
8	High Street. West 1 .	37.5	35.8	35.9	34.6	38.6	36.2	39.1	
34	High Street. West 2	39.7	37.1	38.7	37.6	38.8	37.4	40.6	
35	Seal Hollow Rd Jcn with A25					41.1	41.7	45	

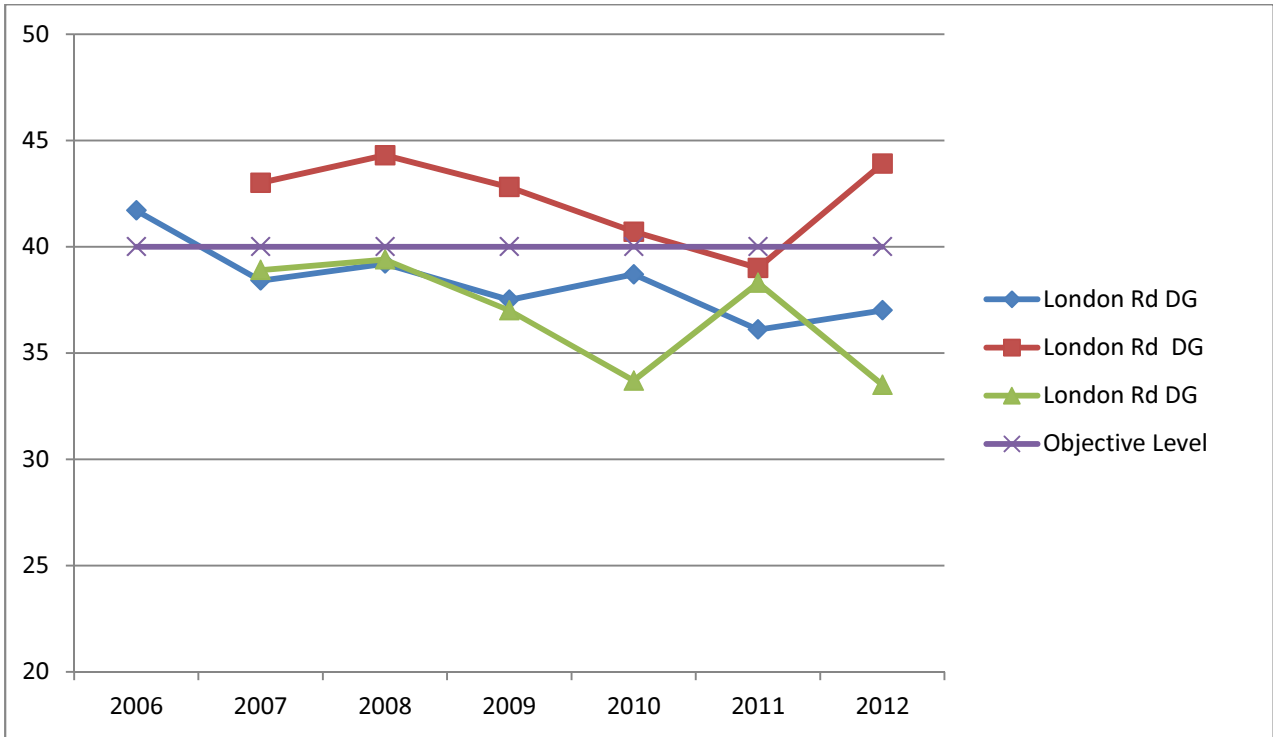
Trends of Nitrogen Dioxide Diffusion Tubes (Seal)



Results of Nitrogen Dioxide Diffusion Tubes (Dunton Green)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
43	London Rd DG	41.7	38.4	39.2	37.5	38.7	36.1	37
54	London Rd DG		43	44.3	42.8	40.7	39	43.9
57	London Rd DG		38.9	39.4	37	33.7	38.3	33.5

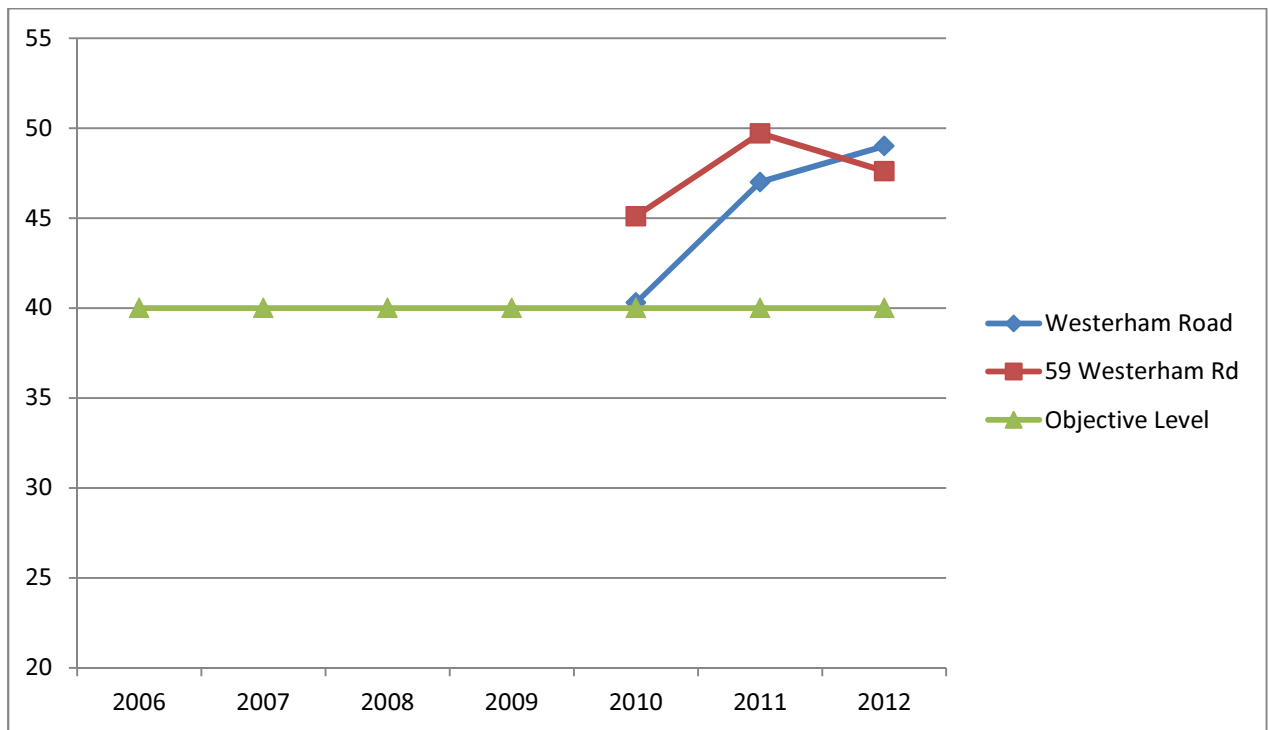
Trends of Nitrogen Dioxide Diffusion Tube (Dunton Green)



Results of Nitrogen Dioxide Diffusion Tubes (Bessels Green)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
74	Westerham Road					40.3	47	49
86	59 Westerham Rd					45.1	49.7	47.6

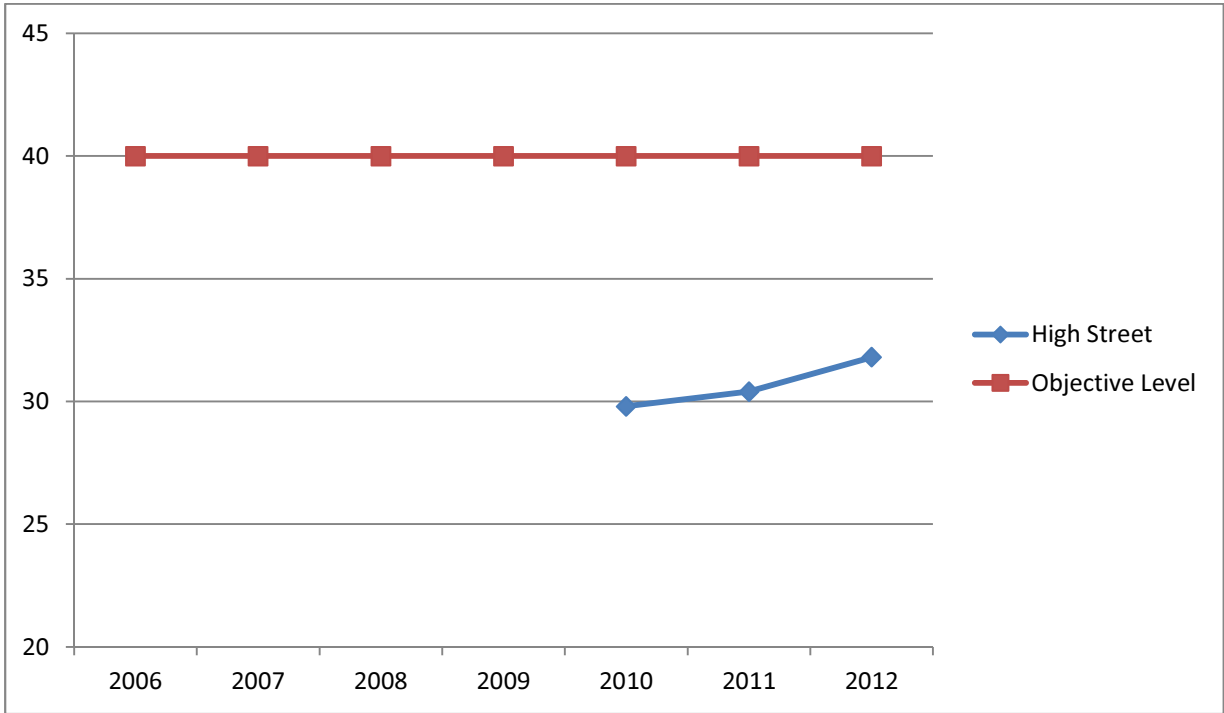
Trends of Nitrogen Dioxide Diffusion Tubes (Bessels Green)



Results of Nitrogen Dioxide Diffusion Tubes (Eynsford)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
96	High Street					29.8	30.4	31.8

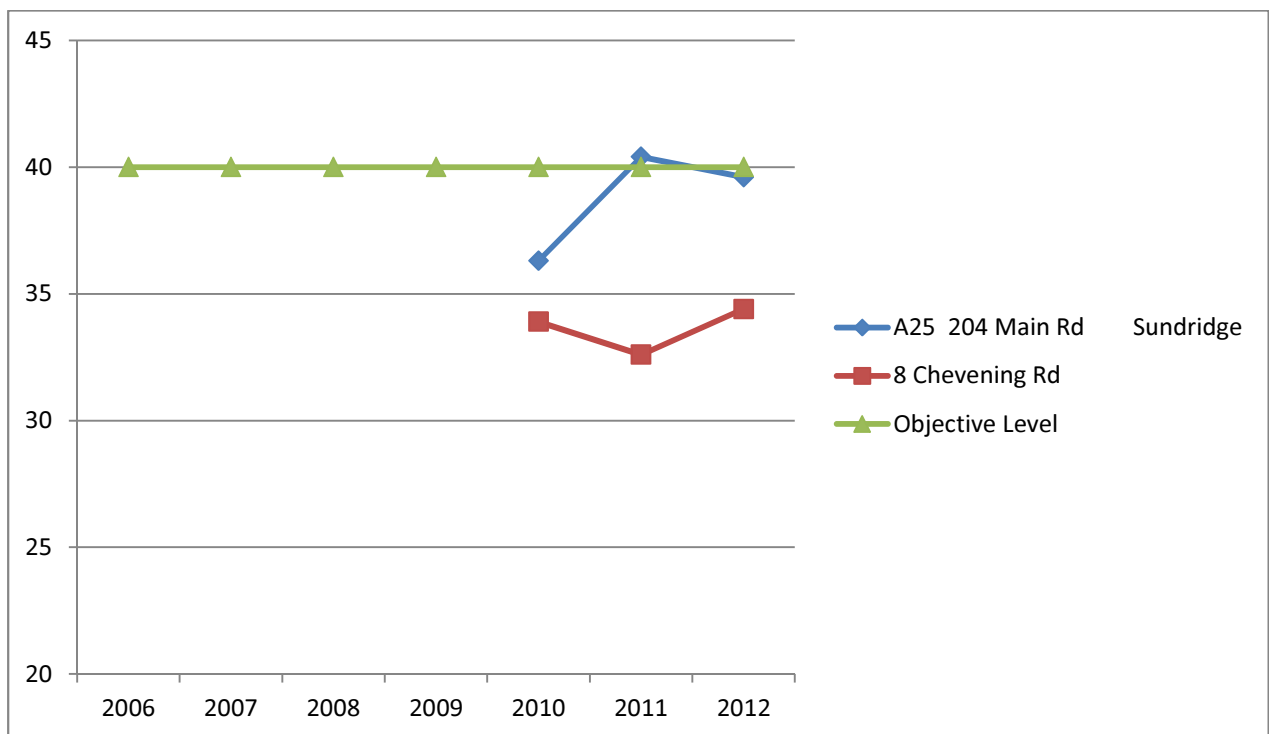
Trends of Nitrogen Dioxide Diffusion Tubes (Eynsford)



Results of Nitrogen Dioxide Diffusion Tubes (Sundridge)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
71	A25 204 Main Rd Sundridge					36.3	40.4	39.6
92	8 Chevening Rd					33.9	32.6	34.4

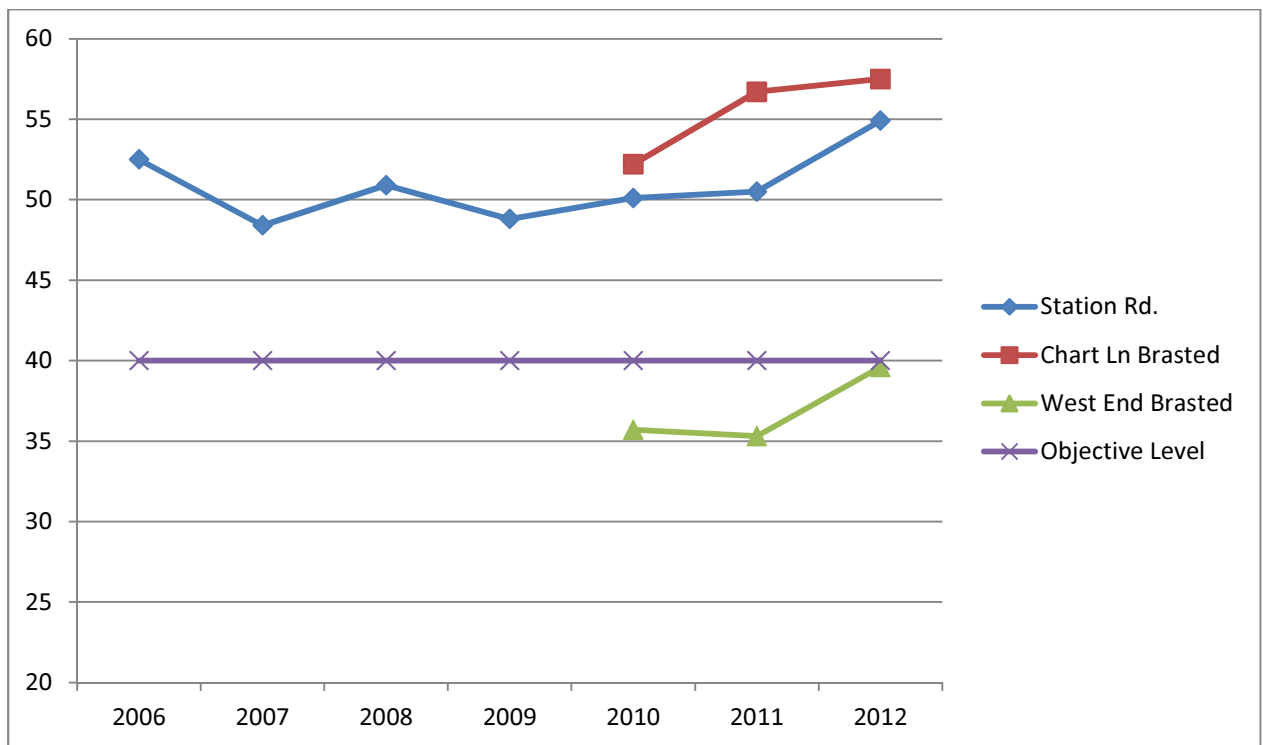
Trends of Nitrogen Dioxide Diffusion Tubes (Sundridge)



Results of Nitrogen Dioxide Diffusion Tubes (Brasted)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
12	Station Rd.	52.5	48.4	50.9	48.8	50.1	50.5	54.9
85	Chart Ln Brasted					52.2	56.7	57.5
84	West End Brasted					35.7	35.3	39.6

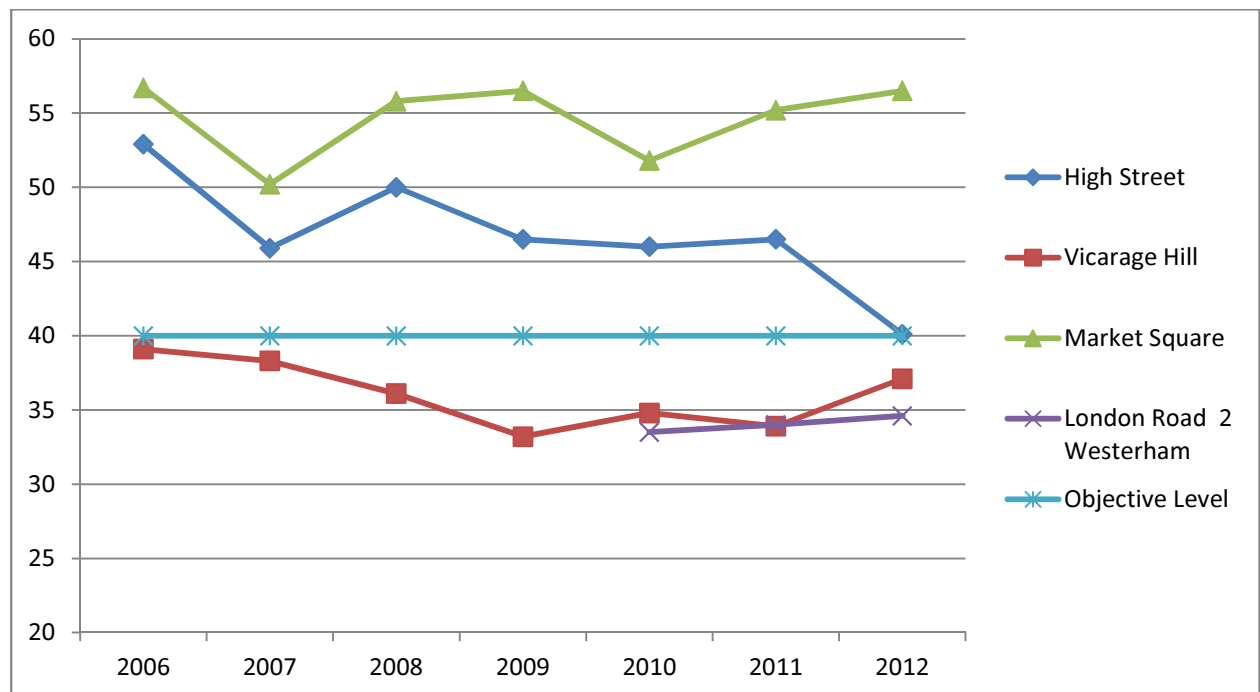
Trends of Nitrogen Dioxide Diffusion Tubes (Brasted)



Results of Nitrogen Dioxide Diffusion Tubes (Westerham)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
24	High Street	52.9	45.9	50	46.5	46	46.5	40.1
25	Vicarage Hill	39.1	38.3	36.1	33.2	34.8	33.9	37.1
36	Market Square	56.7	50.2	55.8	56.5	51.8	55.2	56.5
75	London Road 2 Westerham					33.5	34	34.6

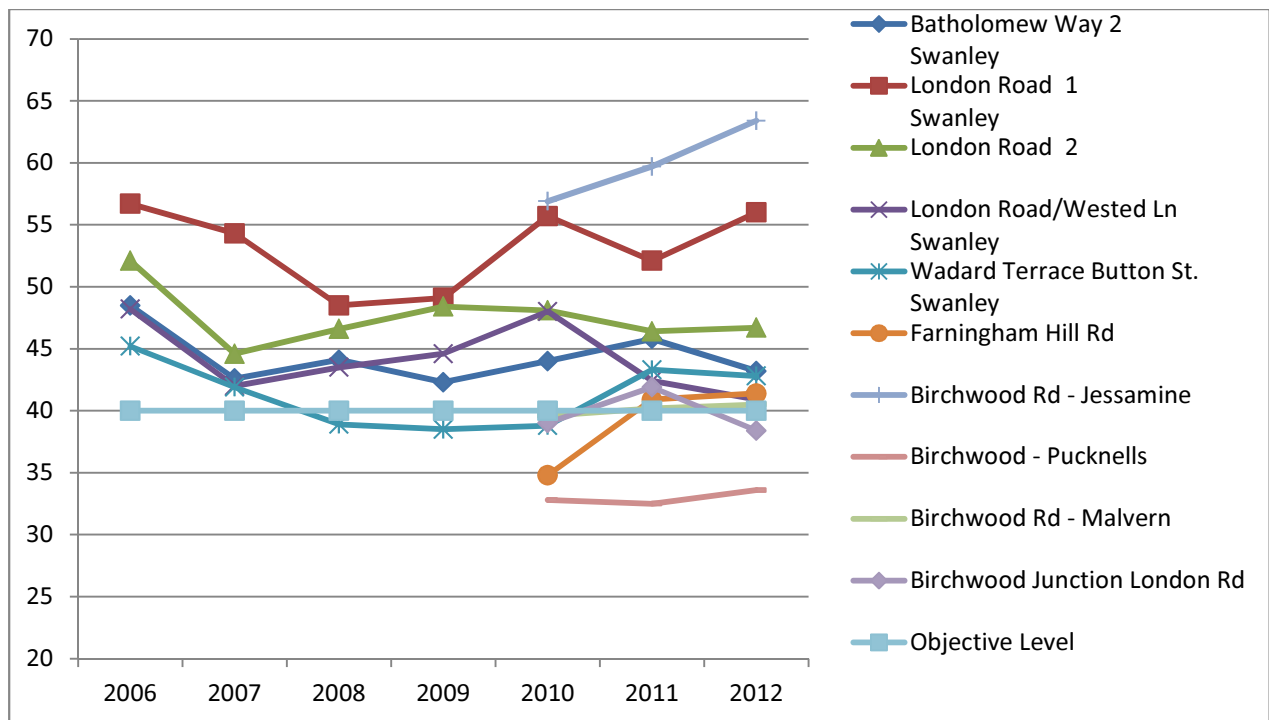
Trends of Nitrogen Dioxide Diffusion Tubes (Westerham)



Results of Nitrogen Dioxide Diffusion Tubes (Swanley)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
39	Batholomew Way 2 Swanley	48.5	42.6	44.1	42.3	44	45.8	43.2
40	London Road 1 Swanley	56.7	54.3	48.5	49.1	55.7	52.1	56
41	London Road 2	52.1	44.6	46.6	48.4	48.1	46.4	46.7
13	London Road/Wested Ln Swanley	48.2	42	43.5	44.6	48	42.4	40.9
14	Wadard Terrace Button St. Swanley	45.2	41.9	38.9	38.5	38.8	43.3	42.8
81	Farningham Hill Rd					34.8	40.9	41.4
83	Birchwood Rd - Jessamine					56.9	59.7	63.4
93	Birchwood - Pucknells					32.8	32.5	33.6
95	Birchwood Rd - Malvern					39.6	40.2	40.5
94	Birchwood Junction London Rd					39	41.9	38.4

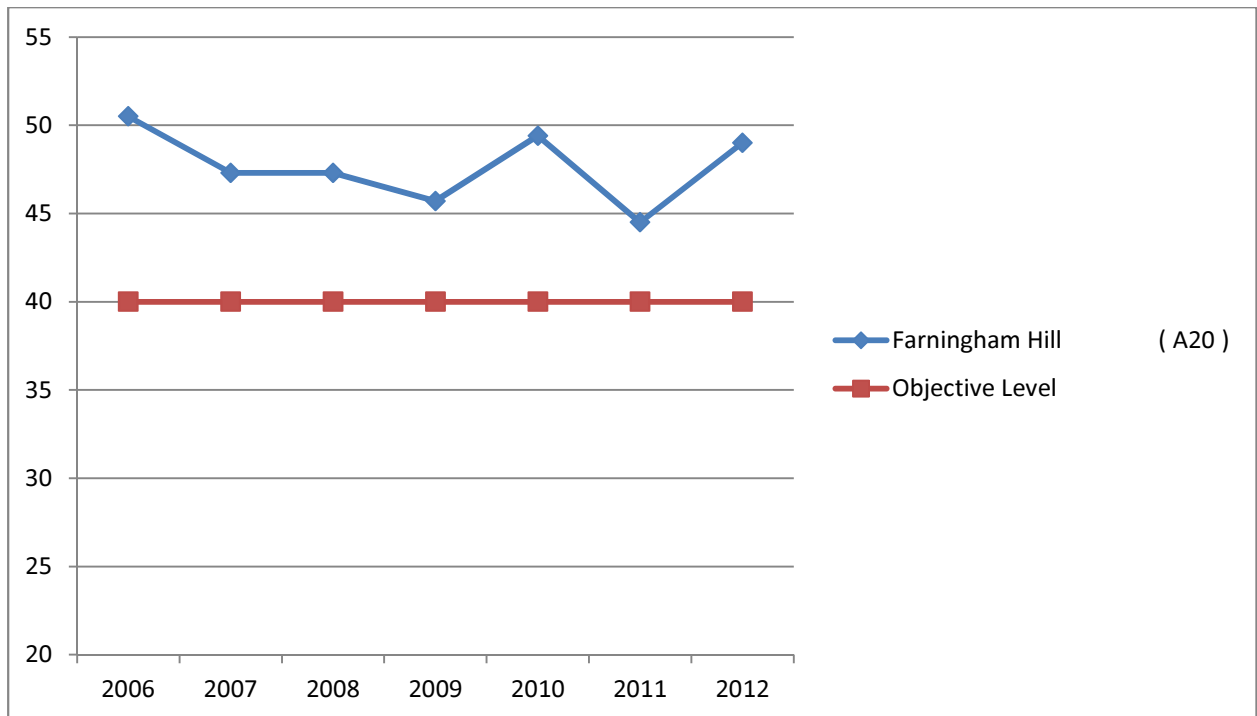
Trends of Nitrogen Dioxide Diffusion Tubes (Swanley)



Results of Nitrogen Dioxide Diffusion Tubes (Farningham)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
26	Farningham Hill (A20)	50.5	47.3	47.3	45.7	49.4	44.5	49

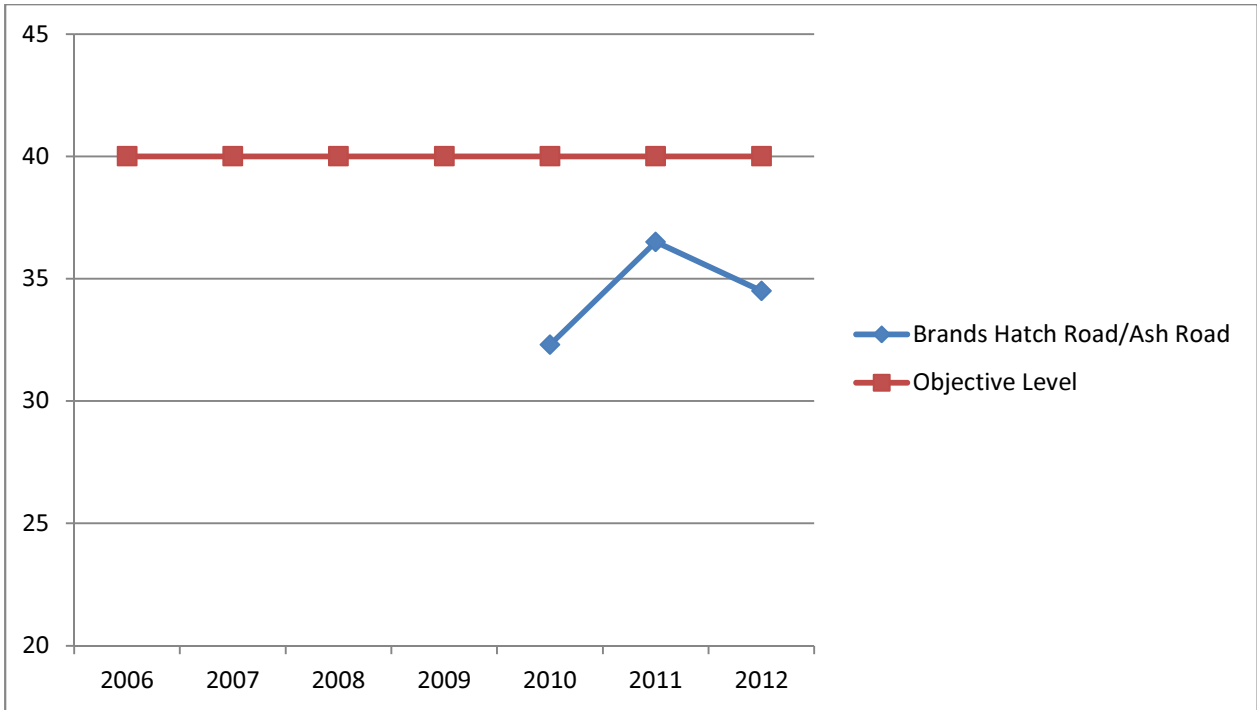
Trends of Nitrogen Dioxide Diffusion Tubes (Farningham)



Results of Nitrogen Dioxide Diffusion Tubes (West Kingsdown)

Site Number	Site Location	All results in ug/m-3 NO2 annual objective 40ug/m-3						
		2006	2007	2008	2009	2010	2011	2012
67	Brands Hatch Road/Ash Road					32.3	36.5	34.5

Trends of Nitrogen Dioxide Diffusion Tubes (West Kingsdown)



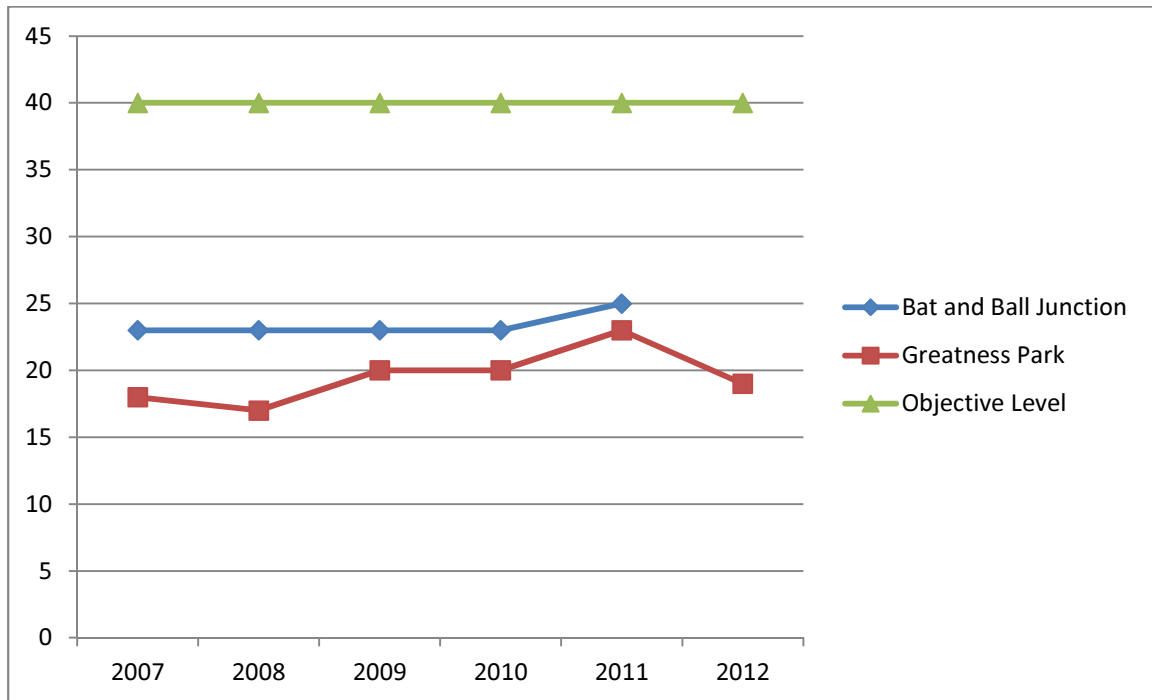
Agenda Item 6
Appendix F

Fine Particles (PM₁₀)

Results of Automatic Monitoring for PM₁₀:

Location	Annual mean concentrations (µg/m ³)					
	2007	2008	2009	2010	2011	2012
Bat and Ball Junction	23	23	23	23	25	
Greatness Park	18	17	20	20	23	19

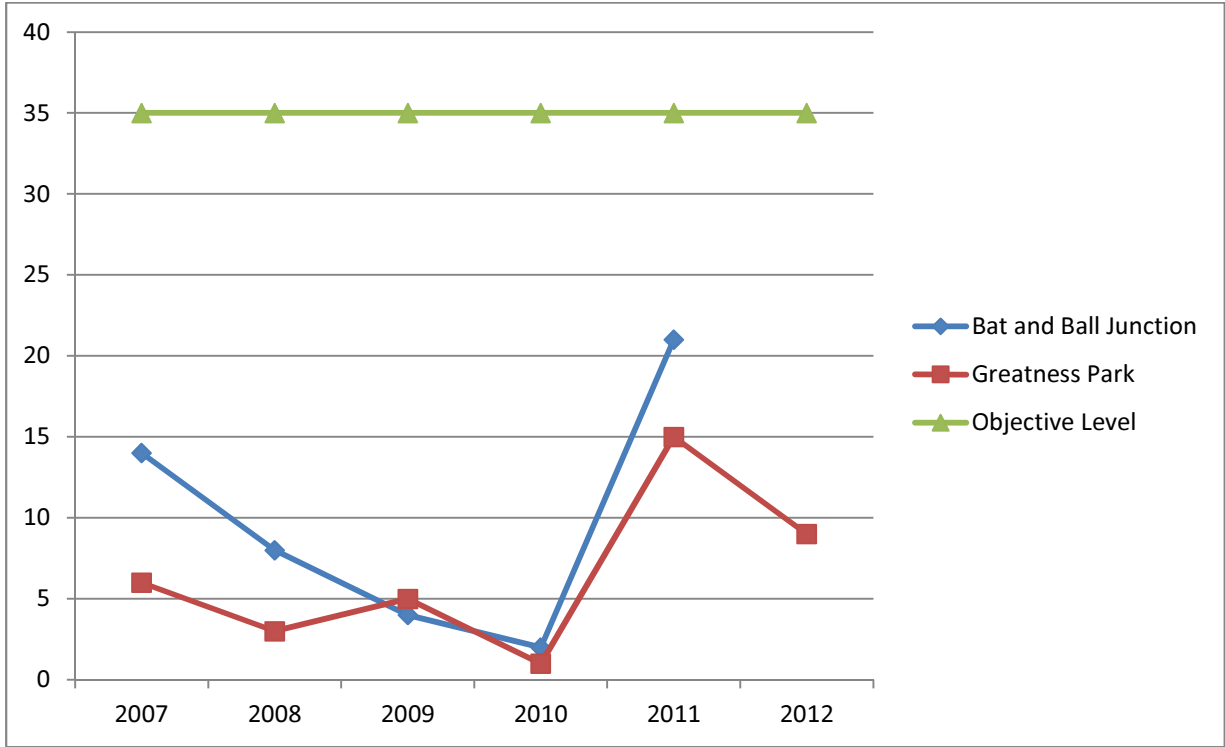
Trends in Annual Mean PM₁₀ Concentration Measured at Automatic Monitoring Sites



Results of PM10 Automatic Monitoring: Comparison with 24-hour Mean Objective

Location	Number of Exceedences of daily mean objective (50 µg/m ³)					
	2007	2008	2009	2010	2011	2012
Bat and Ball Junction	14	8	4	2	21	
Greatness Park	6	3	5	1	15	9

Trends PM10 Automatic Monitoring: Comparison with 24-hour Mean Objective



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