

CABINET
Thursday 26 January 2023

AGENDA

1. **Apologies for Absence**

2. **Declarations of Interest**

To receive declarations of interest from Members including the terms(s) of the Grant of Dispensation (if any) by the Audit Board or the Chief Officer & Director of Corporate Services.

3. **Confirmation of the Minutes of the Meeting of the Cabinet held on 8 December 2022 (Pages 1 - 6)**

Summary:

To consider the minutes of the meeting of the Cabinet held on 8 December 2022.

Recommendation:

That the minutes of the meeting of the Cabinet held on 8 December 2022 be confirmed as an accurate record.

4. **Urgent Items**

The Chairman will announce his decision as to whether there are any urgent items and their position on the agenda.

ITEMS FOR CONSIDERATION IN PUBLIC

5. **To receive the minutes of the Cabinet Advisory Panel held on 23 January 2022**

To follow

6. **References from Committees**

None at this stage.

A - Strategies, Policies, Key Decisions, Consultations

7. **Unparished CIL Programme (Pages 7 - 16)**

Summary:

To consider the results of the consultation carried out on the pilot programme of projects for the unparished areas of the Borough

and seek approval for the allocation of CIL funding towards those projects from the CIL receipts retained by the Council for the unparished areas to enable the delivery of the projects.

Recommendations:

1. That the results of the consultation on the pilot programme for the unparished area of the Borough, as set out in paragraphs 4.1 to 4.4 of the report, be noted;
2. That the allocation of CIL funding from the receipts retained by the Council for projects within the unparished area of the Borough, in accordance with paragraphs 5.2 to 5.4 of the report, and as listed in Appendix B, be agreed; and
3. That the Head of Planning Services be granted delegated authority to enter into agreements with those responsible for the delivery of the projects as listed in Appendix B to the report, and in accordance with paragraph 5.5 of the report, to ensure that the allocated CIL funding is used appropriately.

8. The Building Safety Levy: Consultation (Pages 17 - 30)

Summary:

To consider the current consultation by the Government seeking views on the design and implementation of the Building Safety Levy (the Levy). The Levy is proposed to be paid by developers and charged on new residential buildings requiring building control approval in England, for the purpose of meeting building safety expenditure. The consultation closes on 7 February 2023.

Recommendation:

That the responses to the questions, set out in Appendix A to the report, form the Council's response to the Government's Consultation on the Building Safety Levy.

B - Non-Key Decisions, Monitoring Reports

9. Air Quality Action Plan 2023-2028 (Pages 31 - 152)

Summary:

To report recent air quality findings within the Borough and to adopt the Air Quality Action Plan.

Recommendations:

1. That the air quality findings, both historic and recent monitoring

data available for NO₂ and PM₁₀, at Appendix A to the report, be noted; and

2. That Air Quality Action Plan at Appendix A to the report, be adopted.

10. **New Administrative Fees: Development Management and Building Control (Pages 153 - 158)**

Summary:

The report summarises the need to introduce new admin fees for Development Management and Building Control in order to cover the costs of staff time spent on carrying out the activities regarded as discretionary 'extensions' to a statutory service.

Recommendations:

1. That the administration fee of £50.00 for providing copies of Building Control decision notices and certificates, be agreed;
2. That the criteria for charging administration fees for invalid planning applications, as set out in paragraph 3.13 of the report, be agreed;
3. That the administration fees proposed for invalid planning applications, as set out in paragraph 3.14 of the report, be agreed; and
4. That delegated authority be granted to the Head of Planning Services and Development Manager to waive or reduce the administration fees applicable to any transaction.

11. **National Non-Domestic Discretionary Rate Relief 2023/24 (Pages 159 - 172)**

Summary:

To consider granting discretionary rate relief to ratepayers who have made applications in respect of 2023/24, or who may have made an application by 1 March 2023.

Recommendations:

1. That the maximum level of discretionary rate relief for 2023/24, for the organisations listed in exempt Appendix A to the report, be determined in accordance with the detailed recommendations, set out in exempt Appendix A;
2. That the types of property eligible for discretionary rate relief, as

specified in Appendix B to the report, be noted; and

3. That the recommended criteria for granting discretionary rate relief, as set out in Appendix C to the report, be noted.

C - Items for Information, Noting, Endorsing

12. Amended Severe Weather Emergency Protocol (SWEP) for Rough Sleepers (Pages 173 - 184)

Summary:

To consider the Severe Weather Emergency Protocol (SWEP) for Rough Sleepers which sets out the arrangements the Council puts in place to minimise harm or death to anyone who might be sleeping rough during periods of severe weather, through the provision of emergency shelter and support. The Protocol has been reviewed and updated in light of changes in criteria and operational working practices.

Recommendations:

1. That the Severe Weather Emergency Protocol (SWEP) for Rough Sleepers, at Appendix A to the report, be approved; and
2. That the Director for Housing and Public Protection be granted delegated authority to make any in-year amendments to the Protocol, as required.

EXCLUSION OF THE PRESS AND PUBLIC

TO RESOLVE: That, under Section 100A(4) of the Local Government Act 1972 (as amended), the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information.

D - Items for Consideration in Private

A. National Non-Domestic Discretionary Rate Relief 2023/24 - Exempt Appendix A - Discretionary Rate Relief Applications and Recommendations (Exempt Category SO 46 (1) (b) Annex 1 Paragraph 3) (Pages 185 - 188)

Summary:

To consider Exempt Appendix A to the substantive report on National Non-Domestic Discretionary Rate Relief detailing discretionary rate relief applications and recommendations.

Recommendation:

That the contents of Exempt Appendix A and the recommendations contained in the substantive report be noted.

This page is intentionally left blank

DARTFORD BOROUGH COUNCIL

CABINET

MINUTES of the meeting of the Cabinet held on Thursday 8 December 2022 at 7.00 pm

PRESENT: Councillor J A Kite, MBE (Chairman)
Councillor C J Shippam (Vice-Chairman)
Councillor A R Lloyd
Councillor D J Mote
Councillor Mrs P A Thurlow
Councillor R J Wells

ALSO PRESENT: Sarah Martin, Chief Officer & Director of Corporate Services
Peter Dosad, Director of Housing & Public Protection
Alan Twyman, Democratic Services Manager

68. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Brown and from the Director of Growth & Community.

69. DECLARATIONS OF INTEREST

There were no declarations of interests.

70. CONFIRMATION OF THE MINUTES OF THE MEETING OF THE CABINET HELD ON 27 OCTOBER 2022

The Cabinet considered the minutes of its meeting held on 27 October 2022.

RESOLVED:

That the minutes of the meeting of the Cabinet held on 27 October 2022 be confirmed as an accurate record.

71. URGENT ITEMS

There were no urgent items.

72. TO RECEIVE THE MINUTES OF THE CABINET ADVISORY PANEL HELD ON 5 DECEMBER 2022

The Cabinet received the minutes of the meeting of Cabinet Advisory Panel A which took place on 5 December 2022 and had regard to the Panel's views throughout the meeting.

RESOLVED:

That the minutes of the meeting of the Cabinet Advisory Panel held on 5 December 2022 be noted.

CHAIRMAN'S INITIALS

73. REFERENCES FROM COMMITTEES

There were no references from other committees.

74. TENANT AND LEASEHOLDER ENGAGEMENT STRATEGY 2023-2026

The Director of Housing & Public Protection introduced a report which presented a new Tenant and Leaseholder Engagement Strategy for 2023-26 in response to the Social Housing (Regulation) Bill 2022-23 which aimed to deliver on the proposals contained in the November 2020 Social Housing White Paper to have “more people living in decent, well looked-after homes enjoying the quality of life they deserve”. The White Paper emphasised the need to engage more fully with residents and the Council had fully embraced this requirement.

The Tenant and Leaseholder Engagement Strategy had been informed by the responses to the Resident Engagement Survey, and produced in consultation with tenants and leaseholders. The Strategy replaced the Resident Involvement Agreement, in order to address all of the elements of the Council’s commitments and regulatory requirements in one document.

The Strategy outlined how the Council planned to fulfil its obligations, alongside detailing residents’ priorities which had been identified in the recent Residents’ Satisfaction Survey. It was intended that the Strategy will be a ‘living’ document which will be reviewed annually to assess progress and priorities.

The Chairman noted that the Cabinet Advisory Panel had questioned the arrangements for identifying ‘community champions’ and asked for clarification of their role. The Director of Housing & Public Protection said that these were effectively Housing Champions and that, ideally, each of the Council’s 300 communal blocks would have one to act as a channel of communication between tenants and the Council, via which the Council could issue information about housing initiatives or use as a sounding board to ascertain tenants views.

The Cabinet Portfolio Holder for Housing stressed the importance of tenant engagement under the new legislation and welcomed the Strategy as a means of improving engagement.

RESOLVED:

That the [draft] Tenant and Leaseholder Engagement Strategy 2023-2026, attached at Appendix A to the report, be approved.

75. HOUSING ANNUAL REPORT FOR TENANTS AND LEASEHOLDERS 2021

The Director of Housing & Public Protection introduced a report which explained that, under the Government’s regulatory framework, the Council was required to complete an annual report to tenants and leaseholders, setting out the performance of the housing service and where improvements

CHAIRMAN'S INITIALS

CABINET
THURSDAY 8 DECEMBER 2022

could be made. The regulatory framework included a set of national standards under the headings of Tenant Involvement and Empowerment, Home, Tenancy, Neighbourhood and Community, and Value for Money. This was the ninth housing annual report and had been developed in consultation with the Dartford Tenants' and Leaseholders' Forum. The report outlined how the Council continues to develop its services for tenants and leaseholders, how the Council had performed against the national standards during 2021 and the targets that had been established for 2022.

The Chairman commented on the Tenants and Leaseholders Annual General Meeting that he had attended with senior officers and wondered whether the format could be reviewed to make it even more effective and constructive for the participants. The Cabinet Portfolio Holder for Housing felt that there would be opportunities to do so as part of the changes arising from the Social Housing White Paper.

RESOLVED:

That the draft Housing Annual Report for Tenants and Leaseholders 2021, attached at Appendix A to the report, be approved.

76. LOCAL SCHEME OF SUPPORT FOR COUNCIL TAX 2023/24

The Chief Officer & Director of Corporate Services presented a report which proposed that the Cabinet should recommend that the current Local Council Tax Reduction Scheme should roll forward to 2023/24. The report reminded the Cabinet that a major review of the Scheme had been undertaken in 2019/20 when the original means- tested scheme had been replaced by a simple income grid model and that since then the scheme had been rolled-forward on an annual basis.

RESOLVED:

That the General Assembly of the Council be recommended to roll forward the Local Council Tax Reduction Scheme 2022/23 to be effective from 1 April 2023.

77. FINANCIAL CONTRIBUTIONS TO PARISH AND TOWN COUNCILS 2023/24

The Cabinet considered a report which detailed the level of proposed financial contributions to be paid to Parish and Town Councils in 2023/24 to compensate for lost council tax income in local areas from the Council Tax Support Scheme. It was proposed to maintain this funding at the same levels as in 2022/23. The Chairman noted that Dartford was one of the few Council's to continue to make financial contributions of this nature to its parish/town council's and felt that it might be necessary to cap these payments in future.

CHAIRMAN'S INITIALS

RESOLVED:

1. That, subject to resolutions 2 and 3 below, the following contributions be made to Parish and Town Councils, to compensate for lost council tax income in local areas from the council tax support scheme:

£

Bean	334
Darenth	1,923
Longfield	631
Southfleet	198
Stone	7,021
Sutton at Hone and Hawley	1,737
Swanscombe and Greenhithe	14,435
Wilmington	1,317

2. That, the contributions be made subject to the Parish and Town Councils submitting suitably analysed details of estimated net expenditure for the ensuing year by 31 January 2023, and actual net expenditure for the preceding year no later than six months after the end of the 2022 financial year, in a format prescribed by the Council; and
3. That the payments be made in two equal instalments, the first on 30 April 2023 (or next working day) and the second, the latter of 30 September 2023 (or next working day) or seven days following receipt of the Parish or Town Councils' 2022/23 accounts, certified as correct by their Clerks.

78. REVENUE BUDGET MONITORING 2022/23 - PROJECTED OUTTURN

The Chief Officer & Director of Corporate Services presented a report which detailed the projected outturn on the General Fund and the Housing Revenue Account, and the reasons for significant variances. The projected outturn on the General Fund showed a potential net underspend on the budget of £321,240. The Housing Revenue Account currently showed a projected surplus for the year of £108K, which was £2.7M lower than the budget mainly due to delayed capital works, and the balance of the HRA to be carried forward into the next financial year was projected to be £7.7M. The report highlighted key budget variances.

RESOLVED:

That Cabinet notes the projected outturn position for the General Fund and the Housing Revenue Account as set out in Appendices A-C to the report.

CHAIRMAN'S INITIALS

CABINET
THURSDAY 8 DECEMBER 2022**79. CAPITAL PROGRAMME BUDGET MONITORING REPORT 2022/23 - PROGRESS AND PROJECTED OUTTUN**

The Chief Officer & Director of Corporate Services presented a report which informed Members of the progress to date on schemes in the approved Capital Programme and of the latest position on capital resources.

RESOLVED:

1. That the progress made to date, as described in the report on the 2022/23 Capital Programme and appendices A & B to the report, be noted;
2. That the virement of £150,000 from the Columbaria project and £150,000 from the cliff maintenance project, to the Leisure and Open Spaces project, be approved;
3. That the virement of £786,000 from the Stone Lodge project, to the Town Centre Transport and Public Realm Improvements project, be approved; and
4. That the virement of £354,000 from the High Street Improvement budget, to the Town Centre Transport and Public Realm Improvements project, be approved.

80. CORPORATE PERFORMANCE MONITORING - 2ND QUARTER

The Cabinet considered a report which detailed the Council's performance against its performance indicators for the second quarter of 2022/23.

The Cabinet noted that this was the final report prepared by Adrian Gowan, Policy & Corporate Support Manager, who had recently retired after working for the Council for many years. The Cabinet recorded its thanks to Mr Gowan for his dedicated service and sent him best wishes for a long and happy retirement.

RESOLVED:

That the Cabinet notes performance against the Corporate Plan Performance Indicators 2021-2023, as detailed in Appendix A to the report.

81. COMMITTEE MINUTES

The Cabinet received, for information, the minutes of the meeting of the Policy Overview Committee held on 6 September 2022.

CHAIRMAN'S INITIALS

CABINET
THURSDAY 8 DECEMBER 2022

RESOLVED:

That the minutes of the meeting of the Policy Overview Committee held on 6 September 2022 be noted.

The meeting closed at 7.25 pm

Councillor J A Kite, MBE
CHAIRMAN

CHAIRMAN'S INITIALS

CABINET
26 January 2023

UNPARISHED CIL PROGRAMME

Brent, Bridge, Burnham, Heath, Joydens Wood (part), Maypole & Leyton Cross (part), Newtown, Princes (part), Temple Hill, Town and West Hill.

1. Summary

1.1 The report sets out the results of the consultation carried out on the pilot programme of projects for the unparished areas of the Borough and seeks approval for the allocation of CIL funding towards those projects from the CIL receipts retained by the Council for the unparished areas to enable the delivery of the projects.

2. RECOMMENDATIONS

2.1 That the results of the consultation on the pilot programme for the unparished area of the Borough, as set out in paragraphs 4.1 to 4.4 of the report, be noted.

2.2 That the allocation of CIL funding from the receipts retained by the Council for projects within the unparished area of the Borough, in accordance with paragraphs 5.2 to 5.4 of the report, and as listed in Appendix B, be agreed.

2.3 That the Head of Planning Services be granted delegated authority to enter into agreements with those responsible for the delivery of the projects as listed in Appendix B, and in accordance with paragraph 5.5 of the report, to ensure that the allocated CIL funding is used appropriately.

3. Background and Discussion

3.1 At its meeting on 26 May 2022, Cabinet approved the Governance arrangements for the management and decision making related to the CIL funding retained by the Council for the unparished areas of the Borough (Minute No.11). At this meeting, Cabinet agreed that the Head of Planning Services be authorised to develop a pilot delivery programme of projects for the unparished areas to be approved by Cabinet for the purpose of consulting the local community.

3.2 For this pilot programme, it was proposed that projects would be identified through discussions with Council service departments and key infrastructure service providers such as KCC Highways. A cap of £500,000 was also set on the pilot programme. At its meeting on 27 October 2022, Cabinet approved the pilot programme for consultation (Minute No.64).

3.3 This report sets out the results of the consultation, confirms the projects to be delivered through the pilot programme and seeks Cabinet approval for the allocation of CIL funding to the projects from the receipts retained by the Council for the unparished areas of the Borough.

CABINET
26 January 2023

4. Results of Consultation on Unparished CIL Pilot Programme

- 4.1 The consultation on the Unparished CIL Pilot Programme was carried out between 25 November and 21 December 2022. The consultation was published on the Council's website and involved an online survey, a copy of which is shown in **Appendix A** to this report. The consultation was focused on the unparished areas of the Borough (excluding Ebbsfleet as CIL payments have yet to be received for this unparished area) using the knowledge and local understanding of Ward Members to reach community organisations and volunteer groups that may have a view on the use of CIL funding.
- 4.2 As well as seeking an opinion on the projects included in the pilot programme the online survey also gathered views on:
- priorities for infrastructure provision within the unparished areas of the Borough;
 - whether CIL funding should continue to be retained for projects in the unparished areas and the level of funding that should be given to individual projects; and
 - any other projects that should be considered for subsequent programmes.

A Factsheet, published online, provided further details on the types of projects that could be funded through CIL and who could apply. A summary of the pilot programme was published on the website with a link provided for the public to view more details of the projects included in the pilot programme.

- 4.3 A low response was received to the consultation but those who did respond agreed with the policy of retaining the CIL portion for the unparished areas and supported CIL being used to fund 100% of the costs of projects. Projects that improved access to green spaces was the main infrastructure priority. There were no major objections to the projects contained in the pilot programme with the Dartford Heath and Darent River Path projects receiving complete support from those who responded.
- 4.4 Other projects were suggested as part of the consultation process. Further details will need to be collected so that these new projects can be evaluated and assessed regarding their suitability for inclusion in further rounds of the Unparished CIL programme. Some of the projects suggested would need to be implemented by delivery partners, principally KCC Highways, requiring consultation with them.
- 4.5 It is also proposed that an adapted version of the survey form (excluding reference to the pilot programme) is kept on the Council's website along with the accompanying Factsheet. This would have value in gathering further information from the local community on the priorities for infrastructure improvements in the unparished areas of the Borough. It would also enable Ward Members to continue directing community organisations and volunteer groups to a source of information on the availability of CIL funding and provide a means of registering potential projects in the unparished areas.

CABINET
26 January 2023

5. Unparished CIL Programme

- 5.1 No major objections were raised during the consultation regarding any individual project within the Unparished CIL Pilot Programme. Some concerns were raised regarding the inclusivity of the Europa Weightlifting Club and the benefits it would bring to the local community. However, after reviewing the information already provided and in view of the significant level of funding being provided by Sport England it was decided that this project would be retained within the pilot programme and reassurances regarding the wider benefits of the project would be sought through the funding agreement with applicant.
- 5.2 The total CIL allocation proposed amounts to £458,100 across the six projects contained within the Unparished CIL Pilot Programme with the level of CIL funding relative to the estimated costs of the projects ranging from 11.6% to 100%. The total CIL allocation is £41,900 (roughly 9% of the total CIL bid) below the cap of £500,000 that was agreed by Cabinet for the pilot programme. From experience, initial cost estimates for projects can vary considerably to the final costs of the delivered scheme. This is particularly the case in the current economic climate. In general, a condition on the allocation of CIL funding to a project is that any subsequent increase in costs are borne by the delivery agent. However, as this is the first programme of projects for the unparished areas of the Borough it is proposed to apply a 9% contingency to the CIL allocations for each project. This is to cover likely increases in project costs but would not be automatically granted.
- 5.3 An assessment of the six projects against the eligibility and prioritisation criteria, set out in the governance arrangements for the Unparished CIL, was carried out when the pilot programme was put together and approved for consultation in October 2022. This assessment has been added to the pilot programme, as shown in **Appendix B**, as an indication of the value in allocating CIL funding.
- 5.4 The Unparished CIL Pilot Programme (shown in **Appendix B** to this report) provides a brief description of each project; a summary of the principal benefits; the assessment of each project (as discussed in paragraph 5.3); estimated project costs and CIL bid with and without the contingency element (as discussed in paragraph 5.2). Cabinet is being asked to agree to the projects contained within the pilot programme and the allocation of CIL funding as described.
- 5.5 Following Cabinet's decision, it is proposed that the Head of Planning Services enters into funding agreements with each of the organisations delivering the projects to ensure that the projects are delivered at the earliest opportunity, that any CIL funding allocation is used appropriately and the terms under which the contingency funding can be claimed.

CABINET
26 January 2023

6. Relationship to the Corporate Plan

6.1 The subject of this report supports the Corporate Plan Themes of:

Economic Development & Regeneration through ensuring that community infrastructure and facilities are delivered in time to meet the needs of the growing population.

Health & Wellbeing by increasing the opportunities for participating in sporting, cultural and leisure activities.

Environment & Sustainability by ensuring that development in Dartford is sustainable and supporting the development and implementation of parking management schemes, particularly in residential areas.

7. Financial, legal, staffing and other implications and risk assessments

Financial Implications	<p>The proposals contained within this report will ensure that spending on local infrastructure projects will not exceed the monies collected through the unparished CIL contributions, or the combined funding from additional sources, where a project has multiple funding sources.</p> <p>The proposals in this report would result in up to £500,000 of the CIL funding retained by the Council for the unparished areas of the Borough being committed to and spent on infrastructure projects of the 2022/23 and 2023/24 financial periods. This would be Capital expenditure.</p> <p>The administrative costs associated with the allocation and monitoring of this expenditure will be covered from the Council's existing revenue budget.</p>
Legal Implications	<p>The use of CIL monies is defined by regulatory requirements. Regulations also require the Council to publish an annual Infrastructure Funding Statement that sets out the monitoring of CIL receipts and spending. The regulatory requirements have been taken into account in the proposals set out in this report.</p>
Public Sector Equality Duty Crime & Disorder Duty	<p>There are no specific Public Sector Equality Duty or Crime & Disorder Duty implications arising from this report. However, individual infrastructure projects will need to be assessed against these duties as they come forward.</p>

CABINET
26 January 2023

<p>Climate Impact Assessment</p>	<p>A preliminary assessment of the projects contained within the programme has concluded that overall they would not have a detrimental impact on climate change.</p> <p>Some of the projects could potentially have a positive impact where these are targeted towards environmental improvements, reducing congestion or encouraging more sustainable transport.</p> <p>A further assessment of each project that is submitted for the allocation of CIL funding will have its own impact assessment on climate change.</p>
<p>Staffing Implications</p> <p>Administrative Implications</p>	<p>The administration of CIL covering collection, spending and governance is carried out within existing staff resources. There is provision within CIL Regulations for up to 5% of CIL receipts to be used for administrative purposes. This provision is being utilised.</p> <p>Resource requirements for proposals within this report have been highlighted and predominantly relate to the on-going consultation to identify projects for further rounds of the Unparished CIL Programme and the monitoring of CIL funds allocated to individual projects. It is anticipated that current staff within the Council's Planning Services and Communications department will be sufficient without the need for additional staff resources.</p>
<p>Risk Assessment</p>	<p>The risk of overspend on individual projects will be borne by the service/infrastructure provider delivering the project. This means that for the three projects that are being delivered by the Council any overspend will rest with the Council. The initial programme of projects for the unparished areas of the Borough is capped at £500,000 limiting the level of expenditure that will be available for the remainder of 2022/23 and 2023/24.</p> <p>The delivery of individual projects could also be delayed and this is initially mitigated by identifying eligible projects that have no major obstacles to their delivery.</p> <p>Risks associated with individual projects will form part of the further assessment process before the allocation of any CIL funding is approved.</p>

CABINET
26 January 2023

9. Details of Exempt Information Category

Not applicable.

10. AppendicesAppendix A: Copy of Survey Form used for Unparished CIL
Programme Consultation

Appendix B: Unparished CIL Pilot Programme

BACKGROUND PAPERS

<u>Documents consulted</u>	<u>Date / File Ref</u>	<u>Report Author</u>	<u>Section and Directorate</u>	<u>Exempt Information Category</u>
CIL Regulations 2010 (SI 2010 No.948) (as amended)	6 Apr 2010	Stephen Dukes (01322) 343015	Planning Services, Growth & Communities Directorate	N/A

CABINET
26 January 2023

APPENDIX A

Dartford Unparished CIL Programme - Consultation Survey Form

1. Dartford Borough Council currently retains a portion of the CIL receipts it receives from development within the unparished areas of the Borough to support the provision, improvement, replacement, operation and maintenance of infrastructure or any other projects concerned with addressing the demands generated by development in the area.

Should the Council continue to do this?

YES

NO

2. What would be your top 3 priorities, from the infrastructure listed below, that the CIL funding should be used to support?
(For further information about the types of projects listed follow the link to the [Factsheet.](#))

Sustainable transport measures	
Facilities for healthy Communities	
Access to recreation	
Improvements to public realm	
Addressing air quality issues	
Access to green spaces	
Improved environment for economy/businesses/communities	
Other (please specify)	

3. In terms of the [Pilot Programme](#) (following link for further information) do you support each of the projects identified?

	Yes	No
1. Europa Weightlifting Club		
2. Dartford Heath		
3. Darent River Path		
4. Essex Road Ped/Cycle Link		
5. Park Road Toucan		
6. DB45 Surfacing		

Please provide your reasons for not supporting any of the above projects.

4. Are there any other project(s) that you think should be considered for inclusion in subsequent programmes?

Please provide a brief description of the project proposed.

Please provide contact details so that further information regarding the project(s) you have suggested can be obtained:

Name:

Phone No.:

E-mail address:

5. Do you agree with CIL funding being used for 100% of the costs of a project?

YES

NO

If No, what do you suggest the limit should be?

6. The level of CIL funding available is limited and dependent on development coming forward within the unparished areas.

Do you think that there should be a limit on the amount of CIL funding allocated to any individual project?

YES

NO

If Yes, what do you suggest the limit should be?

Thank you for taking part in this survey.

To enable the Council to determine the extent of the unparished area that has been covered by this consultation could you please provide us with your postcode.

Post Code:

Unparished CIL Pilot Programme

Project (Delivery Agent)	Ward(s)	Brief Description of Project	Summary of Principal Benefits	Assessment		Estimated Project Costs	CIL Bid (% of Costs)
				Criteria	Scoring		
1. Europa Weightlifting Club (Europa Weightlifting)	Temple Hill	Restore and refurbish existing Temple Hill Youth Centre to make it a safe and suitable environment to operate as a weightlifting centre and provide facilities for youth club activities three times a week.	The weightlifting club has recently moved to larger premises from original site in Crayford to cater for growth and increased demand. The Temple Hill Youth Centre is located in an area of high deprivation and need. The project would result in new changing facilities that would meet the needs of people with reduced mobility and redesign of the internal layout of the building would allow for larger community based group sessions	A	1	£430,000	£50,000 (11.6%) with contingency £54,600
				B	1		
				C	2		
				D	1		
				E	1		
				F	2		
				G	2		
2. Dartford Heath (DBC Waste & Parks Dept.)	Heath	The overall aim of the project is to help restore, enhance, manage and maintain key conservation features and rare habitat. The project seeks funding for: <ul style="list-style-type: none"> An ecological survey of Dartford Heath Improvement of existing car park Improvement of pathways within the Heath Additional signage and improved wayfinding at the main entry points. The project would utilise community involvement through the work of volunteers and the existing maintenance budget for Dartford Heath.	The project would engage with the community to bring about greater ownership and improve connectivity to and within Dartford Heath that would connect people with the Heath. Encourage sustainable and healthy modes of travel and improve journeys to/from schools/colleges to the south of the Heath linking with proposals being developed through Dartford's Local Cycling & Walking Improvement Plan. Provide physical and mental health benefits through gaining a connection with nature. Meet requirement for improved access to high quality green spaces Enhance connectivity for wildlife.	A	1	£251,800	£140,000 (55.6%) with contingency £152,800
				B	2		
				C	2		
				D	1		
				E	1		
				F	2		
				G	2		
3. Darent River Path (DBC Planning Services)	Town	Upgrade of the path alongside the River Darent between Mill Pond Road and Overy Liberty creating a linear park with an improved walking and cycling environment. The project would include extensive vegetation clearance, limited site clearance, some paving, seating and the introduction of lighting.	The project will improve north/south walking routes between the town centre and new development north of the railway line. Complement the proposed works at the Homes Gardens/Overy Street junction to be delivered as part of the Dartford Town Centre regeneration Project. Realise the potential for place-making by providing an active and accessible frontage to this part of the River Darent. Encourage active travel establishing the route as a preferred means of access to/from the town centre with potential health benefits and contributing to a decrease in car use. Provide an attractive outdoor space, an expanded/enhanced green network and biodiversity opportunities.	A	1	£281,600	£181,600 (64.5%) with contingency £198,200
				B	2		
				C	1		
				D	1		
				E	1		
				F	2		
				G	1		

Assessment Criteria

A	Eligibility against CIL Regulations
B	Potential funding availability
C	Consistency with Dartford Local Plan spatial strategy and sustainability policies
D	Deliverability of scheme
E	Urgency of project to meet identified need/demand generated by development
F	Potential for the CIL funding to lever in additional investment
G	Contribution to Council's Corporate Plan objectives/priorities

Scoring

1	Good
2	Moderate
3	Poor

Project	Ward(s)	Brief Description of Project	Summary of Principal Benefits	Assessment		Estimated Project Costs	CIL Bid (% of Costs)
				Criteria	Scoring		
4. Essex Road Cycle Link <i>(DBC Planning Services)</i>	Town/West Hill	Upgrade of the existing pedestrian/cycle crossing of A226 Highfield Road at Essex Road. The work proposed would involve: <ul style="list-style-type: none"> ▪ Making good existing ramp. ▪ Renew/replace paving on approach to ramp. ▪ Vegetation clearance and new soft landscaping. ▪ Installation of modal filter to prevent illegal vehicle manoeuvres. 	Facilitate ease of movement on a route that has been identified as a priority route for non-motorised users between the West Hill area and the town centre. Improve the quality of the street scene and contribute to a more positive image of the town centre. Encourage a greater uptake of active travel contributing to a decrease in car use, increased footfall in the town centre and health benefits	A	2	£54,000	£39,300 (72.4%) with contingency £42,900
				B	2		
				C	1		
				D	1		
				E	2		
				F	2		
				G	2		
5. Park Road Toucan <i>(KCC Highways)</i>	Brent/Newtown	Provision of a new controlled Toucan crossing on Park Road, to the north of its junction with Princes Road, replacing an existing pedestrian refuge island.	Crossing is on National Cycle Route 1. Improved crossing facility for both cyclists and pedestrians with signal control improving safety and connectivity. Encourage active travel journeys in the area. Project supported by Dartford & Gravesham Cycle Group	A	2	£41,200	£41,200 (100%) with contingency £45,000
				B	3		
				C	2		
				D	2		
				E	1		
				F	2		
				G	2		
6. DB45 Surfacing <i>(KCC Public Rights of Way)</i>	Temple Hill	Tarmac surface for existing Public Right of Way to provide an all-weather facility.	Access across open grassed area providing link between residential areas and River Mill Primary School. Encourage active travel as a means to access primary school in preference to car. Contribution to health benefits.	A	2	£6,000	£6,000 (100%) with contingency £6,500
				B	3		
				C	2		
				D	2		
				E	2		
				F	2		
				G	3		
Total Programme Cost & CIL Allocation						£1,064,900	£458,100
Total CIL Allocation (including contingency)							£500,000

Assessment Criteria

A	Eligibility against CIL Regulations
B	Potential funding availability
C	Consistency with Dartford Local Plan spatial strategy and sustainability policies
D	Deliverability of scheme
E	Urgency of project to meet identified need/demand generated by development
F	Potential for the CIL funding to lever in additional investment
G	Contribution to Council's Corporate Plan objectives/priorities

Scoring

1	Good
2	Moderate
3	Poor

CABINET
23rd January 2023

THE BUILDING SAFETY LEVY: CONSULTATION

1. Summary

- 1.1 This report summarises the current consultation by the government on the Building Safety Levy and considers the implication for the Council. The consultation ends on 7 February 2023.

The consultation seeks views on the design and implementation of the Building Safety Levy (the Levy). The Levy is proposed to be paid by developers and charged on new residential buildings requiring building control approval in England, for the purpose of meeting building safety expenditure.

2. RECOMMENDATION

- 2.1 That the responses to the questions, set out in Appendix A to the report, form the Council's response to the Government's Consultation on the Building Safety Levy.

3. Background and Discussion

- 3.1. The Department for Levelling Up, Housing and Communities (DLUHC) is seeking views on the design and implementation of the Building Safety Levy (the Levy). The consultation takes the form of a series of questions and ends on 7 February 2023. The suggested responses to the consultation questions are set out in Appendix A, with the key points outlined in paragraphs 3.12 to 3.17 below.
- 3.2. On 13 April 2022, DLUHC announced a wide-ranging agreement with major homebuilders who had pledged to commit £2 billion to remedy their own buildings and also that the intention was to deliver an estimated £3 billion from a proposed Levy.
- 3.3. The Levy is part of an existing package of measures to ensure that the burden of paying to remedy historical building safety defects does not fall on leaseholders and DLUHC has already taken the necessary primary powers to implement the Levy. Section 58 of the Building Safety Act 2022 gives the Secretary of State broad powers to raise a levy on any relevant building which is defined as "a building in England consisting of or containing: one or more dwellings; or other accommodation" (includes temporary accommodation, for example hotel or hospital).
- 3.4. The Levy will therefore, in principle, apply to all new residential buildings requiring building control approval, which includes any development with a room purposed for a person to sleep in.

CABINET
23rd January 2023

- 3.5. A second consultation on the design of the proposed Levy has been launched seeking views on its design and implementation. The consultation is seeking the views of interested parties, especially developers of all sizes, building control professionals and local authorities.

Consultation proposals

- 3.6. The Levy will be required to be paid by any named person or organisation for whom a construction project is carried out. Known as the 'Client', this will usually be the industry/developers carrying out the building works. The government considers that as the Client holds responsibility for the construction project, they should also be responsible for the Levy. The Levy must be paid by the Client on all new residential developments in England that require building control approval.
- 3.7. The consultation states that local authorities are best placed to act as the Levy collection agency, with the collected Levy being passed to central government. The consultation recognises that there will be an administrative and costs burden on local authorities and it is therefore suggested that a proportion of levy receipts are retained to pay for the additional administrative burden. As a comparator, the Council can retain up to 5% of the Community Infrastructure Levy (CIL) collected for administration costs.
- 3.8. The detail of the Levy to be charged has not been set out in the consultation. The consultation does advise that the Secretary of State will take account of impacts on housing land supply whilst ensuring that the Levy can generate the revenues required to remediate historic building safety defects. A review period is suggested for the Levy to determine how much has been collected towards these historic defects. The consultation recognises that the Levy could have a great effect on smaller developers.
- 3.9. The consultation seeks views on whether the Levy should be calculated on a per unit basis or per square metre. The consultation seeks views on whether there should be a differential levy rate based on average house prices in the local authority areas or whether the levy should be based on house prices in the regions. The consultation also seeks views on the potential for a brownfield/greenfield levy.
- 3.10. So as not to obstruct the development of community facilities, the consultation proposes to exclude certain buildings from the levy, including Affordable Homes, NHS Hospitals, NHS Medical Centres, and NHS GP Centres, Residential Care Homes and Children's Homes, Refuges and Residential Domestic Abuse Facilities, Criminal Justice Accommodation, Military Barracks and other Military Establishments. Additionally it is proposed to exclude small developments (under 10 units) to protect small businesses, and the consultation is seeking views on the exclusion of conversions.

CABINET
23rd January 2023

- 3.11. The consultation proposes that payment of the Levy be split into two payments. 60% to be paid when notice of commencement is given. The local authority can then issue a stop notice on the development if the levy is not received within the set timeframe. The remaining 40% will be due prior to the final certification stage. The final inspection by a Building Control Office will assess whether the amount paid is correct. Completion nor final certification will not be issued until after receipt of payment.

Consultation questions and the Council's response:

- 3.12. The consultation document asks 32 separate question (see Appendix A) regarding the scope, exemptions, method of charging, delivery and collection of the levy.
- 3.13. Unlike CIL, building control approval can be given by local authority building control teams but also by Approved Inspectors. The majority of building control regulation matters for new residential development in Dartford are dealt with by Approved Inspectors and as a result, no records relating to building control matters on these developments are held by the Council. Therefore, in order to collect the Levy, the Council will need to have knowledge of and monitor matters, which they are currently not involved with. Given the different stages of monitoring, collection and enforcement proposed in the consultation it is likely that there will be a significant cost to the Council in administering collection of the Levy and passing the receipts to DLUHC. There is no indication in the consultation of how much the Levy will be. Should new residential development delivery slow the collected Levy may be low, so it is difficult to have certainty about whether significant Levy can be retained to cover the increased admin costs which are likely to require the Council to invest in additional staff resource and IT systems.
- 3.14. The stages of payment proposed will require monitoring at different stages of the project, liaison with Approved Inspectors and potentially enforcement. All of which is additional work over and above the existing local authority Building Control service. From the Council's experience of operating CIL, commencement notices are not always submitted by the developer (as required by the legislation) and there is a lack of awareness of the system by small agents/builders/developers. This results in Council staff time spent on following up non-payment and monitoring developments for commencement. The need for this monitoring resource will be exacerbated by the proposed Levy where the building control authority is not the local authority but is an Approved Inspector and therefore information regarding the commencement and completion will not be provided to the Council directly.
- 3.15. Officers have concern about the impact of the proposed Levy on the viability of development identified to come forward as part of the Local Plan strategy. Already brownfield sites in the town centre have viability issues, which can lead to lower affordable housing delivery where

CABINET
23rd January 2023

viability is marginal but redevelopment plans are also likely to be halted where the redevelopment costs are higher than the potential return. This is an issue for the sites identified to bring about transformation in the town centre. The proposal of charging the Levy per unit would therefore favour lower density greenfield sites. This would undermine the Council's objective, set out in the emerging Local Plan, of developing new residential development on existing brownfield sites that are suitable for redevelopment particularly sites which contribute to the regeneration of the town centre. Dependant on the amount of the Levy the proposal could have significant impact on the regeneration of the town centre and may result in the regeneration of sites in Dartford being slowed further.

- 3.16. The consultation suggests that higher house prices could result in a higher levy but officers have concern that this does not take into account higher build costs for brownfield land and therefore again favours greenfield low density development where there are higher returns for developers. This further undermines Council's approach to sustainable development in urban areas making use of available brownfield sites. It also fails to take account of the fact that build costs are higher in the south east, close to London where skilled labour is in greater demand.
- 3.17. There is no detail of the level of the Levy proposal and so there may not be sufficient funding to cover the considerable additional admin costs. The collection of the Levy by local authorities, particularly where they are the building control regulator, and will result in the double handling of money dealing with the development, Approved Inspectors and then paying the money collected to government. The proposed Levy could undermine sustainable development and the Council's approach to development and the regeneration of the town centre.

Timescale

- 3.18. There is as yet, no confirmation when the Levy would come into force although generally thought to be sometime in 2023. Once the Levy is in force, there are proposed transitional provisions so that:
- for the first year, projects already at the commencement stage when the Levy comes into operation would be excluded, and
 - there would be a grace period for any project that has entered the building control process on the date the Levy comes into operation.

4. Relationship to the Corporate Plan

- 4.1 As this relates to new development, it is relevant to the Council's overall vision for the area to make Dartford a place of quality, choice and safety and also related to the delivery of new residential developments.

CABINET
23rd January 2023

5. Financial, legal, staffing and other implications and risk assessments*

Financial Implications	No implications in responding to the consultation but should the Building Safety Levy be collected by local authorities the Council will be required to hold the money collected and pay it to Government as required.
Legal Implications	No implications of responding to the consultation
Public Sector Equality Duty	Not Applicable
Crime and Disorder duty	Not Applicable
Climate Impact Assessment	No impact as a result of responding to consultation.
Staffing Implications	Should the Building Safety Levy be collected by local authorities additional staffing resource will be required to monitor and collect the Levy.
Administrative Implications	Should the Building Safety Levy be collected by local authorities there will need to be administrative systems put in place to monitor and collect the Levy.
Risk Assessment	No uncertainties and/or constraints in responding to the consultation

6. Details of Exempt Information Category

Not applicable

7. Appendices

Appendix A – Building Safety Levy consultation questions

CABINET
23rd January 2023

BACKGROUND PAPERS

<u>Documents consulted</u>	<u>Date / File Ref</u>	<u>Report Author</u>	<u>Section and Directorate</u>	<u>Exempt Information Category</u>
https://www.gov.uk/government/consultations/the-building-safety-levy-consultation	22-11-22	Mark Stoneham Sonia Collins (01322) 343620	Building Control Planning Services	N/A

Appendix A:**Dartford Borough Council's response to consultation questions on the Building Safety Levy**

Question 1: Do you think the Building Safety Levy charge will impact on other charges made in relation to residential buildings including Community Infrastructure Levy and Section 106 payments or the Infrastructure Levy that will replace the existing system of developer contributions'? If so, what are they likely to be?

It is difficult to answer this question, as there are no details on the amount that might be charged for the Levy.

The Borough Council has significant concerns about the additional impact of the Levy on the viability of residential development sites. The Borough Council has a strategic objective to deliver transformative regeneration of Dartford town centre which will contribute both small and large sustainable residential development sites close to existing public transport, services and community facilities (as set out in both the adopted and the emerging Local Plan). However, the viability of the regeneration of existing land in Dartford town centre is marginal at best and residential sites that do come forward for planning permission demonstrate reduced profit such that the affordable housing provision on such sites is reduced below that required by Local Plan policy. The recent Viability Assessment for the submitted Dartford Local Plan 2021 has found that development within Central Dartford is likely to be under greater viability pressure than elsewhere in the Borough. As a result, emerging policy seeks 20% affordable housing in Dartford town centre to allow these sustainable brownfield sites to come forward and 35% elsewhere in the Borough. The Borough Council is concerned that further costs imposed on new development are likely to reduce affordable housing provision in the town centre, particularly as many sites in the town centre have already been purchased or are in the ownership of the likely developer so any reflection in the land value of the Levy costs will not be of any benefit.

If sites identified in the Local Plan for residential development become unviable to develop and fail to come forward, not only does this impact on housing supply it also impacts on the CIL funds collected which are required to bring forward strategic infrastructure improvements but also potentially delay sites where infrastructure would be provided as part of the redevelopment.

Question 2: Who do you think should act as the collection agency for the levy? Please give reasons for your answer.

The Borough Council does not consider that local authorities are best placed to be the collection agencies.

Since the Borough Council is very rarely the building control authority dealing with new residential developments, the requirement for the Borough Council to act as Collecting Authority introduces more complexity to the Building Control process and significant additional administrative processes for both the local authority and Approved

Inspectors. As the Levy will be passed onto central Government, the Borough Council considers that the collection authority should be Central Government.

In addition, there are likely to be greater efficiencies in the Levy being collected centrally, allowing a collecting system to be developed which is the same across the country and the training of dedicated staff. As a small Borough, Dartford would have to employ staff and develop a collecting system for what could be a low amount of Levy.

Question 3: What proportion of receipts do you think the Collection Agency should retain? What administration costs will that need to cover?

The proposed collection processes are complex and if the local authority is to be the collection agency this introduces the need to monitor developments and possibly enforcement of developments, which would otherwise have been dealt with by the Approved Inspector with regard to building control legislation. This will lead to the need for additional staff resource including technical officers, building control enforcement officers, finance officer involvement, increased management involvement and the need for administrative/IT systems. Therefore, adequate funding should be allowed for this. Without any understanding of the amount of the Levy it is not possible to give an indication of proportion.

The Borough Council's concern is that these costs will be on-going and if the administrative costs are funded as a percentage then there is a risk that when there is a development downturn there will be insufficient funding and the local authority will have to bear the costs of collection and payment for DLUHC.

Question 4: How frequent should revenue returns be provided to DLUHC? Please give reasons for your answer.

Paragraph 37 of the consultation suggests the receipts should be paid to DLUHC quarterly by the collection agency. The Borough Council considers that this frequency is far too much of a burden. CIL is at most passed to parishes on a 6 monthly basis. It is suggested that should the local authority be the collection agency that receipts are paid annually to DLUHC.

Question 5: Do you think that there should be regular review points? If so, how frequent should they be?

Yes. Since this is a new Levy, the Borough Council suggests that the initial review should be after the first two years and then reviewed every 2 years after this. This review should include the impact on development coming forward as well as payment for the remediation of cladding.

Question 6: We welcome views on the two-step process and charging points for the levy. Do you agree or disagree, please give reasons?

The Borough Council has significant concerns about the level of resource required should local authorities become the collection agency as it is likely the majority of

residential developments will continue to be dealt with by Approved Inspectors. The 2 stage process is also a resource issue for the Approved Inspectors.

Question 7: What are your views on the percentage split, i.e., charging 60% of the levy prior to commencement stage and 40% at final certification. Are these the right amounts? If not, why not – please give reasons.

The Borough Council has concerns that payment of 60% prior to commencement is an additional early cost for developers, without any income. This is on top of the existing CIL to be paid at commencement of development. The impact on cashflow is likely to result in schemes becoming unviable. It is recommended that viability assessment be carried out, involving the development industry. The level of upfront costs, on top of planning permissions costs, site preparation and CIL payment is likely to impact on small and medium developers the most.

Question 8: If you consider yourself a small or medium enterprise, what impact will these levy payment points have on your ability to build? If so, what could help? To note we intend to exempt developments under 10 units or the square metre equivalent.

Not applicable to a local authority.

Question 9: What do you think should be the principal sanction to ensure the levy is paid?

The Borough Council suggests that the principal sanction should be at completion of development, such that a completion notice is not provided until the Levy is paid. This would rely on Approved Inspectors checking with the collection agency with regard to payment but if this is a single step and an easy method to check payment this could be simply be part of the process. The level of sanction would again depend on the amount of Levy. Enforcement and stop notices may cost more to serve than the amount of Levy due. Also of relevance is who monitors and how the Approved Inspectors provide information to the collection agency and how they can monitor payment.

Question 10: Do you think that the failures outlined above may occur in operation of the levy? If so, how best can they be avoided?

The lack of knowledge of small builders, agents and Approved Inspectors may result in late payment due to a lack of awareness. The complexity of the proposed collection process and the reliance on approved inspectors providing information to the collection agency and also assessing accurately the final Levy payment are all risks to the operation of the Levy.

A simple single payment at completion, prior to a completion certificate being issued and paid to DHLUC directly would avoid some of the double handling and subsequent increased risk of missed collection.

Question 11: Is it reasonable to consider the sanctions regime of the RPDT in relation to the levy?

Not applicable to a local authority.

Question 12: How might levy design avoid mistakes, gaming, and fraud, or else maximise positive incentives?

See response to Q10 above.

Question 13: Which of the options above do you think is the best basis on which to implement the levy? Please give reasons for your answer

The Borough Council considers that charging per sqm is the preferred basis for charging the Levy. A charge per unit is more likely to favour lower density greenfield developments, of larger houses sold at a higher cost. National planning policy has been moving towards more of an urban intensification focus for housing delivery, not least under National Planning Policy Framework (NPPF) chapter 11, and an additional burden on viability charged on a per dwelling basis would be contrary to this policy, by encouraging more suburban style larger houses. Charging on a per unit basis could further frustrate the Borough Council's strategy, set out in the new Local Plan, to increase focus on residential development in and around Dartford town centre.

Question 14: How best can we protect small and medium sized builders? Is exempting smaller developments the best way?

Paragraph 69a of the NPPF promotes small and medium sized sites by ensuring there is a sufficient supply of sites over 1ha. Therefore, it is suggested that smaller development under 1 hectare (or an alternative threshold of 30 or 50 dwellings) should be applied as the exemption level to tie into this. The Borough Council's Local Plan viability testing evidence tested a range of housing size typologies: whilst there are many variables relevant (not least, the houses-flats mix) the data suggests that it is not until sites reach 50 dwellings or more – broadly – that viability normally supports an appropriate policy compliant development.

Question 15: Do you think government should set differential levy rates based on geography based on the different land values and house prices in different areas? Please give reasons.

The Borough Council believes that the Levy should have some regard to geographic component given the variety of land values, build costs and house prices across the country. It is unclear the merits are of a regional approach suggested, or indeed if a 'South East' approach would be at all relevant to Dartford given the size of the region defined on this basis, and the variety of relevant factors. Indeed as the Borough Council's own viability testing for the Local Plan has found there is variance on viability across the Borough itself.

Question 16: Which of the two options outlined above would you prefer? Please give your reasons for your answer.

A local authority area based approach would be more warranted than regional, however this differential should be only be a minor component determining the Levy facing the site, in comparison/relative to the importance of ensuring brownfield land re-use is not rendered unviable (see next question).

Question 17: Do you think there should be a different levy rate applied on brownfield and greenfield developments in the same geographic area? If so, do you think that the differential should be the same in every geographic area?

Yes, the Borough Council believes that the Levy should be lower on brownfield sites. This is an important principle. Since build costs and land costs will vary geographically the Borough Council consider the Levy should be varied accordingly. Higher value areas have already seen easier brownfield sites redeveloped, but the more difficult brownfield sites that can often bring about the greatest transformation remain undeveloped. The Borough Council consider therefore that the differential should be significant. Brownfield land development is commonly on sites that are particularly under pressure in viability terms due to a number of reasons including existing land values, existing uses, build costs and site specific costs e.g. town centre or highly contaminated sites.

Question 18: What amount of grace period should be set for projects that have already started the building control process on the date the levy goes live?

Projects which have already started the building control process should not be charged provided they are complete (or phased completion) within 2 years, as the cost of this Levy will not have been taken into account by the developer and this may lead to the reduction of build quality.

Question 19: What are your views on the above exclusions? Please set out whether you agree or disagree and give reasons for your answers.

The Borough Council agrees in principle with the exclusions set out in paragraph 74 of the consultation as these developments are providing infrastructure to support growth in population and meeting housing needs for those who cannot buy on the open market.

With regard to the exclusion of small developments, as suggested in the answer to Q14 this exclusion should be set at a level, which reflects existing national planning policy and the support given to SMEs.

Question 20: Do you have any views on Build to Rent developments, purpose-built student accommodation, older people's housing. If so please set them out.

The Borough Council considers that this would depend on the nature of the development. Some of these developments have high rental values and can provide a high return for investors greater than medium density market sale apartments.

Question 21: Do you agree Affordable Homes should be excluded from payment of the levy? Please give reasons for your answer.

Yes, as this will avoid increasing costs on such developments, which may lead to a reduction in the provision of affordable housing due to costs and viability issues.

Question 22: Do you agree NHS Hospitals, NHS Medical homes, and NHS GP practices should be excluded from payment of the levy? Please give reasons for your answer.

Yes, as these are community facilities support existing and growing residential populations.

Question 23: Do you agree Conversions, improvements to owner occupied homes and refurbishments should be excluded from payment of the Levy?

Yes, as the residential use is already established.

Question 24: Do you agree supported housing should be excluded from payment of the levy? Please give reasons for your answer.

Yes, where this affordable housing provision

Question 25: Do you agree care homes should be excluded from payment of the levy? Please give reasons for your answer.

Yes, generally, as costs of such provision is high and in Dartford they have to compete for land with a residential value.

Question 26: Do you agree that children's homes should be excluded from payment of the levy? Please give reasons for your answer.

Yes, as these are community facilities support existing and growing residential populations

Question 27: Do you agree Domestic Abuse facilities should be excluded from payment of the levy? Please give reasons for your answer.

Yes, as these are community facilities support existing and growing residential populations.

Question 28: Do you agree residential care homes be excluded from payment of the levy? Please give reasons for your answer.

Yes, see response to Q25 above.

Question 29: Do you agree Criminal Justice Accommodation be excluded from the levy? Please give reasons for your answer

Yes, these are community facilities supporting growth.

Question 30: Do you agree military establishments be excluded from the levy? Please give reasons for your answer.

Yes, these are community facilities supporting growth

Question 31: Would excluding developments under 10 units (or the square metre equivalent) protect small and medium sized enterprises? What might the alternatives be?

Yes, to ensure viability is not impacted on small sites, where cash flow for SME's is more critical but the Borough Council suggests that this level is increased in line with NPPF advice. See response to Q14 above.

Question 32: Do you consider that we should set a discounted levy rate for the entirety of a development where that development provides a specified proportion of affordable housing?

Yes, in order to improve the viability of such developments, so that the level of affordable housing provision is not impacted on at planning stage due to costs of development and therefore viability.

CABINET
26 January 2023

AIR QUALITY ACTION PLAN 2023 - 2028

1. Summary

- 1.1 To report recent air quality findings within the Borough and to adopt the Air Quality Action Plan.

2. RECOMMENDATIONS

- 2.1 That the air quality findings, both historic and recent monitoring data available for NO₂ and PM₁₀, at Appendix A to the report, be noted.
- 2.2 That Air Quality Action Plan at Appendix A to the report, be adopted.

3. Background and Discussion

- 3.1. Air pollution is now widely recognised as a life limiting environmental factor. It is estimated that between 28,000 and 36,000 early deaths are attributable to air pollution each year in the UK. Public Health England estimates that by 2035 the health and social care costs of air pollution in England could reach £5.3 billion.
- 3.2. A local authority (LA) is required to assess its area for exceedances of specific pollutants as defined in law. Where air quality is found (through monitoring or modelling) to exceed the required legal levels, a LA is then is required to “declare” an Air Quality Management Area (“AQMA”) for the geographical area affected by a specific pollutant or pollutants.
- 3.3. The Council currently has three AQMAs within the Borough:
- AQMA 1: A282 Tunnel Approach, declared for annual mean NO₂ and 24-hour PM₁₀ mean – covering the approach road to the Dartford Crossing which is flanked at several points by residential properties;
 - AQMA 2: London Road AQMA, declared for annual mean NO₂ – covering the length of London Road (A226) which runs from Swanscombe at the borough boundary to where London Road crosses the A282; and
 - AQMA 3: Dartford Town Centre and Approach Roads, declared for annual mean NO₂ – covering the arterial road links leading into, and surrounding Dartford Town Centre.
- 3.4. In 2021, the Council monitored air quality using 2 Automatic Monitoring Stations (Town Centre and St Clements Roundabout) and a network of passive diffusion tubes sited at 52 locations throughout the borough.
- 3.5. The automatic air quality monitoring station at Bean was closed in December 2020 and will be reinstalled to the south of the A2. The particulate monitor will be replaced with a unit capable of monitoring both PM₁₀ and PM_{2.5}.

CABINET
26 January 2023

- 3.6. DEFRA requires the Council to analyse and publish its air quality monitoring data on an annual basis. Each published report details the monitoring results from the preceding year (i.e. the 2022 report contains data up to 2021).
- 3.7. Before data can be published, it must be validated and then bias adjusted (corrected in accordance with real time monitoring data). Data for 2022 is not yet available.
- 3.8. Monitored levels of NO₂ have decreased at the majority of sites across the borough. Only 2 out of the 52 monitoring sites breached the annual objective level, all of these are already within the declared AQMAs.
- 3.9. The diffusion tube monitoring location with the highest recorded value in 2021 was DA43 Overy Liberty which recorded a value of 48.1 µg/m³.
- 3.10. Monitored levels of PM₁₀ remained below the objective levels at all monitoring sites within the borough.
- 3.11. Whilst improvement in levels of air pollution have been seen across the borough in the last ten years, the administration has identified pollution levels and air quality as priorities for the Council and an essential component of its intention to create cleaner and greener places to live and work. A new air quality action plan is therefore required to set out new measures to seek further improvements.
- 3.12. AQAPs are intended to provide a basis for medium to long-term interventions. Whilst the current plans produced in 2001 and 2009 have served the borough well, many of the measures highlighted in the plans have now been carried out. It would be sensible to revisit and update the plans so that local air quality issues continue to be challenged and addressed.
- 3.13. The Council has engaged the services of a specialist Environmental Consultant, Bureau Veritas, to produce a new AQAP.
- 3.14. The developed actions within the AQAP fall under five broad topics:
 - Priority 1: Public Health and Wellbeing;
 - Priority 2: Transport;
 - Priority 3: Air Quality Partnerships;
 - Priority 4: Planning and Infrastructure;
 - Priority 5: Policy
- 3.15. A Draft of this action plan was presented to Cabinet in May 2022 where it was agreed that a consultation could be carried out.
- 3.16. In developing/updating this AQAP, the Council has worked with other LAs, agencies and the local community to improve local air quality with a public consultation on the draft AQAP was completed in summer 2022 via an online questionnaire. The questionnaire consisted of a number of questions relating to air quality within Dartford across a number of topics.

CABINET
26 January 2023

- 3.17. There were 27 responses received to the public consultation of the draft AQAP. A key output from the consultation was the lack of awareness of the current AQMAs within Dartford, and therefore potentially the wider impacts of air quality across the borough. This is an important identification as it shows that as a LA, the Council must develop a number of measures based around sharing information and education.
- 3.18. A common theme in the responses received was the identification of the Dartford Crossing, the A282, as the principal source of vehicle emissions within Dartford. The health and well-being of residents living close to the A282 was continually challenged when suggestions were made with regard to measures. The Council is committed to working with NH, KCC and surrounding LAs to ensure that any including the Lower Thames Crossing, are assessed in terms of air quality and all other environmental aspects.
- 3.19. An additional recurring theme was relating to cycle; lack of promotion, limited infrastructure and unsafe routes. Active travel, including both walking and cycling, is at the core of this AQAP being present in Priority 1 and Priority 2. A number of measures relating to active travel are to be implemented to enhance the availability of walking and cycling routes within Dartford. Not only will this have benefits in terms of air quality, but it will also have a number of additional benefits such as increased fitness and well-being.
- 3.20. The questions contained within the consultation, and an analysis of the consultation responses are presented in Appendix C of the Action Plan.
4. Relationship to the Corporate Plan
5. The report links into:
- Economic prosperity ED4
 - Environment and Sustainability ET 1
 - A Council performing Strongly PS 1 and PS 2
6. Financial, legal, staffing and other implications and risk assessments*

Financial Implications	None
Legal Implications	<p>The Council has a legal obligation to develop and deliver an Air Quality Action Plan, which identifies appropriate measures to improve Air Quality within an AQMA.</p> <p>Where a proposed development is likely to impact upon air quality within an AQMA, there may be enhanced grounds to require mitigation or health protection measures from the developer.</p> <p>The Council also has a legal duty to report air quality monitoring data on an annual basis to DEFRA within an Air Quality Status Report.</p>

CABINET
26 January 2023

Climate Impact Assessment	There is an intrinsic link between measures which seek to improve local air quality and those which can help to mitigate climate change. Environmental benefits that are achieved through schemes to reduce use of private vehicles and which encourage the use of public transport or active travel help reduce both NO ₂ and CO ₂ emissions and can therefore have a significant influence on the Council's commitment to tackling climate change.
Staffing Implications	None
Administrative Implications	None
Risk Assessment	<p>Air Quality Action Plans ultimately provide the mechanism by which local authorities, in collaboration with national agencies and others, will state their intentions for working towards the air quality objectives in order to protect and improve the health of our residents and environment.</p> <p>The Environment Act 1995 places an obligation on a local authority to produce an Air Quality Action Plan where exceedance of National Air Quality standards are not met.</p> <p>Section 85 of the Act contains reserve powers of the Secretary of State to issue a direction compelling the Local Authority to fulfil its duties under the Act.</p>

6. Details of Exempt Information Category

Not applicable

7. Appendices

Appendix A – Air Quality Action Plan
Appendix B – Annual Status Report 2022

BACKGROUND PAPERS

<u>Documents consulted</u>	<u>Date / File Ref</u>	<u>Report Author</u>	<u>Section and Directorate</u>	<u>Exempt Information Category</u>
Air Quality Action Plan		Bureau Veritas		N/A
Annual Status Report 2022		James Fox (01322) 343250	Environmental Health	



Dartford Borough Council

Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995

Local Air Quality Management
2023 - 2028

Information	Details
Local Authority Officer	
Department	Environmental Health
Address	Civic Centre, Dartford, DA1 1DR
Telephone	01322 343434
E-mail	Eh.admin@dartford.gov.uk
Report Reference Number	DMC-AQAP-2023
Date	January 2023

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management (LAQM) framework. It outlines the action we will take to improve air quality in Dartford Borough Council between 2023 and 2028.

The LAQM process places an obligation on all Local Authorities to regularly review and assess air quality in their areas, and to determine whether or specific Air Quality Objectives are likely to be achieved. With regard to LAQM, the main pollutants of concern with Air Quality Objectives across the UK are nitrogen dioxide (NO₂) and particulate matter with a diameter of 10 microns or less (PM₁₀). Currently within LAQM there is no concentration objective for particulate matter with a diameter of 2.5 microns or less (PM_{2.5}). The Environment Act 2021 established a legally binding duty on government to bring forward at least two new PM_{2.5} targets in secondary legislation by 31 October 2022. At the time of writing the new targets have not been adopted. Following adoption and subsequent updates to LAQM legislations Dartford Borough Council would work towards achieving any new requirements of the statute. Consultation was completed in 2022 on two proposed targets:

- Annual mean concentration target of 10µg/m³ to be met across England by 2040; and
- Population Exposure Reduction Target (PERT), a 35% reduction in population exposure by 2040 based upon a base year of 2018.

Where an exceedance of a UK Air Quality Objective is recorded, a Local Authority is required to declare an Air Quality Management Area (AQMA) to focus efforts into reducing pollutant concentrations and ensure compliance with the objective(s). This AQAP has been adopted for the following AQMAs declared by Dartford Borough Council:

- **AQMA 1: A282 Tunnel Approach**, declared for annual mean NO₂ and 24-hour PM₁₀ mean – covering the approach road to the Dartford Crossing which is flanked at several points by residential properties;

Appendix A

- **AQMA 2: London Road AQMA**, declared for annual mean NO₂ – covering the length of London Road (A226) which runs from Swanscombe at the borough boundary to where London Road crosses the A282; and
- **AQMA 3: Dartford Town Centre and Approach Roads**, declared for annual mean NO₂ – covering the arterial road links leading into, and surrounding Dartford Town Centre.

This action plan replaces two previous AQAPs which ran from 2002 and 2009. A number of projects delivered through the previous AQAP are detailed below:

- Replacement of buses servicing the Fastrack rapid transit system; 21 EURO VI buses introduced in 2015 and EV trials completed on Route A in 2018;
- Opposition to the expansion of the existing Dartford crossing and lobbying Central Government for national action on the A282. Progress towards the delivery of a Lower Thames Crossing located to the east of Gravesend, outside of Dartford Borough;
- The installation of Electric Vehicle (EV) charging points within a number of locations; Westgate car park, the Civic Centre and town centre retail areas, and at the Bluewater shopping complex. The expansion of EV infrastructure within Dartford aligns with UK Government aims to end the sale of new petrol and diesel cars/vans by 2030;
- St Clements Way Greenhithe improvement scheme that has helped to reduce traffic congestion, increase junction capacity and assist with the planned expansion of the Fastrack bus service; and
- Improvements to Bean Interchange and the revoking of AQMA 4: Bean Interchange through compulsory purchase of residential properties as part of the upgrade works.

Long-term trend analysis of annual mean NO₂ concentrations within the three AQMAs has been completed for all monitoring locations that have been in operation between 2009 and 2021. The reduction in average NO₂ annual mean concentration for all available sites within each AQMA has been 35% within AQMA 1 and AQMA 3, and 27% within AQMA 2.

Appendix A

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, the elderly, 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 UK's annual health cost to society of the impacts of particulate matter alone is estimated to be around £16 billion³. Dartford Borough Council is committed to reducing the exposure of people in Dartford to poor air quality in order to improve health.

We have developed actions within this AQAP that can be considered under five broad topics:

- Priority 1: Public Health and Wellbeing;
- Priority 2: Transport;
- Priority 3: Air Quality Partnerships;
- Priority 4: Planning and Infrastructure;
- Priority 5: Policy

The primary focus of the AQAP is to implement measures that will ensure concentrations of NO₂ and PM₁₀ across the borough, and specifically within the existing AQMAs, are reduced to, and remain below all UK Air Quality Objectives as defined within LAQM. A suite of action plan measures that are based upon differing geographical reaches have been included within the AQAP. With a combination of borough-wide actions / 'soft' measures, such as educational events, combined with AQMA / area-specific 'hard' measures, such as improvements in vehicle fleets. This combination of approaches ensures that the benefits from the measures outlined in the AQAP are experienced across the entire borough rather than being centrally targeted within the AQMAs

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

Appendix A

A priority of this AQAP is to aid behavioural shift within the population to promote more sustainable, and less polluting methods of transport, reducing pollutant concentrations and thus the risks of impacting health. This will improve wellbeing within the borough. In addition, where transport remains a majority source of air pollution, measures will continue to be scoped and implemented where possible, aiming to reduce congestion and overall vehicle emissions in areas of relevant exposure.

This AQAP outlines a plan to effectively tackle air quality issues within the Council's control, and to work co-operatively with air quality partners that impact upon air quality within the borough. It should be noted that there are a large number of air quality policy areas that are outside of the Council's influence (such as vehicle emissions standards), but for which the Council is able to provide useful evidence. The Council will therefore work to create holistic working relationships with a number of partners on policies and issues beyond the direct influence of Dartford Borough Council. These air quality partners include neighbouring Local Authorities, Kent County Council, National Highways and central government

Responsibilities and Commitment

This AQAP was prepared by the Environmental Health department within Dartford Borough Council with support provided by Bureau Veritas. A number of departments, both within Dartford Borough Council and Kent County Council have, and continue to provide, support and agreement to the AQAP:

This AQAP has been approved by:

< TBC - Details of council / cabinet members who have approved the AQAP (This could also include support from County Councils or from National Highways where appropriate) e.g. Head of Transport Planning, Head of Public Health, with e-signature >.

The measures contained within this AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Council Committee and Defra. Progress of measures, and the development of additional measures will be reported to Defra each year within the Annual Status Report (ASR). The ASR is due for completion in June each year and is produced by Dartford Borough Council, as part of our statutory LAQM duties. Current Defra guidance states that an AQAP should be

Appendix A

updated every five years therefore the formal process to update this AQAP shall be commenced in 2028 with a view to adopt a new AQAP, if required, within 2029.

If you have any comments on this AQAP, please send them to the Environmental Health department at Dartford Borough Council at:

Environmental Health, Dartford Borough Council

Civic Centre, Dartford, DA1 1DR

01322 343434

eh.admin@dartford.gov.uk

Table of Contents

Executive Summaryi
 Responsibilities and Commitmentiv

1 Introduction 1

2 Summary of Current Air Quality in Dartford Borough Council3
 2.1 AQMA 1: A282 Tunnel Approach3
 2.2 AQMA 2: London Road5
 2.3 AQMA 3: Dartford Town Centre and Approach Roads6
 2.4 Disparity Analysis7

3 Dartford Borough Council’s Air Quality Priorities.....11
 3.1 Public Health Context..... 11
 3.1.1 Kent Wellbeing Strategy13
 3.2 Planning and Policy Context 13
 3.2.1 Local Policy14
 3.2.2 National Policy.....17
 3.3 Source Apportionment.....18
 3.4 Required Reduction in Emissions20
 3.5 Key Priorities 21
 3.5.1 Priority 1: Public Health and Wellbeing21
 3.5.2 Priority 2: Transport.....22
 3.5.3 Priority 3: Air Quality Partnerships22
 3.5.4 Priority 4: Planning and Infrastructure22
 3.5.5 Priority 5: Policy Guidance23
 3.5.6 Priority 6: Air Quality Monitoring.....23

4 Development and Implementation of the AQAP25
 4.1 Steering Group25
 4.1 Forthcoming Guidance26
 4.2 Consultation and Stakeholder Engagement.....27
 4.3 Consultation Outcomes28

5 AQAP Measures29
 5.1 Cost Benefit Analysis29

Appendix A: Dartford Borough Council Maps.....34
Appendix B: Source Apportionment Results40
Appendix C: Response to Consultation.....44
Appendix D: Cost Benefit Analysis46
Appendix E: Reasons for Not Pursuing Action Plan Measures.....49

Appendix A

Glossary of Terms	50
--------------------------------	-----------

List of Tables

Table 1.1: UK (England) Air Quality Objectives – LAQM	2
Table 2.1: AQMA 1 Annual Mean NO ₂ Concentrations (µg/m ³)	4
Table 2.2: AQMA 2 Annual Mean NO ₂ Concentrations	5
Table 2.3: AQMA 3 Annual Mean NO ₂ Concentrations	7
Table 2.4: AQMA Comparison.....	9
Table 3.1: Required NO _x Reductions.....	21
Table 4.1: Consultation Undertaken	27
Table 5.3: Air Quality Action Plan Measures	31
Table D.1: Cost Benefit Analysis Matrix	46
Table D.2: Cost Benefit Analysis of AQAP Measures	47
Table E.1: Action Plan Measures Not Pursued and the Reasons for that Decision ...	49

List of Figures

Figure 2.1: Dartford IMD Rating	8
Figure A.1: AQMA 1, Modelled Roads and Monitoring Locations	34
Figure A.2: AQMA 1, Modelled Roads and Modelled Receptors	35
Figure A.3: AQMA 2, Modelled Roads and Monitoring Locations	36
Figure A.4: AQMA 2, Modelled Roads and Modelled Receptors	37
Figure A.5: AQMA 3, Modelled Roads and Monitoring Locations	38
Figure A.6: AQMA 3, Modelled Roads and Modelled Receptors	39
Figure B.1: NO _x Source Apportionment Results: AQMA 1	40
Figure B.2: PM ₁₀ Source Apportionment Results: AQMA 1	41
Figure B.3: NO _x Source Apportionment Results: AQMA 2	42
Figure B.4: NO _x Source Apportionment Results: AQMA 3	43

1 Introduction

This Air Quality Action Plan (AQAP) outlines the actions that Dartford Borough Council (Dartford) will deliver between 2023 and 2028 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 and visitors to the borough.

It has been developed in recognition of the legal requirement on the Local Authority to work towards compliance with the Air Quality Objectives (AQOs) as defined within the Local Air Quality Management (LAQM) statutory process. Specific LAQM guidance⁴⁵ has been followed to develop this AQAP.

The measures contained within the AQAP are to be reviewed and reported on annually within the Annual Status Report (ASR), and the AQAP document will be reviewed every five years at the latest. This AQAP focuses on actions to improve air quality across Dartford, with a specific focus on the three AQMAs currently declared within the borough:

- **AQMA 1: A282 Tunnel Approach** – The approach road to the Dartford Crossing which is flanked at several points by residential properties;
- **AQMA 2: London Road AQMA** – The length of London Road (A226) which runs from Swanscombe at the borough boundary to where London Road crosses the A282; and
- **AQMA 3: Dartford Town Centre and Approach Roads** – The arterial road links leading into, and surrounding Dartford Town Centre.

The three current AQMAs have all been declared for exceedances of the nitrogen dioxide (NO₂) annual mean Air Quality Objective (AQO) of 40µg/m³. Additionally, AQMA 1 has also been declared due to exceedances of the PM₁₀ (particulate matter with a diameter of 10 microns or less) 24-hour PM₁₀ AQO. For reference the UK LAQM AQOs relevant to English Local Authorities is presented in Table 1.1

Within Dartford the primary source of air pollution is from vehicle emissions derived from the numerous roads located throughout the borough. There are a number of

⁴ Local Air Quality Management Technical Guidance LAQM.TG(22), August 2022, published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland

⁵ Local Air Quality Management Policy Guidance LAQM.PG(22), August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

Appendix A

roads that are part of the Strategic Road Network (SRN) and therefore are managed centrally by National Highways (NH); A282, A2, M20, M25. The boundary of AQMA 1 is set against the A282, and vehicle emissions from all SRN roads within the borough influence, to a varying degree, the pollutant concentrations reported throughout the borough.

The inclusion of NH managed roads within Dartford has introduced further challenge when developing this AQAP. Dartford is a two-tiered Local Authority therefore Kent County Council (KCC) are responsible for the highways within Dartford, and in addition there are SRN roads within the borough. Therefore, there are a number of 'air quality partners' that are responsible for sources of air pollution within the designated AQMAs. It is the objective of this AQAP that these, and other, air quality partners are able to work together to reduce pollutant concentrations.

The locations of the three AQMAs within Dartford are provided within Appendix A.

Table 1.1: UK (England) Air Quality Objectives – LAQM

Pollutant	LAQM Air Quality Objective	Averaging Period
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
	40µg/m ³	Annual mean
Particulate Matter (PM _{2.5})	Work towards reducing emissions/concentrations of fine particulate matter (PM _{2.5})	Annual mean

2 Summary of Current Air Quality in Dartford Borough Council

Air quality monitoring is carried out across the borough largely via a network of passive NO₂ diffusion tubes; there were 52 monitoring locations within 2021. In addition, there are currently two automatic monitoring sites that monitor both NO₂ and PM₁₀.

To supplement the monitoring undertaken, a detailed modelling assessment has been completed to review the status of the three existing AQMAs and help inform this AQAP. Using 2018 baseline data, the assessment predicts pollutant concentrations at relevant locations over a wider spatial scale.

During the 2020 and 2021 national lockdowns, travel restrictions associated with COVID-19 impacted existing traffic volumes and subsequently air pollutant concentrations. Currently there is high-level of uncertainty with regard to whether recent monitoring data will be considered an outlier until long-term monitoring trends are better understood. Therefore, monitoring data for the past five years is presented so that the trends and the frequency of any exceedances can be considered, with a focus on any exceedances reported during 2019 or previous years.

A summary of both monitoring and dispersion modelling results relevant to each AQMA is provided below.

Full details of the monitoring network within Dartford and ongoing monitoring results are presented within the most recent ASR⁶.

2.1 AQMA 1: A282 Tunnel Approach

AQMA 1 incorporates the residential dwellings that are located close to the A282, with the AQMA boundary stretching between Junctions 2 and 1a. The A282 is part of the SRN and therefore is managed centrally by NH.

The AQMA was declared in 2001 due to exceedances of the annual mean AQO for both NO₂ and PM₁₀. Monitoring of NO₂ within or close to the AQMA boundary, as presented in Table 2.1, shows that there has been an overall downward trend in

⁶ Dartford Borough Council, Air Quality, available at <https://www.dartford.gov.uk/by-category/environment-and-planning2/Environmental-Health-Homepage/pollution/air-quality>

Appendix A

annual mean concentration over the past five years. There were exceedances of the annual mean NO₂ AQO at three monitoring locations within 2019. When distance correction⁷ is applied to these three sites, two remain in exceedance; DA22 and DA97. The latest annual mean results, from 2021, show a number of sites remain significantly close to the AQO, but all sites are below the annual mean AQO. The variability of 2021 concentrations due to COVID-19 impacts should be taken into account within the annual mean results.

Currently there is no PM₁₀ monitoring completed by Dartford within AQMA 1.

Table 2.1: AQMA 1 Annual Mean NO₂ Concentrations (µg/m³)

Site ID	X OS Grid Ref.	Y OS Grid Ref.	Site Type	Distance to Relevant Exposure	2017	2018	2019	2020	2021
DA20	555661	174865	Roadside	9.4	38.1	43.3	36.1	32.3	33.8
DA21	555497	174025	Roadside	10.3	32.5	34.5	32.2	27.6	29.1
DA22	555605	174023	Roadside	7.2	51.0	47.7	44.0	41.3	39.3
DA24	555634	173558	Roadside	0	33.5	36.3	32.3	30.2	29.6
DA25	555801	173194	Urban Background	0	33.7	35.1	30.8	23.2	27.6
DA44	555653	174047	Roadside	0	39.4	38.6	37.3	36.3	32.4
DA62	555796	173902	Roadside	5	43.8	41.1	39.4	30.2	35.6
DA84	555574	174068	Roadside	16	49.0	45.2	43.7	42.8	37.5
DA97	555495	174436	Roadside	9.65	35.3	46.4	44.3	41.0	37.2
Note: Exceedances of the NO ₂ annual mean AQO are in bold									

The dispersion modelling completed across the borough predicted NO₂ annual mean concentrations at 14 receptor locations within and close to AQMA 1. It was predicted that 13 out of the 14 locations were to exceed the annual mean AQO, with the remaining location having an annual mean concentration within 10% of the annual mean AQO (36µg/m³). Additionally, PM₁₀ 24-hour mean concentrations were predicted to exceed the allowable 35 exceedances of 50µg/m³ per year at 13 of the 14 modelled receptor locations, therefore exceeding the 24-hour mean AQO. The 24-hour exceedances have been calculated using the empirical relationship presented in LAQM.TG(16).

⁷ As per LAQM.TG(16) paragraphs 7.77 to 7.79: *Wherever possible, Local Authorities should ensure that monitoring locations are representative of exposure. Where this is not possible, the NO₂ concentration at the nearest location relevant for exposure should be estimated, using the NO₂ fall-off with distance calculator.*

A comparison of NO₂ monitoring locations and modelled receptor locations is presented in Figure A.1 and Figure A.2.

2.2 AQMA 2: London Road

AQMA 2 surrounds London Road (A226) for its entire length, stretching from the A282 flyover through Stone and Greenhithe to the borough boundary with Gravesham Borough Council. The AQMA was declared in 2006 due to exceedances of the annual mean AQO for NO₂.

Monitoring of NO₂ within or close to the AQMA boundary, as presented in Table 2.2, shows that for the majority of monitoring sites there has been a downward trend in annual mean concentration over the past five years. The automatic monitoring station ZR4, since installation, has shown a consistent annual mean concentration of between 35-37µg/m³. There has not been an exceedance of the annual mean AQO at an existing monitoring location since 2018. Following the application of distance correction there has not been an exceedance for the past five years. A new site, DA99, was introduced for 2021 following the detailed modelling completed as part of the AQAP update. This site reported the highest annual mean concentration within the AQMA in 2021, 43.5µg/m³ at the point of monitoring and 38.0µg/m³ with distance correction to the closest point of relevant exposure.

Table 2.2: AQMA 2 Annual Mean NO₂ Concentrations

Site ID	X OS Grid Ref.	Y OS Grid Ref.	Site Type	Distance to Relevant Exposure	2017	2018	2019	2020	2021
ZR4	558488	174671	Roadside	8.5	-	-	37	37	35
DA10	559120	174854	Roadside	2.5	35.1	35.6	31.8	25.5	34.0
DA38	558289	174580	Roadside	3.2	37.2	35.4	33.4	29.7	30.6
DA92	560534	174877	Roadside	9.5	41.6	42.5	35.2	33.7	37.1
DA93	561201	174906	Roadside	3.3	40.3	41.0	38.2	33.5	28.7
DA99	559207	174877	Roadside	2.0	-	-	-	-	43.5
Note: Exceedances of the NO ₂ annual mean AQO are in bold									

With regard to the dispersion modelling completed, NO₂ annual mean concentrations were predicted at 26 relevant receptor locations within and close to AQMA 2.

Although no exceedances were predicted, four out of the 26 receptor locations had an annual mean concentration within 10% of the annual mean AQO. LAQM guidance states that where NO₂ monitoring is completed using diffusion tubes an AQMA

Appendix A

should only be revoked following three consecutive years of annual mean concentrations being lower than $36\mu\text{g}/\text{m}^3$. Therefore this proxy is utilised when assessing predicted concentrations at modelled receptor locations.

A comparison of the NO_2 monitoring locations and modelled receptor locations is presented in Figure A.3 and Figure A.4.

2.3 AQMA 3: Dartford Town Centre and Approach Roads

AQMA 3 follows the path of the inner ring road that encompasses Dartford Town Centre and continues along four adjoining roadlinks; A225, A226, A2018 and A2026. The AQMA was declared in 2006 due to exceedances of the annual mean AQO for NO_2 .

Monitoring of NO_2 within or close to the AQMA boundary, as presented in Figure A.5, shows that there has been a downward trend in annual mean NO_2 concentration at monitoring sites within or close to the AQMA over the past five years. There have been exceedances of the annual mean AQO recorded at monitoring locations in each of the past five years. The monitoring sites DA43 and DA61 are located at, or extremely close to, points of relevant exposure. Both of these sites have exceeded, or have been close to exceeding, the annual mean AQO for the past five years.

Of the 71 modelled receptor locations utilised within the dispersion modelling, exceedances of the annual mean NO_2 AQO were predicted at 17 locations. In addition, eight modelled receptor locations reported a predicted concentration within 10% of the annual mean AQO.

A comparison of the NO_2 monitoring locations and modelled receptor locations are presented in Figure A.5 and Figure A.6.

Table 2.3: AQMA 3 Annual Mean NO₂ Concentrations

Site ID	X OS Grid Ref.	Y OS Grid Ref.	Site Type	Distance to Relevant Exposure	2017	2018	2019	2020	2021
ZR1	554117	173852	Roadside	N/A	34	36	32	24	26
DA01	554190	173985	Roadside	1.1	33.7	37.7	34.3	32.1	-
DA16	554108	173318	Roadside	15.7	43.1	41.4	41.1	34.5	36.5
DA17	552988	173922	Roadside	11	30.4	33.7	30.0	27.5	28.3
DA34	555373	173763	Roadside	6	39.0	42.2	37.6	34.0	34.0
DA35	553848	173994	Roadside	4.6	35.3	37.5	34.0	31.5	29.2
DA36	553283	175288	Roadside	14.2	34.3	37.8	34.9	30.4	31.2
DA39	555129	173802	Roadside	6	36.6	40.2	36.8	28.9	33.9
DA43	554581	173987	Roadside	0.8	53.0	57.9	54.6	45.6	48.1
DA47	553922	174325	Roadside	2.8	34.8	37.0	34.8	34.4	31.5
DA49	554903	173893	Roadside	0	36.3	36.8	37.0	32.6	33.2
DA60	553895	174678	Roadside	4.6	33.8	36.9	32.9	28.9	31.9
DA61	553578	174175	Roadside	0	40.9	45.7	45.2	43.5	37.8
DA78	553686	174905	Roadside	5.3	33.9	39.1	35.4	30.7	33.5
DA85	554556	174034	Roadside	N/A	30.2	32.8	30.8	26.8	30.8

Note:
Exceedances of the NO₂ annual mean AQO are in **bold**

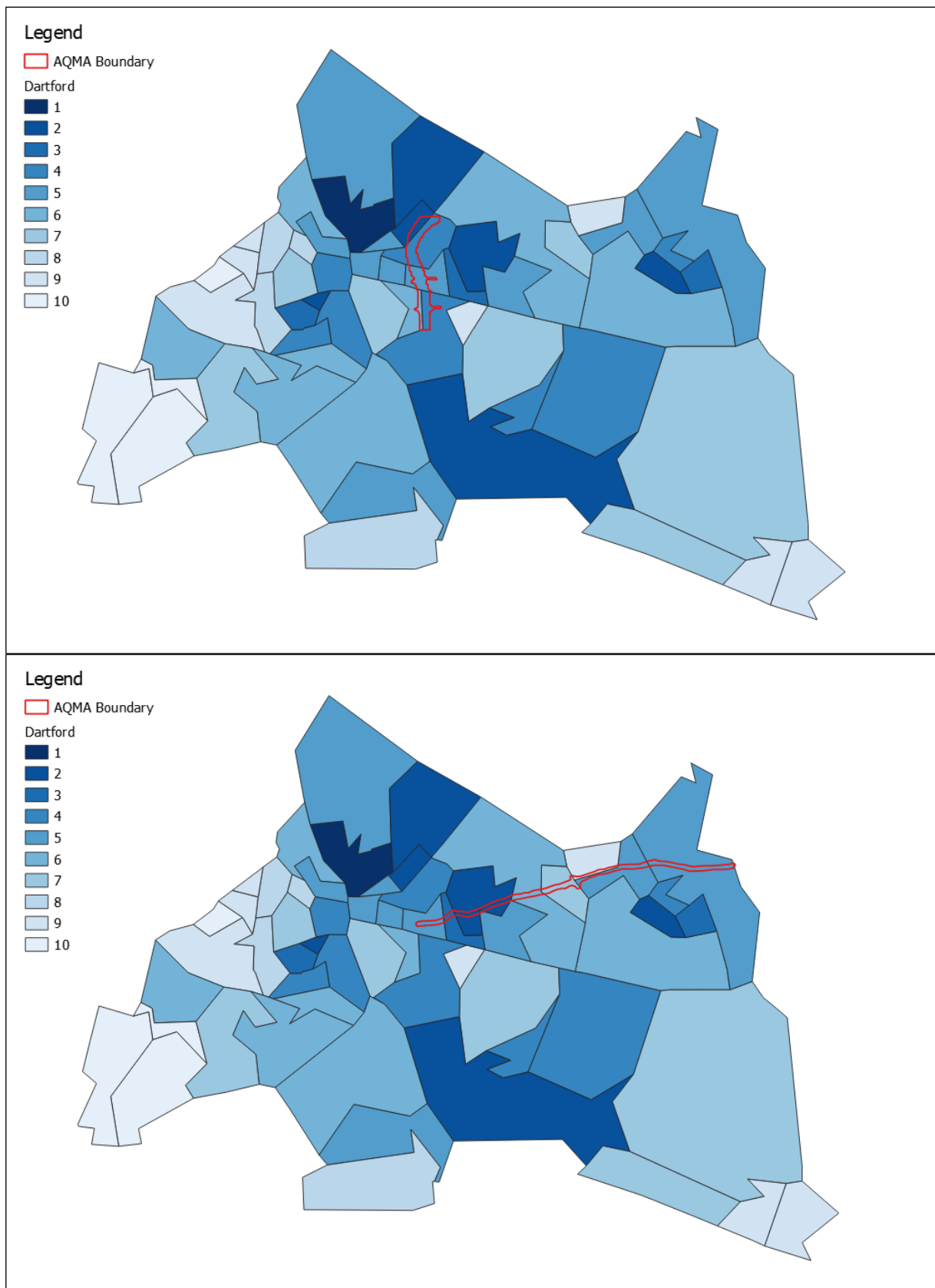
2.4 Disparity Analysis

In addition to the current air quality monitoring completed within Dartford, analysis has been undertaken with regard to population and disparity related to poor air quality conditions. Using Office for National Statistics (ONS) data⁸ on a scale of Lower-Layer Super Output Areas (LSOA), population density and disparity metrics are able to be presented for each AQMA. The Indices of Multiple Deprivation (IMD) is a dataset used to classify relative deprivation within an LSOA. This is completed through a number of different indicators leading to a rating between one and ten, with one being the most deprived and ten being the least deprived.

Error! Reference source not found. presents an overlay of IMD across Dartford within each specific LSOA. The AQMAs have been overlain, to identify the differing ratings or IMD that are relevant to each AQMA. In addition to IMD statistics, Table 2.4 presents the population for the LSOAs where AQMAs are present.

⁸ <https://www.ons.gov.uk/visualisations/dvc1371/#/E07000223>

Figure 2.1: Dartford IMD Rating



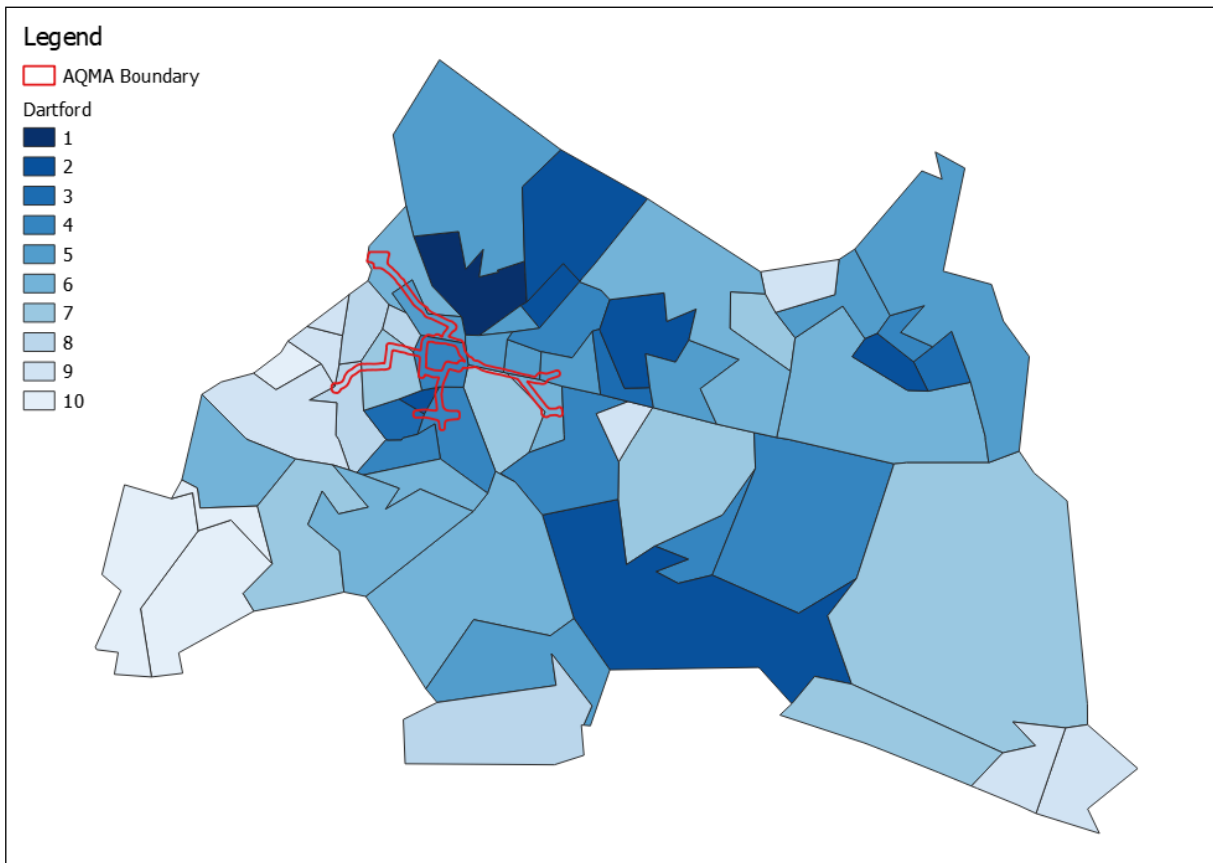


Table 2.4: AQMA Comparison

AQMA	Number of LSOAs	Population Within and Surrounding AQMA ⁹	Average IMD Rating Within AQMA	Highest Monitoring NO ₂ Concentration (2021)
AQMA 1	5	9,031	4.2	43.5µg/m ³
AQMA 2	9	22,825	5.2	39.3µg/m ³
AQMA 3	16	29,382	5.8	48.1µg/m ³
Outside AQMAs	31	78,424	6.2	33.3µg/m ³

Figure 2.1 displays the IMD rating for the LSOAs across Dartford, with these varying between ratings one to ten. Aside from a central LSOA the least deprived areas in terms of IMD are located to the southwest and southeast of the borough. There are pockets of high deprivation within the central areas, to the south and to the east of the borough. It can be seen that the average IMD rating across the LSOAs within each AQMA is lower than the average outside of the AQMAs. Additionally, the average across all LSOAs within Dartford is 5.8. Within each AQMA the average IMD rating is either equal or below this borough average.

Compared to the total population of Dartford (208,496), over 60,000 people or 28.8%

⁹ Population has been calculated by totalling the population within each LSOA where the AQMA boundary falls.

Appendix A

of the population within Dartford are living within, or close to, areas of poor air quality.

This analysis has been utilised, alongside the ongoing air quality monitoring and specific modelling completed to inform this AQAP, to design measures specific to the issues relevant to Dartford. The impact of air pollution within Dartford is not solely related to achieving, and maintaining, pollutant concentrations below the AQOs. Additionally, the implementation of the AQAP is aimed to reduce the burden that poor air quality can have upon human health and the environment, both natural and anthropogenic.

3 Dartford Borough Council's Air Quality Priorities

This chapter presents the main drivers and the approach taken by Dartford Borough Council for the development and subsequent selection of measures that have been included within this AQAP. Included within this section of the AQAP are descriptions of the existing strategies and policies that relate to air quality within the borough.

A source apportionment study has been completed across the borough, focusing on the three current AQMAs. The source apportionment study has allowed the most significant sources of oxides of nitrogen (NO_x) vehicle contributors to be identified. Vehicular emission sources of NO₂ are dominated by NO_x emissions. NO_x is chemically unstable and rapidly oxidises to form NO₂. Therefore reducing the emissions of NO_x, reduces concentrations of NO₂.

In conjunction, with the strategies and policies that are currently in place, the conclusions of this apportionment exercise have been used to identify and prioritise the AQAP measures presented within Section 5.

3.1 Public Health Context

There is increasing scientific evidence that poor ambient air quality has a significant negative impact on health. Research shows that the most common air pollutants of concern, NO₂, PM₁₀ and PM_{2.5} (particulate matter in the fractions of less than 10 microns and 2.5 microns in diameter), are linked to various health complications, impacting the cardiovascular and respiratory systems. The Committee on the Medical Effects of Air Pollution (COMEAP)¹⁰ provides advice to Government on the setting of air quality standards, and increasingly has sought to consolidate evidence on the health burden and impacts of various pollutants, both in single occurrence and pollutants in combination.

Exposure to air pollutants increases the risk of respiratory infections through the pollutants interaction with the immune system¹¹, and may lead to reduced lung function. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also

¹⁰ <https://www.gov.uk/government/collections/comeap-reports>

¹¹ Marilena Kampa and Elias Castanas, Human Health Effects of Air Pollution, June 2007

Appendix A

often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas^{12,13}. The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages¹⁴, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017¹⁵.

In December 2020, the first case of air pollution being ruled as the cause of death was recorded for nine-year old, Ella Kissi-Debrah as a result of failure to reduce pollution levels to legal limits within the London Borough of Lewisham. Within the coroner's report¹⁶ the need for greater awareness was detailed, with regard to personal exposure to air pollution was required, at both national and Local Authority level.

Local Authorities have a range of powers which can effectively help to improve air quality. However, the involvement of public health officials is crucial in playing a role to assess the public health impacts and providing advice and guidance on taking appropriate action to reduce air pollution exposure and to not impact upon, and improve the health of all within Dartford.

The Air Quality Indicator in the Public Health Outcomes Framework (England) provides further impetus to join up action between the various Local Authority departments which impact on the delivery of air quality improvements. The "Air Quality – A Briefing for Directions of Public Health" document published in March 2017¹⁷ provides a one-stop guide to the latest evidence on air pollution, guiding Local Authorities to use existing tools to appraise the scale of the air pollution issue in its area. It also advises Local Authorities how to appropriately prioritise air quality alongside other public health priorities to ensure it is on the local agenda.

There is an increasing focus on fine particulate matter (PM_{2.5}), for which evidence continues to show that there is no real safe threshold. The Public Health Outcomes Framework data tool compiled by Public Health England quantifies the mortality burden of PM_{2.5} within England on a County and Local Authority scale. The 2019

¹² Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

¹³ Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

¹⁴ Defra. Air quality appraisal: damage cost guidance, July 2020

¹⁵ Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

¹⁶ <https://www.judiciary.uk/publications/ella-kissi-debrah/>

¹⁷ https://www.local.gov.uk/sites/default/files/documents/6.3091_DEFRA_AirQualityGuide_9web_0.pdf

Appendix A

fraction of mortality attributable to PM_{2.5} pollution in Dartford is 6.3%, which is above the national average of 5.1%. It should be noted that this figure only accounts for one pollutant (PM_{2.5}) for which stronger scientific evidence on links with mortality exist, and not NO₂, so the true figure is possibly even higher. In 2018 the Kent Public Health Observatory have utilised age-standardised premature mortality rates per 100,000 within Dartford (five years of mortality data used, 2012-2016) to present the number of premature deaths attributable to PM_{2.5}¹⁸. A value of 19.4 deaths per 100,000 has been calculated to be attributable to PM_{2.5} concentrations within Dartford.

Currently, as per LAQM guidance, English Local Authorities are required to work towards reducing emissions/concentrations of PM_{2.5} rather than report against a specific AQO, as with NO₂ and PM₁₀. Notwithstanding, it is expected that a number of the measures implemented as part of this action plan have co-benefits in additionally reducing emissions and resulting concentrations of PM_{2.5}.

3.1.1 Kent Wellbeing Strategy

The Kent Joint Health and Wellbeing Strategy¹⁹ outlines how, through cohesive working, people's health can be improved, and health inequalities reduced. The strategy has been extended through 2021 and continues to be relevant and timely with regard to the priorities outlined by Kent and Medway Joint Health and Wellbeing Board.

Five core outcomes are defined within the Strategy, and these are being delivered through focusing on a number of key priorities:

- Tackle key health issues where Kent is performing worse than the England average;
- Tackle health inequalities;
- Tackle the gaps in provision;
- Transform services to improve outcomes, patient experience and value for money.

3.2 Planning and Policy Context

This AQAP outlines Dartford's plan to effectively tackle air quality issues within its

¹⁸ https://www.kpho.org.uk/_data/assets/pdf_file/0004/80617/Air-Quality.pdf

¹⁹ <https://www.kent.gov.uk/about-the-council/strategies-and-policies/health-policies/joint-health-and-wellbeing-strategy>

Appendix A

control. It is recognised there are numerous existing, and forthcoming, policies and strategies adopted at a local, regional and national level that can exert significant effects, both positive and negative, upon air quality conditions across Dartford. It is important that these plans and strategies are identified and taken into consideration at an early stage of the development of the AQAP. These will aid the establishment of the context in which specific options for improving air quality can be implemented.

The most relevant policies and strategic documents, both local and national are detailed below.

3.2.1 Local Policy**Dartford Local Plan**

Dartford Borough Council submitted a new Dartford Local Plan for independent examination in December 2021²⁰. The final hearing for the Local Plan is due to be completed by the end of 2022, following which the Local Plan will be adopted. Once adopted, the plan will replace the existing adopted Core Strategy and Development Policies Plan. It will guide key planning and infrastructure decisions by setting out the location, type and extent of new development to 2037, and includes all the key policies to inform planning applications.

The plan sets out the vision of sustainable development within Dartford, with the wellbeing of communities benefitting from investment and planned development. Improving health and wellbeing is a strategic objective of the plan, with the improvement of air quality identified through the reduction of the need to travel by private vehicle. The control and improvement of air quality is detailed within a number of strategic policies and development management policies to ensure that air quality is taken as a material consideration for future development proposal. It is expected that all developments across Dartford are to minimise pollution. Where impact assessment shows a significant level of impact, mitigation will be required. Mitigation is to be considered at the design phase, with an emphasis upon sustainable or low pollution features and the promotion of electric vehicle use.

Developing on the Parking Standards Supplementary Planning Guidance the provision of Electric Vehicle (EV) charging points is to be provided for both residential

²⁰ <https://www.dartford.gov.uk/by-category/environment-and-planning2/new-planning-homepage/planning-policy/new-local-plan>

and commercial developments. The continual expansion of the EV charging network within Dartford will not only bring local air pollution benefits, but also falls in line with the current Climate Change Strategy²¹.

There are estimated to be 15,800 new homes to be built within Dartford within the plan period up to 2037. This has been predicted based upon population growth rates, with Dartford currently having the third highest growth rate in England outside of London. This rapid growth will bring a number of challenges in terms of air quality impacts and within the wider environment. The overall impact of this level of growth cannot be quantified simply. The measures that are to be implemented through this AQAP have taken account of these levels of growth in terms of population and development and are to safeguard current and future populations within Dartford.

Kent Local Transport Plan

The Kent Local Transport Plan 4, adopted in 2016, with the associated Strategic Environmental Assessment²², sets out the long-term transport strategy across the country, inclusive of Dartford. Five overarching policies are detailed that are targeted at delivering specific outcomes, with direct relevance to air quality identified within the following outcome:

Outcome 5: Better health and wellbeing

- *Policy: Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve air quality.*

The transport priorities within Dartford are presented, with a number of the priorities relevant to the roadlinks within the three AQMAs, i.e., the A282, A226 and within Dartford Town Centre. A number of the priorities will align with the measures developed as part of this AQAP. The development of sustainable transport and active travel, aside from reducing the number of vehicles on the roads, will lead to reductions in air pollution concentrations through both educational and infrastructure aspects.

²¹ <https://www.dartford.gov.uk/by-category/environment-and-planning2/local-authority-carbon-management-programme>

²² <https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/local-transport-plan>

Appendix A

Works have begun on the Kent Local Transport Plan 5, which when completed would supersede the current plan. Due to the high level of cause and effect cross-over between transport and air quality within Dartford, and across Kent, Dartford Council will engage and consult with KCC to aid the development of this updated plan.

The Dartford Sustainable Transport Strategy

The strategy released in 2021, A Sustainable Transport Strategy for Dartford (DSTS)²³ outlines the actions being taken by Dartford to encourage sustainable travel. A summary with regard to the current air quality conditions within Dartford is presented. This is both in terms of the three AQMAs and the identification that traffic sources are the principal source of air pollution within the borough. One of the overall aims of the DSTS is to reduce traffic congestion and emissions, leading to improved air quality.

Growth within the borough will be accompanied with an increase in the desire to travel. A greater emphasis on sustainable travel, supported by infrastructure improvements, seeks to achieve changes in travel behaviour. This will have benefits for people's health and wellbeing, reducing air pollution concentrations and promoting more active lifestyles.

The DSTS is an informal document that accompanies the new Dartford Local Plan, aimed at minimising the transport impacts of planned development. This AQAP, and the measures proposed within it, will play a key role in further developing the DSTS.

Dartford Town Centre Framework: Supplementary Planning Document

An SPD for Dartford Town Centre was adopted in 2018²⁴. It is recognised within the SPD that the ring road encompassing Dartford Town Centre has been declared as an AQMA as a result of heavy road demand. The ring road is identified as a barrier to walking and cycling within Dartford, and also that traffic demand is exacerbated when there are problems on either the A2 or A282.

The objective relating to "Movement" is directly linked to improving air pollution concentrations within Dartford Town Centre. Through the Framework, the aim is to

²³ <https://www.dartford.gov.uk/downloads/file/1382/draft-sustainable-transport-strategy-v6-13-september-2021>

²⁴ <https://www.dartford.gov.uk/by-category/environment-and-planning2/new-planning-homepage/planning-policy/supplementary-planning>

improve access into the town centre by alternative, more sustainable forms of transport.

Kent Design Guide

The Kent Design Initiative has produced a Design Guide²⁵ that aims to drive the positive design of buildings within Kent. Good design adds environmental value to a development and should be seen as a fundamental requirement. Guidance is provided with regard to the environmentally sustainable design of a development, but also for the sustainable construction of a development.

3.2.2 National Policy

Clean Air Strategy 2019

The Clean Air Strategy²⁶ has been published to set out the case for action at a national level, identifying a number of sources of air pollution within the UK including road transportation (relevant in terms of the AQMAs declared within Dartford) and sets out the actions required to reduce the impact upon air quality from these sources. It has been developed in conjunction with three other UK Government Strategies; the Industrial Strategy, the Clean Growth Strategy, and the 25 Year Environment Plan.

Air quality plan for NO₂ in UK

Published in July 2017, the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (Detailed Plan)²⁷ is the UK governments plan for bringing concentrations of NO₂ within statutory limits within the shortest possible time. LAQM is the statutory process by which Local Authorities monitor, assess and take action to improve local air quality. The UK has a requirement to report upon pollutant concentrations set by the Air Quality Standards Regulations²⁸ across a specific number of zones across the UK.

The plan was published due to the identification that the most immediate air quality challenge within the UK is tackling the issue of NO₂ concentrations close to roads,

²⁵ <https://www.kent.gov.uk/about-the-council/strategies-and-policies/regeneration-policies/kent-design-guide>

²⁶ Department for Environment, Food and Rural Affairs (2019), Clean Air Strategy

²⁷ Department for Environment, Food and Rural Affairs, Department for Transport (2017), UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (Detailed Plan)

²⁸ UK Government (2010), The Air Quality Standards Regulations

Appendix A

especially within urbanised areas. The plan identifies a number of Local Authorities that were required to complete feasibility studies to define NO₂ concentrations on road links identified by the national Pollutant Climate Mapping (PCM) model as being in exceedance of the NO₂ annual mean objective.

Dartford was not one of the authorities identified due to the A282 being part of the SRN and therefore not managed by either Dartford or KCC. However, the UK Plan provides a high level of detail on possible solutions, and their implementation, to reduce NO_x emissions from vehicles, and therefore lower NO₂ concentrations.

EV Building Regulations

In December 2021 new Building Regulations were introduced in England requiring new homes and specific buildings, as well as those undergoing major renovation, to install EV charging points²⁹.

- Every new home with on-site parking is to have an electric vehicle charge point;
- Residential buildings undergoing major renovation, which will have more than 10 parking spaces after the renovation is complete, are to have at least one electric vehicle charge point for each dwelling with associated parking and cable routes in all spaces without charge points;
- All new non-residential buildings with more than 10 parking spaces are to have a minimum of one charge point and cable routes for one in five of the total number of spaces; and
- All non-residential buildings undergoing a major renovation which will have more than 10 parking spaces after the renovation is complete are to have a minimum of one charge point and cable routes for one in five spaces.

3.3 Source Apportionment

Source apportionment is the process by which different pollutant sources are quantified in relation to their contribution to overall pollutant concentrations. The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the Dartford area.

²⁹ <https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s>

The source apportionment process has been completed in order to:

- Quantify the proportions of oxides of nitrogen (NO_x) that are attributable to both background emissions and to local road emissions;
- Determine the relative contributions from different vehicle types (cars, Heavy Good Vehicles (HGVs), Light Goods Vehicles (LGVs), buses and coaches, and motorcycles); and
- Identify whether action plan measures would need to be on a local / regional / national scale to have a significant impact upon reducing NO_x emissions within the existing AQMA areas.

Relevant to the maximum NO_x and PM₁₀ concentrations within the AQMAs the key findings following the source apportionment exercise were as follows:

- The main source of NO_x within the AQMAs was identified to be from vehicle sources;
 - AQMA 1 – Diesel HGVs, LGVs and cars each contribute between 22.4-26.6% of total emissions;
 - AQMA 2 – Diesel cars contribute the greatest of all vehicle contributions, 24.4%;
 - AQMA 3 – Diesel cars contribute the greatest of all vehicle contributions, 32.5%;
- It can be seen that diesel cars contribute a greater proportion of NO_x emissions within AQMA 2 and AQMA 3, whereas within AQMA 1 a significant contribution is additionally from HGVs and LGVs;
- Within AQMA 1 the predominant source of PM₁₀ was identified to be from background sources; and
- Of the total road PM₁₀ emissions, the majority were from HGVs.

A presentation of the source apportionment completed for each AQMA is presented in Appendix B.

As with the majority of road-based AQMAs within the UK, diesel vehicles are significant contributors to total NO_x concentration, i.e., HGVs, diesel cars and diesel LGVs. There are a number of subtle differences between each AQMA with HGVs

Appendix A

more prevalent within AQMA 1, due to the A282 being part of the SRN and an important freight route across the River Thames, and buses/coaches more prevalent within AQMA 3.

The measures that have been developed and are to be implemented within Dartford are primarily to reduce transport emissions. There will be an indirect positive impact upon background NO_x, NO₂ and PM₁₀ concentrations, but it should be noted that there are proportions of background pollutant concentration that Dartford will not be able to significantly reduce.

3.4 Required Reduction in Emissions

In line with the methodology presented in LAQM guidance, calculations have been carried out to determine the necessary reduction in road NO_x required to bring AQMA 1 and AQMA 3 into compliance with the annual mean NO₂ AQO. These focus on the reductions required at the modelled receptor with the highest predicted NO₂ annual mean concentration. It is important to understand that although reducing NO_x emissions from vehicles will in turn reduce NO₂ concentrations, there is a non-linear relationship between NO_x and NO₂ concentrations and therefore a greater relative reduction in NO_x may be required.

Table 3.1 presents the calculations completed for both AQMA 1 and AQMA 3. The required reduction in road NO_x concentration, based upon the dispersion modelling completed, is 79.7% in AQMA 1 and 47.3% in AQMA 3. The calculations have been based upon the worst-case modelled receptor to ensure compliance at all modelled receptor locations. It should be noted that the simplified calculation does not take into account any indirect NO_x/NO₂ reductions within the background concentrations relevant within Dartford.

It can be seen from the results that there is a high level of reduction required for Dartford to become compliant with the NO₂ annual mean AQO, especially within AQMA 1. The complexity of AQMA 1 is that the A282, which passes through the AQMA, is part of the SRN and managed by NH. Therefore, a high level of co-operative working will be required to ensure reductions in pollutant concentrations can be made. As detailed within the measures table, Table 5.1, Dartford will continue to work with NH with regards to the assessment of a Lower Thames Crossing to ensure that any impacts, both positive and/or negative, from the scheme are correctly

quantified. This is not only relevant to Dartford but also to the surrounding area, with the scheme impacting upon number of Local Authority areas.

Table 3.1: Required NO_x Reductions

Metric	AQMA 1	AQMA 3
Worst-Case Modelled Relevant Exposure NO ₂ Concentration (µg/m ³)	64.5	55.1
Equivalent NO _x Concentration (µg/m ³)	27.0	20.5
Background NO _x (µg/m ³)	29.6	28.9
Background NO ₂ (µg/m ³)	19.9	19.6
Road NO _x (µg/m ³)	108.6	82.5
Road NO _x (µg/m ³) - Required (to achieve NO ₂ compliance)	22.1	43.5
Required Road NO _x Reduction (µg/m ³)	86.6	39.0
Required Road NO _x % Reduction	79.7%	47.3%

3.5 Key Priorities

Based on the information presented throughout Section 3, and the conclusions drawn from this, there are a number of separate areas of action which can be defined.

3.5.1 Priority 1: Public Health and Wellbeing

As detailed within Section 3.1, the impact of air pollution on public health is detrimental, therefore improving air quality within the borough is a key priority. The main sources of air pollution in areas of public exposure within the borough are from vehicle emissions. Aside from restricting vehicle usage through measures such as a Clean Air Zone (CAZ), the most effective way to achieve a reduction in vehicle numbers (and hence, emissions) is to change the attitudes / behaviour of the population towards travel.

Dartford Borough Council are responsible for the encouragement and facilitation of these changes through education and awareness, as well as through schemes which incentivise change. Improving air pollution to ensure the health of the public is maintained requires a wide-reaching perspective, both on a local and national scale. Therefore, the development of measures that are not specific to the existing AQMAs, but instead aim to have a wider impact across the borough, are also very important for inclusion within the AQAP.

Appendix A**3.5.2 Priority 2: Transport**

The main source of air pollution that has caused the declaration of the three AQMAs within Dartford is associated with road transport emissions. Therefore, reducing transport emissions, within each AQMA and across Dartford, through the measures contained within this AQAP is a key priority. The approach taken focuses on areas where Dartford has direct control (e.g., licensing, parking, public transport and Council procurement), or areas where measures can be implemented via existing and new partnerships with KCC, such as through the Bus Service Implementation Plan (BSIP), or others as appropriate.

Active travel is key to reducing the reliance on private car usage. Through the implementation of the AQAP Dartford are to work to increase the number of active travel journeys undertaken by residents and visitors. This will be realised through improvements in walking and cycling infrastructure alongside behavioural change programmes.

3.5.3 Priority 3: Air Quality Partnerships

Dartford Borough Council is a two-tiered Local Authority and therefore is not in direct control of the highways within the borough. In addition, there are a number of SRN roadlinks directly impacting the AQMAs within the borough. Therefore, strong links between Dartford, KCC and NH are required to ensure all air quality partners and stakeholders are working towards a common goal of reducing air pollution from transport sources.

KCC have been involved within the development of this AQAP and remain as stakeholders with actions assigned across various measures as detailed within Table 5.1. NH have provided access to NO₂ monitoring data at two sites close to the A282 and will be consulted upon prior to the completed of this AQAP. A strong link with NH is essential for the development of measures within AQMA 1. Any development, or actions undertaken by NH will impact upon the pollutant concentrations at receptors close to the A282 within AQMA 1.

3.5.4 Priority 4: Planning and Infrastructure

The New Local Plan details the policies that set out the air quality considerations that will be applied by Dartford when considering all development proposals. Dartford will work with developers and partner organisations to ensure the delivery of

infrastructure, services and community facilities necessary to develop and maintain sustainable communities, not just in terms of air quality but all relevant environmental aspects. Planning obligations secured through Section 106 agreements and the Community Infrastructure Levy (CIL) are to be sought through developments. This allows funding to be secured for the future development and implementation of mitigation measures.

A number of Supplementary Planning Documents (SPDs) are currently used within Dartford. The Parking Standards SPD requires developers to incorporate EV charging into the design. It also encourages the development to be future-proofed to allow the addition of charging points at a later date. Along with recent requirements for EV charging provision under Building Regulations, this SPD drives the continual development of EV charging structure across the borough.

3.5.5 Priority 5: Policy Guidance

The existing strategies and policies adopted by Dartford and by KCC are key mechanisms for reducing emissions across the borough. It is therefore considered a priority to utilise these and introduce measures that share benefits with other policies and strategies as key mechanisms to reduce emissions from road transport.

A number of relevant and related policy documents are already in place. For example, the Sustainable Transport Strategy for Dartford, the Kent Local Transport Plan 4, the Kent and Medway Energy and Low Emissions Strategy³⁰. These provide guidance within the borough and county, encouraging a shift to low emission vehicles through a modal shift away from reliance on private car usage to increase usage of alternative modes of transport such as public transport and active travel.

For effective reductions in vehicle emissions to be realised, in addition to the implementation of the measures outlined within the AQAP, future revisions of Transport Plans, Freight Strategies, Climate Change Strategies, Cycle Strategies etc., will be completed with potential air quality impacts taken into account.

3.5.6 Priority 6: Air Quality Monitoring

The air quality monitoring network currently operational within Dartford utilises both automatic and passive monitoring techniques. There are three automatic sites that

³⁰ <https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/environmental-policies/kent-and-medway-energy-and-low-emissions-strategy>

Appendix A

monitor concentrations of both NO₂ and PM₁₀, and a network of over 50 locations where annual mean NO₂ concentration is monitored using passive diffusion tubes. Having an established monitoring network is essential to identify long-term pollution trends, locations in exceedance or close to exceedance of the relevant AQOs, to quantify the impact of mitigation measures, and as an evidence base for when an AQMA is to be revoked.

In addition to the monitoring completed by Dartford there are a number of monitoring stations operated by NH on the roads within Dartford that make up the SRN. Dartford are continually engaging with NH to ascertain the monitoring data from these sites and will continue to do so. Specifically, monitoring completed on the A282 within AQMA 1 will be beneficial to verify NO₂ monitoring completed by Dartford and to provide PM₁₀ data.

Although not a prevention measure, the monitoring of both NO₂ and PM₁₀ across the borough is important to assess current concentrations with relation to AQOs and also the impact of AQAP measures. In-line with LAQM.TG(16), the monitoring network within Dartford is constantly reviewed to ensure the specific locations are of relevance. Real-time automatic monitoring data from the three automatic sites is available from a number of online sources³¹. Full details of all monitoring completed within Dartford is contained within the ASR that is completed every year. These reports are available through the Dartford Borough Council website³².

³¹ <https://www.londonair.org.uk> and <https://kentair.org.uk/>

³² <https://www.dartford.gov.uk/by-category/environment-and-planning2/Environmental-Health-Homepage/pollution/air-quality>

4 Development and Implementation of the AQAP

4.1 Steering Group

A steering group was established at the start of the update process to drive forward the development of the new AQAP. The core aim of the steering group is to identify measures for inclusion within the AQAP that would be effective in terms of reducing pollutant concentrations. The feasibility of any measures, in terms of implementation and delivery, is also taken into account.

The steering group is mainly composed of Council officers from services with an interest, or a potential impact on air quality. Members include officers from Environmental Health, Planning Services, and Housing and Public Protection. In addition, there are representatives from KCC in terms of Public Transport and Highways, Transportation and Waste, and an external consultant Bureau Veritas. The officers have and continue to provide guidance in their respective areas of expertise to ensure selection and continual evaluation of the most appropriate measures. The Environmental Health team have taken the lead responsibility for the production, and any subsequent updates of the plan.

The first steering group meeting was held in August 2021 with a subsequent meeting in November 2021. The meetings included presentations and agendas covering an overview of the action planning process, the identification of the existing issues, with an assessment of the existing AQMAs and source apportionment exercise to inform all officers. This was followed by a period where possible action measures were discussed to define those contained within the consultation draft of the AQAP. Following the completion of consultation, the measures included within this final AQAP have been confirmed.

Following the adoption of the AQAP the steering group will continue to meet to monitor the progress of the implementation stage of the AQAP. These meetings will occur every quarter. All relevant officers from both Dartford, KCC and all air quality partners will attend these meetings. The continuation of the steering group is essential for firstly the completion, and secondly the ongoing assessment of the AQAP. Overall governance will remain with Dartford, within the Environmental Health team, with all updates detailed within the ASR to be completed each year.

4.1 Forthcoming Guidance

The AQAP has taken into account of all guidance, through both Local Policy and National Policy, that has currently been adopted at a national, county, and a borough level. It is acknowledged that the landscape of air quality policy and guidance is consistently changing. Due to the adopted action plan being reviewed on an annual basis, any positive changes to the plan can be made following the release/adoption of relevant forthcoming guidance/policy.

A summary of relevant forthcoming releases pertaining to air quality are detailed below.

LAQM Designation of Relevant Public Authorities

A new power for the Secretary of State is to be able to designate Relevant Public Authorities (RPAs) who may then be required to act as Air Quality Partners (AQPs) within the LAQM Framework. AQPs are required to co-operate with Local Authorities to reduce pollution levels where there are exceedances, or likely exceedances, of LAQM pollution limits. RPAs can be designated and become AQPs under the amended framework, where the authority carries out duties of a public nature that impact upon air quality. This new framework will result in relevant authorities at local level taking effective, collaborative action to deliver air quality standards and objectives.

Following a consultation completed in 2022 NH are to become an RPA. After the laying of the Statutory Instrument NH will be required to collaborate with Local Authorities to improve air quality; becoming an 'air quality partner' where locally relevant. Specific guidance on working with NH is to be published once NH are legally designated. This new designation will prove invaluable for collaborations between Dartford and NH to allow the development of current, and future schemes, working towards improving air quality within AQMA 1 and across the entire borough.

Environmental Targets

Following the adoption of the Environment Act 2021 there is a requirement for the government to set a number of long-term targets, including national targets for fine particulate matter (PM_{2.5}).

The proposed PM_{2.5} targets are as follows:

- Annual Mean Concentration Target – a target of 10µg/m³ to be met across England by 2040; and
- Population Exposure Reduction Target – a 35% reduction in population exposure by 2040 (compared to a base year of 2018).

The assessment of the adopted targets is to be completed at a national level through the Compliance Assessment required by The UK's Air Quality Standards Regulations³³. The consultation does not detail any update to the current Air Quality Objectives within LAQM as presented within Table 1.1. The role for Local Authorities in helping to meet these targets is currently being explored, as part of the Air Quality Strategy review. A further consultation will follow in late 2022, before it is finalised, and a revised National Air Quality Strategy is due to be published in 2023.

4.2 Consultation and Stakeholder Engagement

In developing/updating 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 requires Local Authorities to consult the bodies listed in Table 4.1.

Table 4.1: Consultation Undertaken

Yes/No	Consultee
Yes	The Secretary of State, Defra
Yes	Dartford Borough Council
Yes	Kent County Council
Yes	National Highways
Yes	Neighbouring Local Authorities
Yes	Local Residents
Yes	Bodies representing local business interests and other organisations as appropriate

In addition to contacting the above a public consultation on the draft AQAP was completed in summer 2022 via an online questionnaire. The questionnaire consisted of a number of questions relating to air quality within Dartford across a number of topics.

³³ Air Quality Standards (England) Regulations 2010, available: <https://www.legislation.gov.uk/ukSI/2010/1001/contents/made>

4.3 Consultation Outcomes

There were 27 responses received to the public consultation of the draft AQAP. A key output from the consultation was the lack of awareness of the current AQMAs within Dartford, and therefore potentially the wider impacts of air quality across the borough. This is an important identification as it shows that as a Council Dartford must develop a number of measures based around sharing information and education.

A common theme in the responses received was the identification of the Dartford Crossing, the A282, as the principal source of vehicle emissions within Dartford. The health and well-being of residents living close to the A282 was continually challenged when suggestions were made with regard to measures. Dartford is committed to working with NH, KCC and surrounding Local Authorities to ensure that any changes made to the A282, including the Lower Thames Crossing, are assessed in terms of air quality and all other environmental aspects.

An additional recurring theme was relating to cycle; lack of promotion, limited infrastructure and unsafe routes. Active travel, including both walking and cycling, is at the core of this AQAP being present in Priority 1 and Priority 2. A number of measures relating to active travel are to be implemented to enhance the availability of walking and cycling routes within Dartford. Not only will this have benefits in terms of air quality, but it will also have a number of additional benefits such as increased fitness and well-being.

The questions contained within the consultation, and an analysis of the consultation responses are presented in Appendix C.

5 AQAP Measures

Following consultation the measures that are to be taken forward by Dartford are presented in Table 5.1. The measures have been developed to improve air quality, both directly and indirectly, within the three existing AQMAs and across the wider borough. LAQM guidance has been followed to ensure that the AQAP is adaptable to every local situation and most importantly are seen as part of an integrated package of measures. This is key for meaningful links to be established with other key policy areas.

The measures presented in Table 5.1 have been developed following a number of steering group meetings whereby a number of Council representatives have put forward and discussed a number of ideas. Evaluation of all possible measures was initially undertaken by the Environmental Health team and other officers within the steering group. Initial decisions regarding measures have been taken with consideration of local knowledge, availability of funding, the source apportionment results and existing Council policies.

The measures are considered the most effective, feasible and cost-effective to pursue in terms of potential air quality improvements within the AQMAs and the wider borough. Road traffic has been identified as a principal source of both NO₂ and PM₁₀ concentrations within the AQMAs. Therefore, a number of measures presented focus on the development and promotion of low/zero emission transport and traffic management improvements. In addition, a number of softer measures are based around education, information and improved community awareness.

The progress of the implementation of each measure, as per LAQM. guidance will be reviewed annually, with details provided within the annually completed ASR. The AQAP Steering Group is to meet quarterly to continual drive implementation of the AQAP. With actions assigned to ensure that momentum is not lost following adoption.

5.1 Cost Benefit Analysis

In addition to specific quantification completed for each measure through an estimation of pollution concentration reduction, a further cost benefit analysis has been completed. This is to identify a hierarchy whereby, as per LAQM guidance, the top three to five measures that provide the most significant impact on emissions and

Apendix A

rank high on the cost benefit analysis can be identified. Dartford will remain focused on the implementation of measures that are the most targeted on the emission sources leading to the current exceedance of AQOs that are experienced within the borough. Three impact metrics have been used within the cost benefit analysis:

- Air Quality Impact: The estimated impact upon pollutant concentrations, based where possible on modelled quantification.
- Expected Cost: The estimated cost of implementation of the measure, based upon the cost brackets utilised within the annual ASR.
- Wider Benefits: Benefits that are predicted from the measure outside of air quality. Those that have been taken into account have been public well-being and health, climate change and congestion.

Full results of the cost benefit analysis and the methodology matrix used to assign cost benefit scores between 0 and 15 between three priority categories to each of the measures is presented in Appendix D.

Following the completion of the cost benefit analysis the highest ranked measures were Measures 1, 3, 5 and 10:

- 1. Dartford Town Centre – Urban Traffic Management Control (UTMC);
- 3. Clean Bus Corridors;
- 5. Increase of Electric Buses; and
- 10. Mobility as a Service (MaaS) to be developed within Dartford Borough Council.

Each of these measures had a score of 13 and are large-scale transport initiatives that involve a shift in traffic management and/or sustainable transport.

Where possible, these measures are to be given the highest priority with regard to implementation. But with the implementation of the softer measures to be completed alongside these to allow a holistic approach both from the top-down and also the bottom-up through education and information provision.

Table 5.1: Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Lead Authority	Estimated Cost	Planning Phase	Implementation Phase	Key Performance Indicator	Estimated Pollution Reduction	Estimated Completion Date	Comments
Transport Initiatives											
1	Dartford Town Centre – Urban Traffic Management Control (UTMC)	Traffic Management	UTC, Congestion management, traffic reduction	KCC	£1 million – £10 million	2022/2023	2023-2025	Reduction of NO ₂ Concentration	Not Modelled: Estimated to be between 1-5µg/m ³ within AQMA 2&3	2023	Development of UTMC within the Town Centre to increase the prioritising capacity and right of way for more sustainable travel options, e.g. bus, cycle, pedestrian.
2	Dartford Town Centre – Sustainable Transport Strategy Improvements	Traffic Management	UTC, Congestion management, traffic reduction	DBC	£500k - £1 million	2022/2023	2023-2025	Reduction of NO ₂ Concentration	Not Modelled: Estimated to be between 1-5µg/m ³ within AQMA 2&3	2025	Improvements to Dartford Town Centre to be completed in line with the Dartford Borough Council Sustainable Transport Strategy. Proposal for four Phases of improvements to be confirmed.
3	Clean Bus Corridors	Promoting Low Emission Transport	Other	KCC/DBC	£1 million – £10 million	2022/2023	Subject to Assignment of Funding	Types of Buses Reduction of NO ₂ Concentration	Modelled: Up to 1.5µg/m ³ reduction on A226	Subject to Assignment of Funding	The development of specific corridors whereby only specific bus types are able to travel, building on the success of the existing Fastrack Bus Rapid Transit (BRT) scheme. KCC’s Bus Service Implementation Plan (BSIP) has requested funding for zero tailpipe emission buses for a bus corridor on the A226 at Homes Gardens.
4	Clean Refuse Collection Corridors	Promoting Low Emission Transport	Other	KCC/DBC	£100k - £500k	2023	Subject to Funding	Type of Vehicle Reduction of NO ₂ Concentration	Modelled: Up to 1.9µg/m ³ reduction within AQMA 2&3	Subject to Funding	Improving the efficiency of current routes of refuse collection. To be assessed both as routing and vehicle type/efficiency.
5	Increase of Electric Buses	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	KCC/DBC	£1 million – £10 million	2021-2023	Ongoing	Number of Buses Reduction of NO ₂ Concentration	Modelled: Up to 2.5µg/m ³ reduction within AQMA 2&3	2024	Expanding the fleet of fully electric buses, both within Dartford and across Kent. The Fastrack BRT network is to be serviced by 28 fully electric buses by 2023, with associated EV charging infrastructure implemented.
6	Promoting low/zero emission vehicles – Electric LGVs	Promoting Low Emission Transport	Other	KCC/DBC	< £10k	2023	2023/2024	Number of LGVs Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m ³	Ongoing	Promotion of existing and future schemes relating to the availability and funding of Electric LGV. An existing example being Kent REVS up for Cleaner Air.
7	Promoting low/zero emission vehicles – Private Transport Sector	Promoting Low Emission Transport	Other	KCC/DBC	£50k - £100k	Ongoing	Ongoing	Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m ³	Ongoing	Continuing work with taxi providers and school transport providers to promote switch to low emission vehicles.
8	Promoting low/zero emission vehicles – Electric Motorbikes	Promoting Low Emission Transport	Other	KCC/DBC	< £10k	2023	2023/2024	Number of Motorbikes Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m ³	Ongoing	Promotion of existing and future schemes relating to the availability and funding of electric motorbikes.
9	Promoting low/zero emission vehicles – Improving Efficiency of River Freight	Promoting Low Emission Transport	Other	KCC/DBC/Cross River Partnership	£50k - £100k	2023	2023/2024	Vehicle Numbers Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m ³	Ongoing	Implementation of a river freight pilot scheme within Dartford. To be completed in conjunction with a newly launched river freight pilot that is being implemented by the Cross River Partnership.
10	Mobility as a Service (MaaS) to be developed within Dartford Borough Council	Traffic Management	Other	KCC	£1 million – £10 million	Ongoing	2023 (September Estimated Launch Date)	Reduction of NO ₂ Concentration	Not Modelled: Estimated to be between 1-5µg/m ³	Ongoing	New service aimed to join transport initiatives together, allowing travel with ease. Both digital multimodal integration with the use of MaaS multimodal technology platform and physical integration of physical multimodal mobility hubs. MaaS promotes sustainable living, encouraging a modal shift to public transport and active travel thus reducing transport emissions. Geographical implementation of MaaS dependent on funding. The ambition is to expand MaaS scheme that will holistically join up transport across Kent & Medway over time. Dartford to provide support for continual development and implementation of MaaS across the borough.
Planning and Infrastructure											

Measure No.	Measure	Category	Classification	Lead Authority	Estimated Cost	Planning Phase	Implementation Phase	Key Performance Indicator	Estimated Pollution Reduction	Estimated Completion Date	Comments
11	Development of a Supplementary Planning Document (SPD) with measures to tackle air pollution and improve air quality.	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	DBC	< £10k	2023	2023-2024	Number of Applications	Not Modelled: Would be specific to application (scale, location etc). Estimated to be between 1-5µg/m³	Ongoing	To align all relevant planning documents relating to AQ. Aim to ensure consistency across proposed development in terms AQ, both within the assessment of, and mitigation where impacts are predicted.
12	Development of EV Charging Infrastructure	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	DBC/KCC	£500k - £1 million	Ongoing	Ongoing	Number of Charging Points Reduction of NO ₂ Concentration	Not Modelled: Depending on scale of expansion, estimated to be between 1-5µg/m³	Ongoing	Developing the existing EV charging network within Dartford and across Kent. Introduction of new Building Regulations to expand residential charging points; all new build homes must have EV charging facilities for each associated parking space that is equal to the total number of dwellings.
13	Borough Wide Tree/Vegetation Planting Initiative	Other	Other	DBC	£10k - £50k	2023	2023/2024	Number of Trees Planted	Not Modelled: Estimated to be less than 1µg/m³	Ongoing	Although the planting of trees across the borough will not significantly impact NO ₂ or PM ₁₀ concentrations, there are wider benefits to be realised in terms of more aesthetic environments and visual screens of pollution sources.
Sustainable Active Travel											
14	Promoting low/zero emission vehicles. Provision of eCargo bikes and cycling/e-cycling rental schemes.	Promoting Low Emission Transport	Other	DBC	< £10k	2023	2023/2024	Usage / Ownership Statistics Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m³	Ongoing	Gauging the feasibility of rental schemes within the Dartford area. Working with Ebbsfleet to potentially extend their existing scheme to within and across Dartford. Additionally, promotion of existing and future schemes relating to the availability and funding of eCargo bikes.
15	Improvement of cycling and pedestrian routes – Dartford Riverside Scheme	Transport Planning and Infrastructure	Cycle network	DBC/KCC	£500k - £1 million	2022-2024	TBC	Usage Statistics Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m³	TBC	Potential for a walking/cycling bridge across the River Darent plus improving paths along the Thames Embankment and the Dartford Marshes.
16	Improvement of cycling and pedestrian routes – Dartford Town Centre	Transport Planning and Infrastructure	Cycle network	DBC/KCC	£100k - £500k	2023/2024	Subject to Funding	Usage Statistics Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m³	Subject to Funding	Enhancing the accessibility of Dartford Town Centre to both cyclists and pedestrians. Developing multi-modal transport hubs that combine a number of sustainable transport modes at a single location. E.g., utilising Fastrack bus stations with cycling hubs to allow sustainable transport for the full duration of a journey.
17	Increase in cycle parking across Dartford Borough Council	Transport Planning and Infrastructure	Cycle network	DBC/KCC	£50k - £100k	2023	Subject to Funding	Number of Parking Spaces Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m³	Subject to Funding	Expanding the number of cycling parking spaces within the borough. Existing infrastructure to be assessed and new locations to be developed following identification, demand and feasibility.
18	Car Clubs: Promotion of existing car clubs	Alternatives to private vehicle use	Car Clubs	DBC	< £10k	2023	2023	Usage Statistics Reduction of NO ₂ Concentration	Not Modelled: Estimated to be between 1-5µg/m³	Ongoing	Promoting the success of existing car clubs and extending their reach to ensure they are widely publicised and fully utilised. Combined with assessing the potential for new locations within the borough.
19	Car Clubs: Introduction of electric car clubs	Alternatives to private vehicle use	Car Clubs	DBC	£50k - £100k	2023/2024	Subject to Funding	Usage Statistics / Number of Electric Vehicles Reduction of NO ₂ Concentration	Not Modelled: Estimated to be between 1-5µg/m³	Subject to Funding	Building on the success of measure 15 by assessing the feasibility of developing existing car clubs to incorporate electric vehicles into their fleets.
Behavioural Change Campaigns											
20	Develop and enforce a borough wide anti-idling campaign	Traffic Management	Anti-idling enforcement	DBC	< £10k	2023	2023	Number of Fines Issued Reduction of NO ₂ Concentration	Not Modelled: Estimated to be less than 1µg/m³	Ongoing	Borough-wide anti idling enforcement at taxi ranks, bus stops, and outside schools etc. Social Media an option with posting to encourage behavioural change. Option for a school case study to be chosen in the development of the Dartford strategy.
21	Provision of bikeability across Dartford Borough Council	Promoting Low Emission Transport	Other	DBC	£50k - £100k	2023	Subject to Funding	Number of Sessions Provided	Not Modelled: Estimated to be less than 1µg/m³	Subject to Funding	The promotion of bikeability training within schools and youth enterprises - https://bikeability.org.uk/

Measure No.	Measure	Category	Classification	Lead Authority	Estimated Cost	Planning Phase	Implementation Phase	Key Performance Indicator	Estimated Pollution Reduction	Estimated Completion Date	Comments
22	School Educational Campaign	Public Information	Other	DBC/KCC	< £10k	2023	2023/2024	Number of Schools Attended / Sessions Provided	N/A	Ongoing	A packaged educational resource to be developed and provided to schools within the borough, to include: - Health impacts of air quality. - Conditions close to the school - Promotion of sustainable travel
23	Dartford Borough Council – Website Air Quality Information Presentation	Public Information	Via the Internet	DBC	£50k - £100k	2023	Subject to Funding	Usage Statistics and Potential Downloads	N/A	Subject to Funding	Development of specific air quality information provided on the Council's website- https://www.dartford.gov.uk/environmental-services-1/air-quality
24	Additional Air Quality Monitoring	Public Information	Other	DBC	£50k - £100k	2022	Ongoing	N/A	N/A	Ongoing	Potential for supplementing the existing monitoring completed by Dartford and NH on the A282 and across the borough. NH monitoring completed on the A282 to be ascertained and analysed within yearly ASRs. New PM analyser is to be located close to residential exposure at the revoked Bean Interchange AQMA to assess the potential impact of upgrade works. Additional monitoring allows for greater understanding of diurnal and annual trends of NO ₂ and PM ₁₀ concentrations.
Measures Specific the A282											
25	Lower Thames Crossing	Traffic Management	Strategic highway improvements	NH/KCC/DBC	> £10 million	Ongoing	TBC	Reduction in NO ₂ and PM ₁₀ concentrations	NH Assessment: Perceptible Decrease	TBC	Early estimates are for an opening year of 2029/30 for the proposed Lower Thames Crossing, https://nationalhighways.co.uk/our-work/lower-thames-crossing/ Dartford to provide support where relevant and to assess the quantification of impact upon existing air quality within the borough and surrounding area.
26	Junction 1a Improvements	Traffic Management	Strategic highway improvements	NH/KCC/DBC	> £10 million	2021	2022/2023	Reduction in NO ₂ and PM ₁₀ concentrations	NH Assessment: Perceptible Decrease	2023	Improvements to the existing Junction 1a. Ensuring that any further developments are aligned with the current capacity, and potential expansion of capacity of this junction.

Appendix A: Dartford Borough Council Maps

Figure A.1: AQMA 1, Modelled Roads and Monitoring Locations

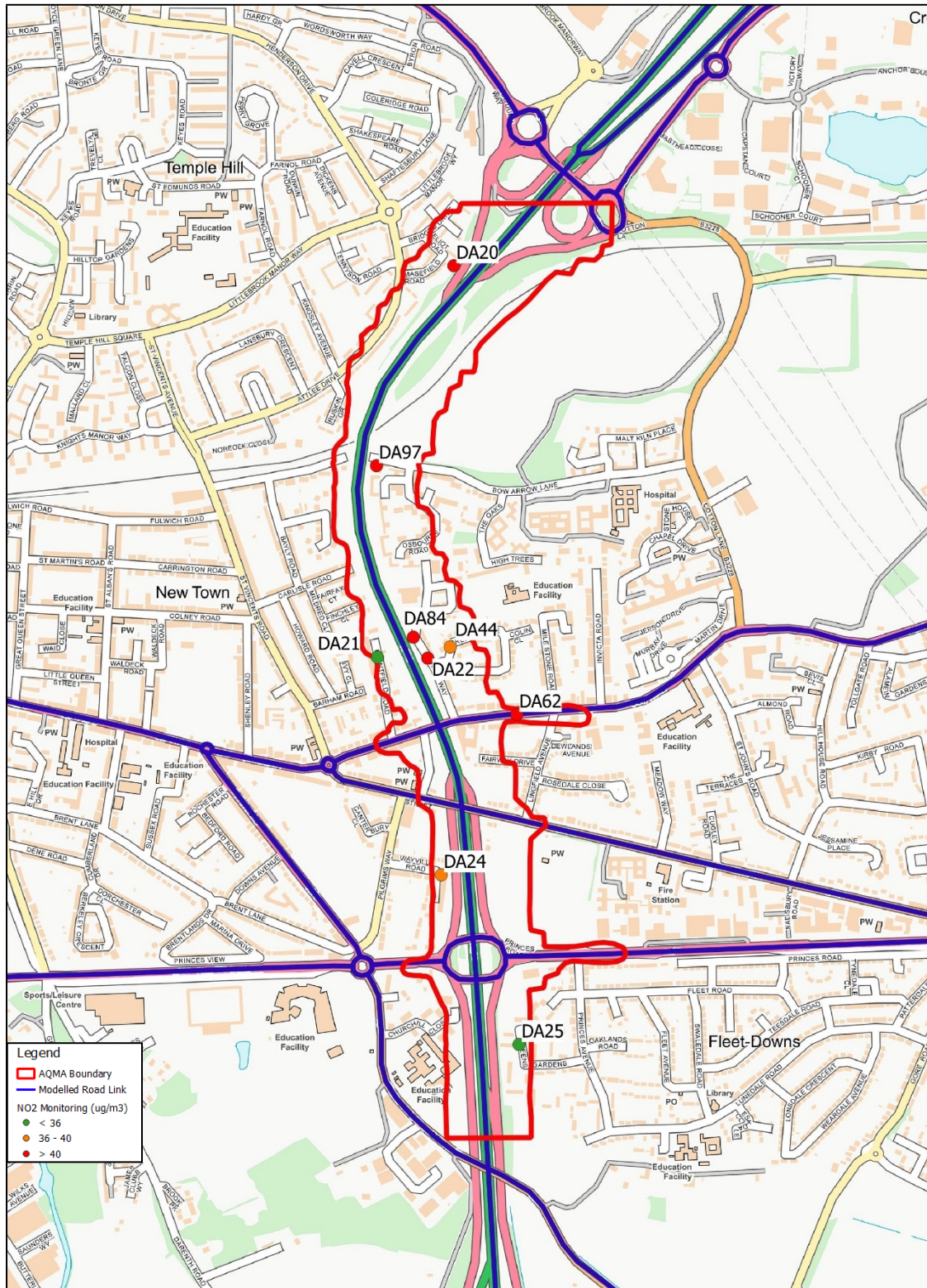


Figure A.2: AQMA 1, Modelled Roads and Modelled Receptors

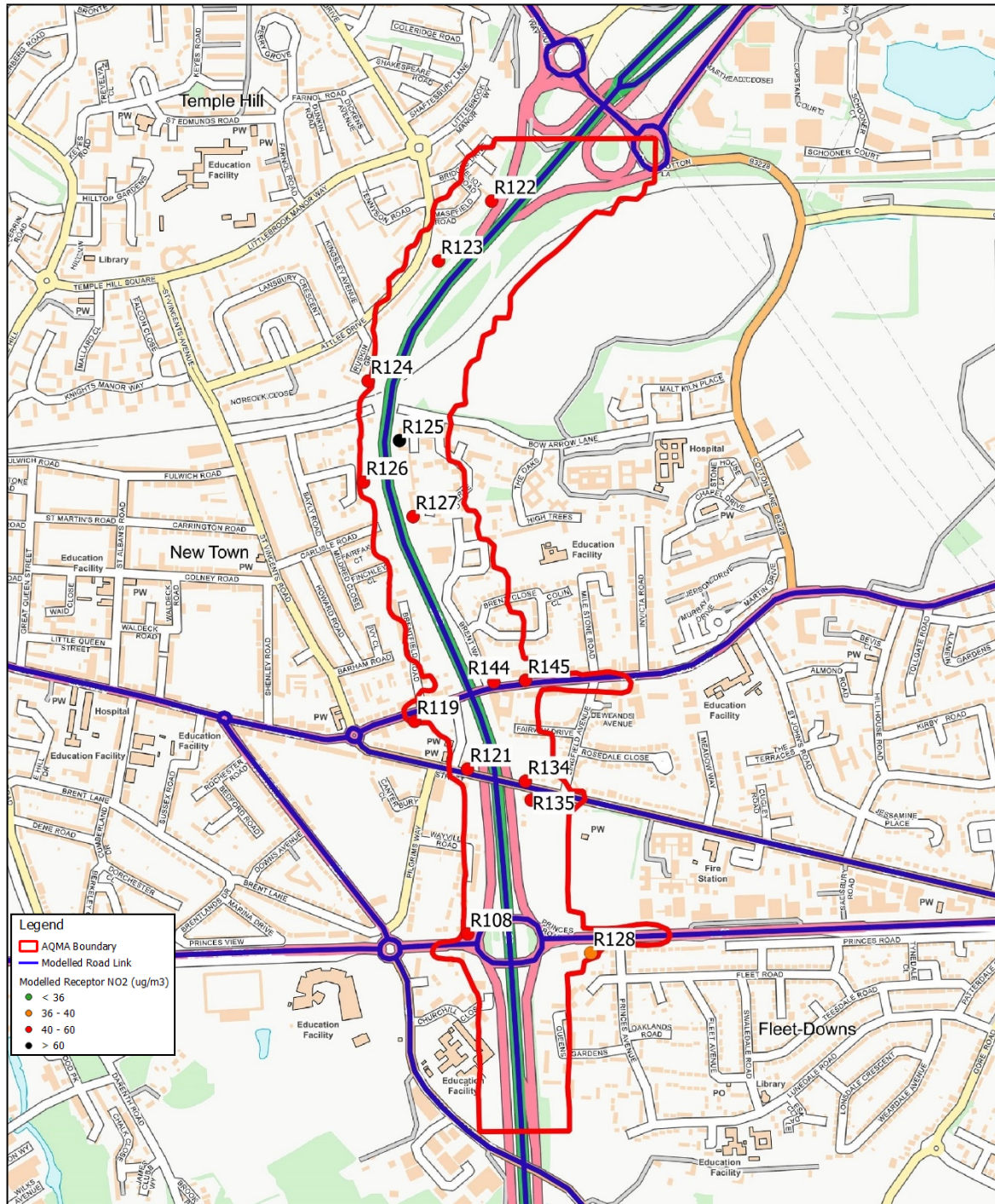


Figure A.3: AQMA 2, Modelled Roads and Monitoring Locations

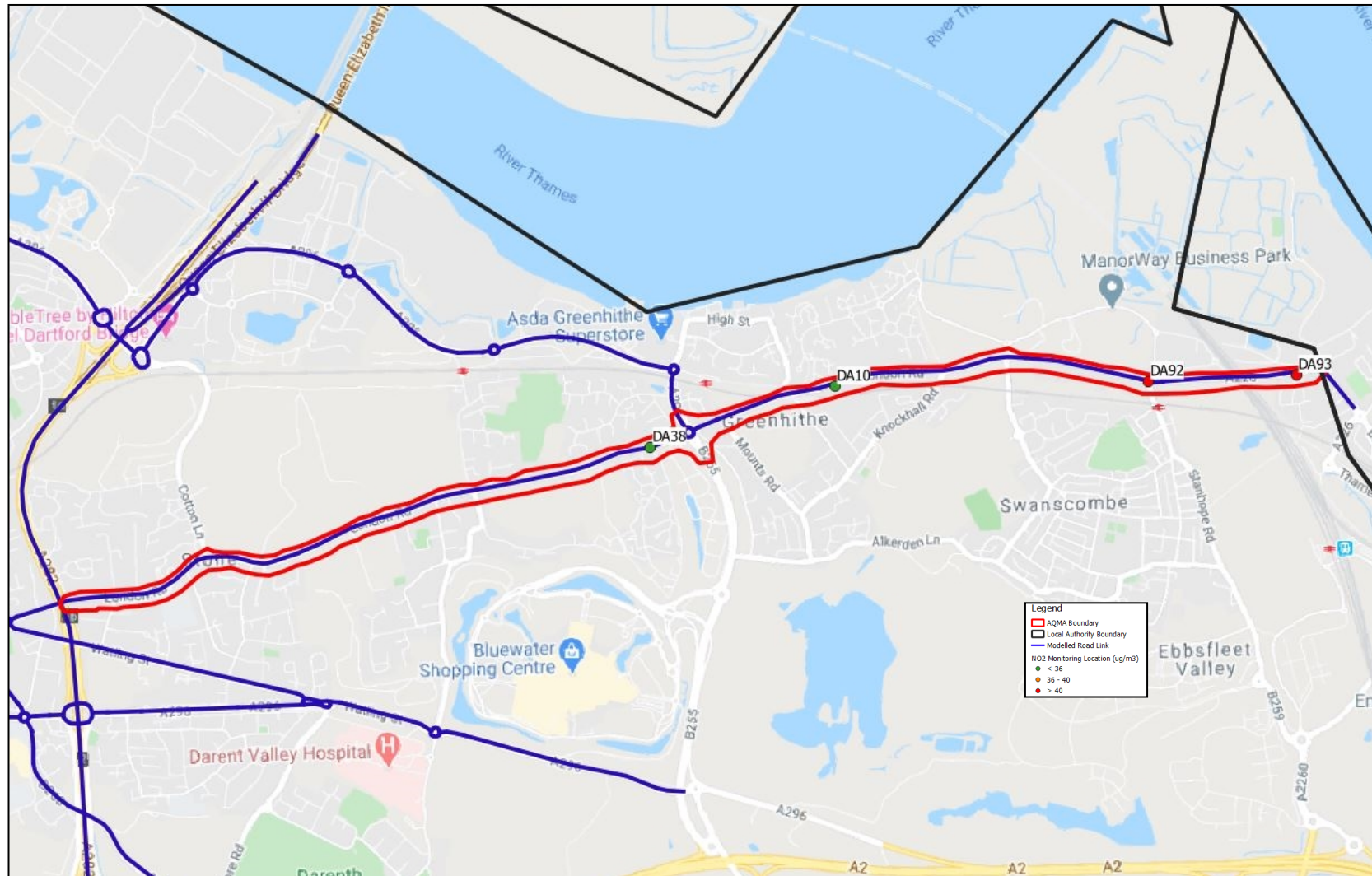


Figure A.4: AQMA 2, Modelled Roads and Modelled Receptors

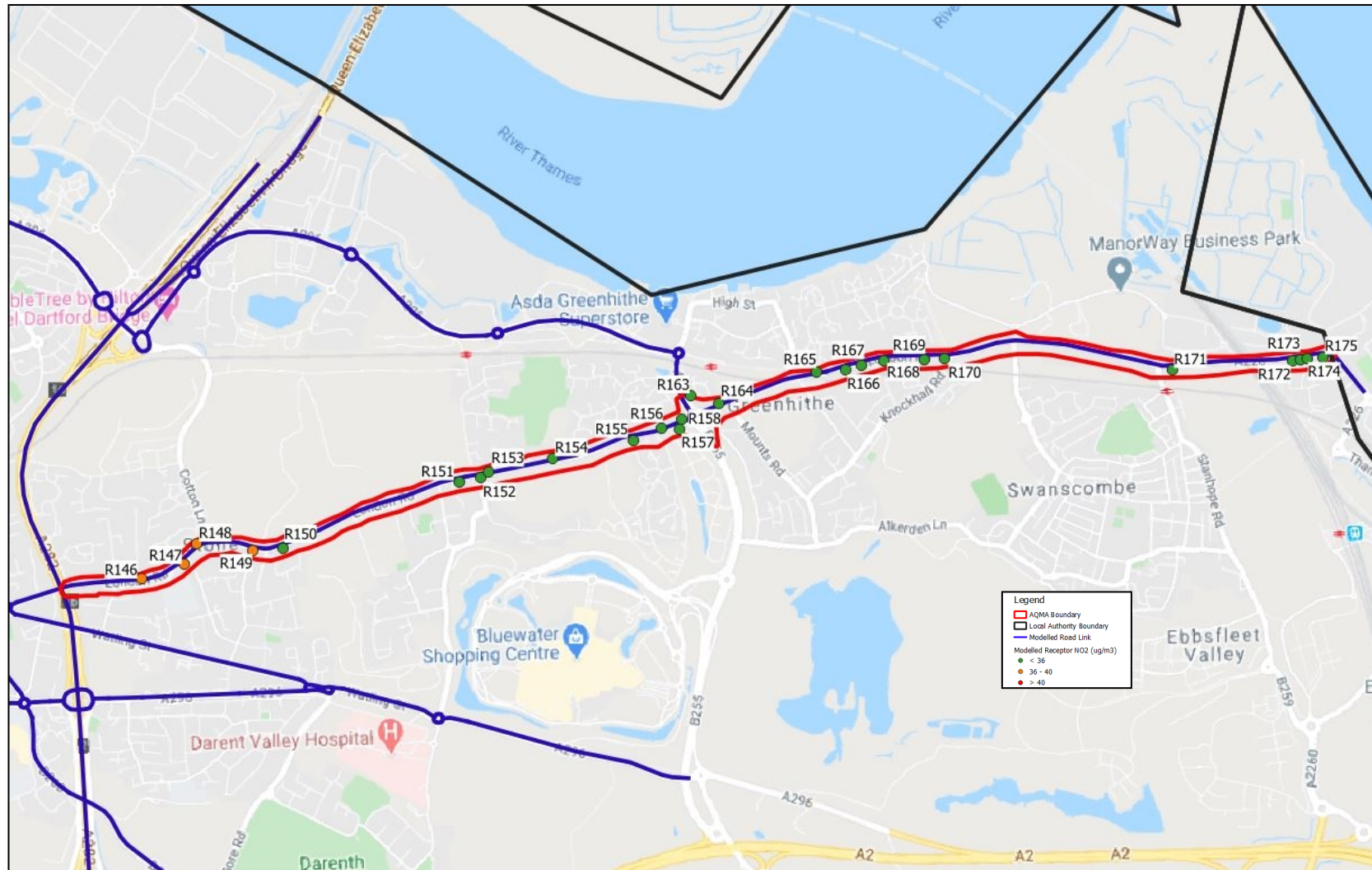


Figure A.5: AQMA 3, Modelled Roads and Monitoring Locations

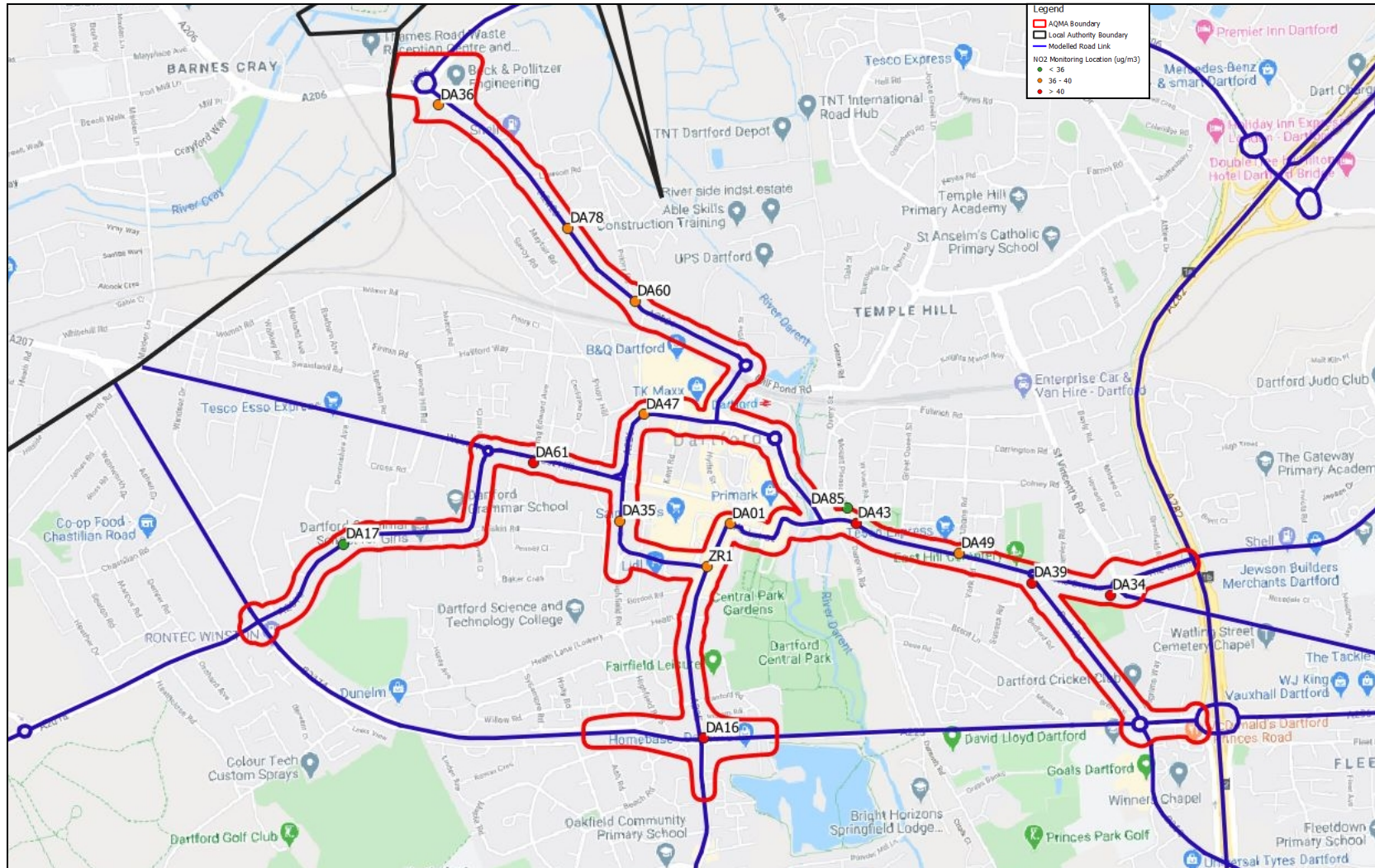
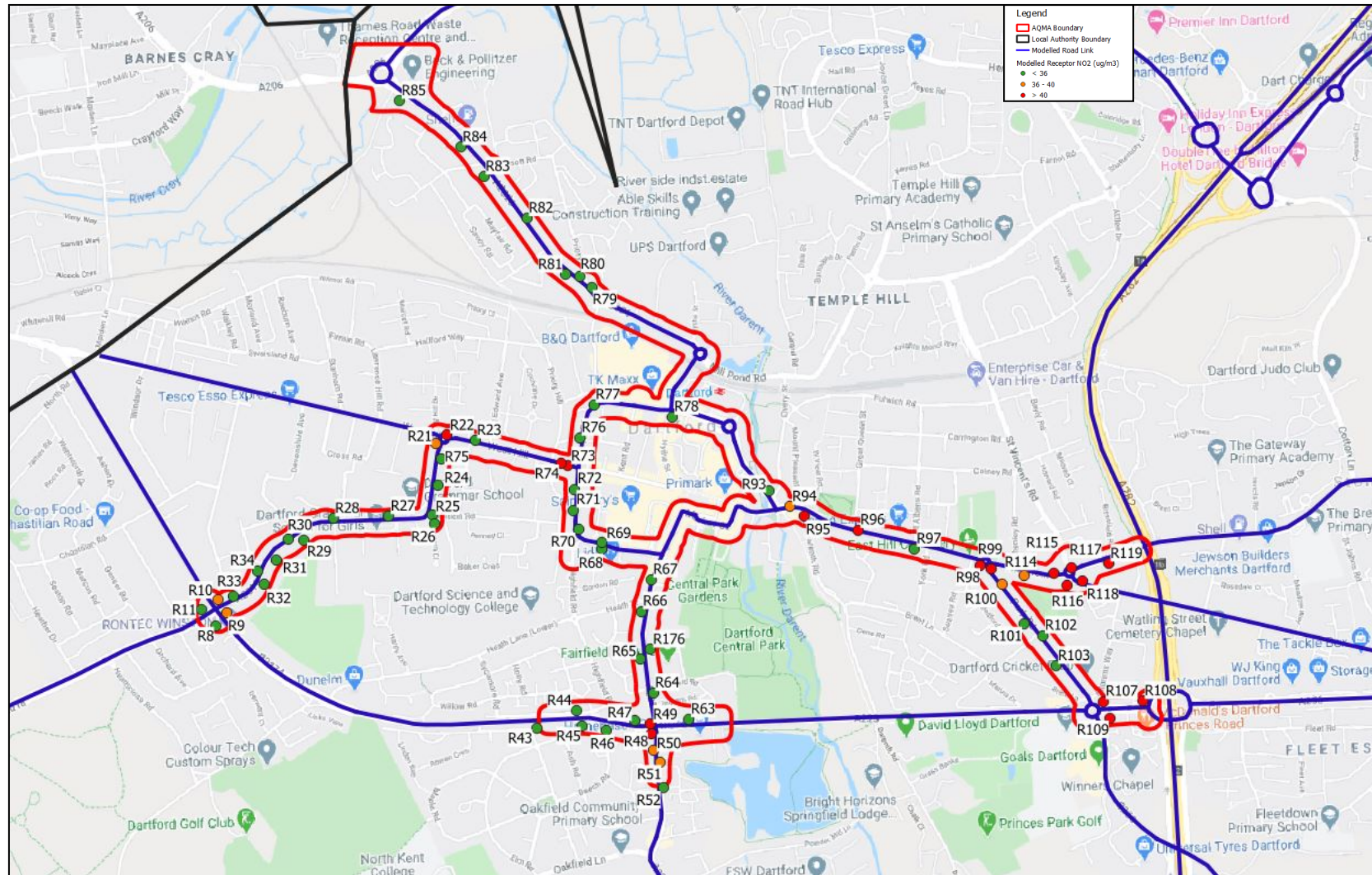


Figure A.6: AQMA 3, Modelled Roads and Modelled Receptors



Appendix B: Source Apportionment Results

Figure B.1: NO_x Source Apportionment Results: AQMA 1

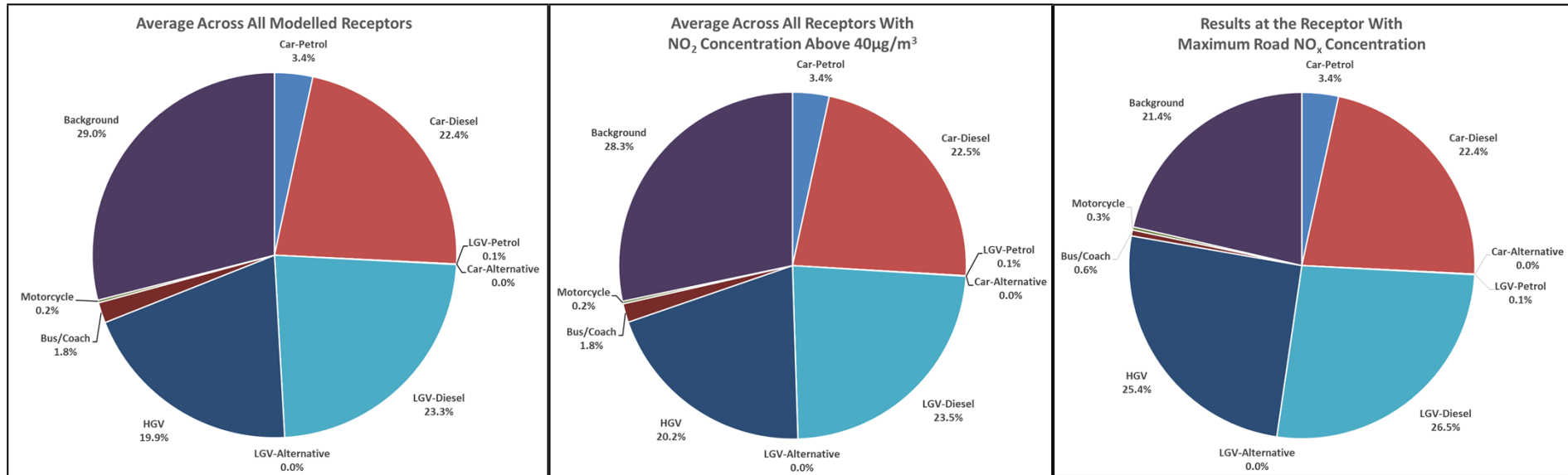


Figure B.2: PM₁₀ Source Apportionment Results: AQMA 1

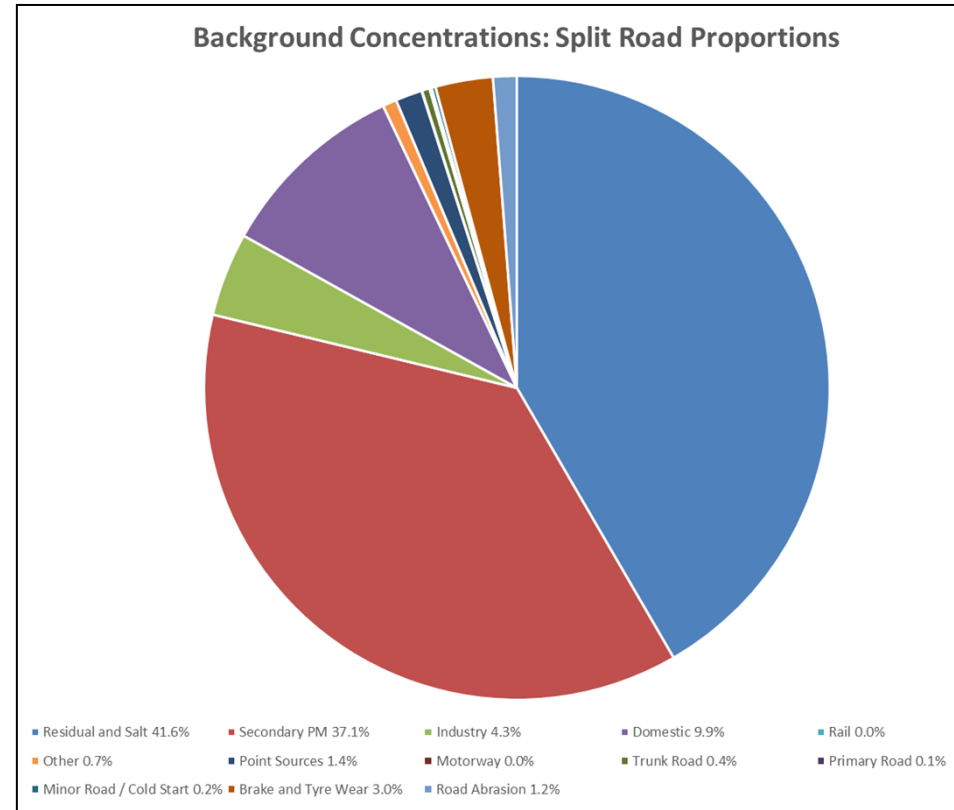
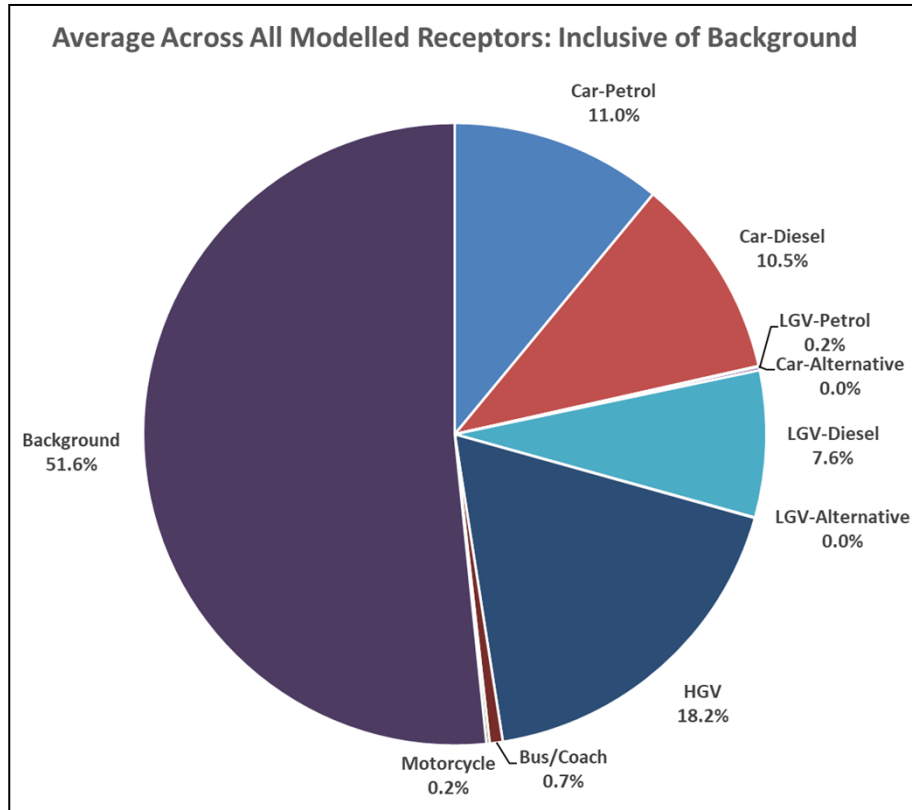


Figure B.3: NO_x Source Apportionment Results: AQMA 2

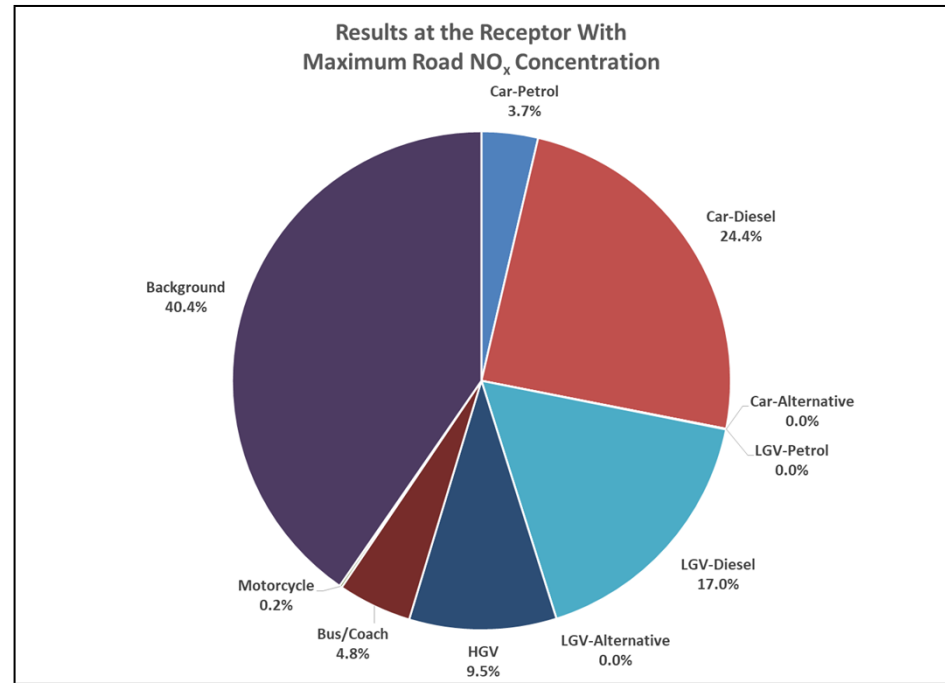
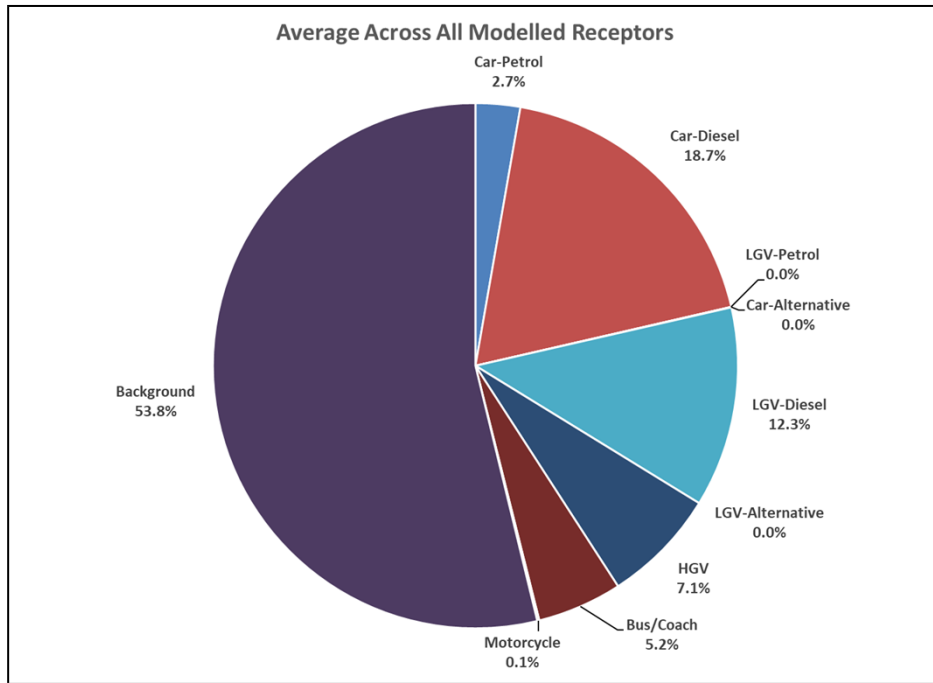
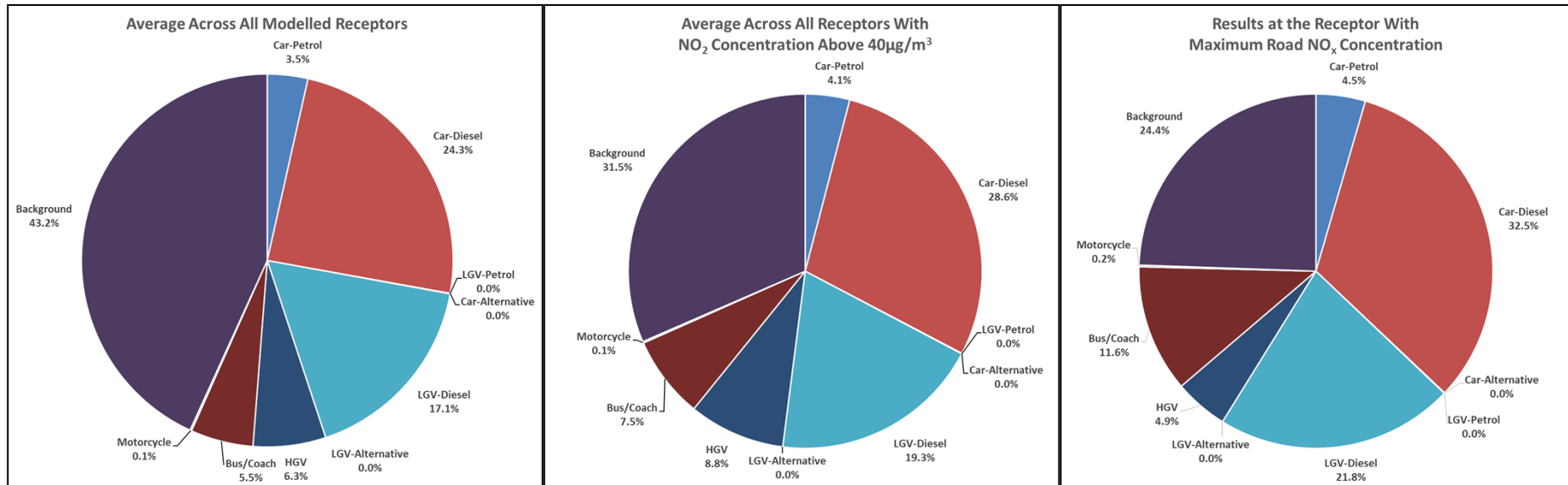


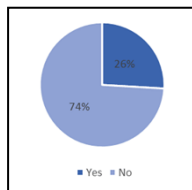
Figure B.4: NO_x Source Apportionment Results: AQMA 3



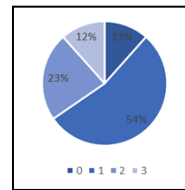
Appendix C: Response to Consultation

A number of the questions included within the public consultation were completed using free text, of which were collated and used to review the draft AQAP measures. Responses from those questions that are quantifiable are presented within the charts below. As per the free text responses these were used to identify if any further measures should be included in the final AQAP and where emphasis should be placed in terms of measure implementation..

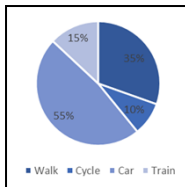
Were you aware that Dartford Borough Council has AQMAs?



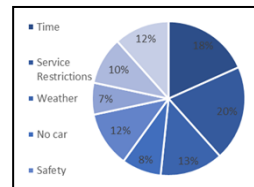
How many vehicles are used by your household?



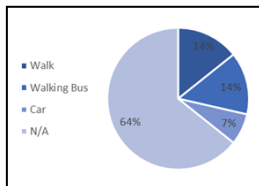
How do you get to work?



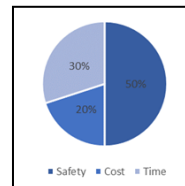
What influences your method of work travel?



How do your children travel to school?

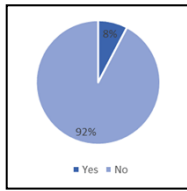


What influences the method of school travel?

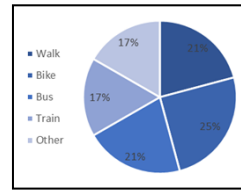


Appendix A

Does the Council promote and raise enough awareness of alternative forms of travel in the borough?



What mode of transport should the Council be promoting more?



Appendix D: Cost Benefit Analysis

Table D.1: Cost Benefit Analysis Matrix

Score	Air Quality Impact (2 x Score)	Expected Cost (1 x Score)	Wider Benefits (2 x Score)
0	Negligible Benefit not quantifiable or potentially a negative impact	Negligible Funding included within existing budget	Negligible No wider benefits predicted
1	Low Concentration reduction of < 1µg/m ³	Low < £100,000	Low Some wider benefits predicted
2	Medium Concentration reduction of > 1 µg/m ³ and < 5µg/m ³	Medium > £100,000 and < £1,000,000	Medium A representative number of wider benefits predicted
3	High Concentration reduction > 5µg/m ³	High > £1,000,000	High A high level of wider benefits predicted

A higher scoring rating (2 x Score) has been applied to both Air Quality Impact and Wider Benefits as the aim of the AQAP is to improve air quality and wider well-being within Dartford.

Low Priority Measures – <5
 Medium Priority Measures – 5-10
 High Priority Measures - >10

Table D.2: Cost Benefit Analysis of AQAP Measures

Measure	Estimated Pollution Reduction	Cost Benefits Analysis Score	Priority
Dartford Town Centre – Urban Traffic Management Control (UTMC)	Medium	13	High
Dartford Town Centre – Sustainable Transport Strategy Improvements	Medium	10	Medium
Clean Bus Corridors	Medium	13	High
Clean Refuse Collection Corridors	Medium	10	Medium
Increase of Electric Buses	Medium	13	High
Promoting low/zero emission vehicles – Electric LGVs	Low	5	Medium
Promoting low/zero emission vehicles – Private Transport Sector	Low	7	Medium
Promoting low/zero emission vehicles – Electric Motorbikes	Low	5	Medium
Promoting low/zero emission vehicles – Improving Efficiency of River Freight	Low	5	Medium
Mobility as a Service (MaaS) to be developed within Dartford Borough Council	Medium	13	High
Development of an Air Quality Supplementary Planning Guidance (SPG)	Medium	7	Medium
Development of EV Charging Infrastructure	Medium	10	Medium
Borough Wide	Negligible	7	Medium

Apendix A

Tree/Vegetation Planting Initiative			
Promoting low/zero emission vehicles. Provision of eCargo bikes and cycling/e-cycling rental schemes.	Low	5	Medium
Improvement of cycling and pedestrian routes – Dartford Riverside Scheme	Low	10	Medium
Improvement of cycling and pedestrian routes – Dartford Town Centre	Low	10	Medium
Increase in cycle parking across Dartford Borough Council	Low	9	Medium
Car Clubs:	Medium	9	Medium
Promotion of existing car clubs	Medium	9	Medium
Develop and enforce a borough wide anti-idling campaign	Low	7	Medium
Provision of bikeability across Dartford Borough Council	Low	9	Medium
School Educational Campaign	Negligible	7	Medium
Dartford Borough Council – Website Air Quality Information Presentation	Negligible	3	Low
Additional Air Quality Monitoring	Negligible	3	Low
Measures 25 and 26 relating to AQMA 1 are related to actions being taken by National Highways therefore cannot be accurately quantified using the simple cost benefit approach employed within this AQAP.			

Appendix E: Reasons for Not Pursuing Action Plan Measures

Table E.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)
Policy Guidance and Development Control	Commitment to install electric charging points and low NOx boilers	Incorporated into a wider measure. Measure 11 - Development of an Air Quality Supplementary Planning Guidance (SPG).
	Tighter planning restrictions in AQMAs, or close to AQMAs	
Promoting Travel Alternatives	Completion of travel plans relevant to areas of development	Travel plans are already a condition for a range of developments.
Promoting Travel Alternatives	Increase in cycle parking at train stations	Incorporated into a wider measure. Measure 17 - Increase in cycle parking across Dartford Borough Council.
Promoting Travel Alternatives	Lane closures for increased capacity of cycling space, permanent or temporary	Incorporated into a wider measure. Measure 1 - Dartford Town Centre – Urban Traffic Management Control (UTMC) , and Measure 2 - Dartford Town Centre – Sustainable Transport Strategy Improvements.
Vehicle Fleet Efficiency	HGV/LGV recognition schemes, ECO Stars	A high number of HGVs pass through the borough. A recognition scheme would to be operated for the source of HGVs (where they operate out of), and the majority are would not be based within Dartford.
Promoting Travel Alternatives	Walking to school incentives/encouragement	Incorporated into a wider measure. Measure 22 - School Educational Campaign
Promoting Low Emission Transport	Procuring low emission vehicles for council-owned fleets	Fleet of vehicles utilised by Dartford Borough Council is small, additionally the upgrading of the Council fleet was already in progress.
Promoting Travel Alternatives	Cycle-to-work schemes	Majority are completed by companies in-house therefore have concentrated on the improvement of cycling infrastructure to promote cycling.
Other	Encourage Home Working	Behavioural shift has occurred within Dartford Brough Council, KCC and the majority of businesses within Dartford.
Promoting Low Emission Transport	Park and Ride Schemes	Bus routes already in place for 'out of town' shopping areas, wouldn't be relevant/required for Dartford Town Centre.

Glossary of Terms

Abbreviation	Description
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
AQO	Air Quality Objective
AQP	Air Quality Partner
ASR	Air quality Annual Status Report
BRT	Bus Rapid Transit
BSIP	Bus Service Improvement Plan
CAZ	Clean Air Zone
Concentrations	The amount of a pollutant in the atmosphere within a specific volume, e.g. $\mu\text{g}/\text{m}^3$
Defra	Department for Environment, Food and Rural Affairs
EA	Environment Agency
Emissions	The amount of a pollutant released into the atmosphere from a specific source during a specific time period, e.g. $\text{g}/\text{km}/\text{s}$
KCC	Kent County Council
MaaS	Mobility as a Service
LAQM	Local Air Quality Management
NH	National Highways
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of $10\mu\text{m}$ or less
$\text{PM}_{2.5}$	Airborne particulate matter with an aerodynamic diameter of $2.5\mu\text{m}$ or less
RPA	Relevant Public Authority
SPD	Supplementary Planning Document
SRN	Strategic Road Network

Apendix A

UKHSA	UK Health Security Agency
UTMC	Urban Traffic Management Control



2022 Air Quality Annual Status Report (ASR)

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

Date: September, 2022

Information	Dartford Borough Council Details
Local Authority Officer	
Department	Environmental Health
Address	Civic Centre Dartford DA1 1DR
Telephone	01322 343434
E-mail	Eh.admin@dartford.gov.uk
Report Reference Number	DBCASR22
Date	2022

Executive Summary: Air Quality in Our Area

Air Quality in Dartford

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, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas^{1,2}.

The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages³, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017⁴.

The main source of air pollution in the borough is road traffic emissions from major roads, notably the M25, A282, A2, A226, A296 and A206. Dartford suffers from significant congestion, especially on the A282 Dartford Tunnel Approach Road, A2 Bean Interchange for Bluewater and main approach roads into Dartford town centre. Four Air Quality Management Areas (AQMA's) have been declared along these roads where exceedences of NO₂ and PM₁₀ objectives were predicted. Other pollution sources, including commercial, industrial and domestic sources, also make a contribution to background pollution concentrations.

Dartford Borough Council has maintained a large network of air quality monitoring across the Borough. Much of the monitoring is carried out within the existing AQMAs.

Levels of NO₂ between 17.2 & 28.6 µg/m³ have been recorded in 2020 at background sites.

¹ Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

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

³ Defra. Air quality appraisal: damage cost guidance, July 2021

⁴ Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

The majority of monitoring carried out within the borough of Dartford is at locations classified as being roadside, and consideration should be given that these results do not indicate the levels of exposure at the nearest receptor to the pollution source. Monitored levels have been corrected for distance to the nearest residential receptor where appropriate. This is displayed in table B1 and full details of the calculations can be found in Appendix C.

Monitored levels of NO₂ have decreased at the majority of sites across the borough. Only 2 out of the 52 monitoring sites breached the annual objective level, all of these are already within the declared AQMA's.

The diffusion tube monitoring location with the highest recorded value in 2021 was DA43 Overy Liberty which recorded a value of 48.1 µg/m³. This is below the threshold for where a risk of a breach of the 1-hour mean objective may be present. Monitored levels of PM₁₀ remained below the objective levels at all monitoring sites within the borough.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.

The 2019 Clean Air Strategy⁵ sets out the case for action, with goals to reduce exposure to harmful pollutants. The Road to Zero⁶ sets out the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Dartford Borough Council has produced a new air quality action plan that sets out measures to improve air quality within the AQMAs and across the Borough.

The actions within this AQAP that can be considered under five broad topics:

- Priority 1: Public Health and Wellbeing;

⁵ Defra. Clean Air Strategy, 2019

⁶ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

- Priority 2: Transport;
- Priority 3: Air Quality Partnerships;
- Priority 4: Planning and Infrastructure;
- Priority 5: Policy

Details of the actions can be seen in table 2.2

Conclusions and Priorities

The priorities for the forthcoming year are to carry out consultation and awareness exercise for the new action plan, and to continue progressing the delivery of the measures.

Local Engagement and How to get Involved

1. Members of the public can help to improve air quality by making small changes to their everyday lives.

- Walking and cycling instead of making car journeys will reduce the amount of traffic on the local roads and reducing emissions and also helping to improve the congestion. Other small changes include not allowing car engines to idle when vehicles are stationary.
- Anticipate traffic flow, keeping in the highest gear possible and maintaining a steady speed at a low revs per minute (RPM). This will help to reduce pollution from your car, and save on fuel consumption.
- Consider purchasing a cleaner electric, hybrid vehicle or one that meets the euro 6 emission standard.
- Maintain your vehicle regularly, if a diesel, make sure the oil and filters are changed frequently. If you notice sooty emissions from the exhaust, take your vehicle to a servicing garage as soon as possible. Ensure your tyres are maintained at the optimum pressure to achieve the best fuel consumption and save you money.
- For short journeys, walking, cycling and public transport can be the best and cheapest option.

2. The majority of properties within the Borough are subject to smoke control orders under the Clean Air Act 1993. Residents can check if their property is included by visiting the [My Property](#) web page.

3. In a Smoke Control area only fuel on the list of authorised fuels, or any of the following ‘smokeless’ fuels can be burned, unless an exempt appliance is used.

- Anthracite
- Semi-anthracite
- Gas
- Low volatile steam coal

4. Appliances that burn solid fuel contribute to local air pollution and evidence is that their contribution is increasing due to the popularity of solid fuel burning for occasional heating requirements, especially in the winter time. Domestic solid fuel burning can generate significant levels of particulate pollution, and the council have noted an increase in complaints concerning smoke emitted from domestic properties. Non-compliance with the smoke control rules can result in a fine of up to £1000.

The Department for Environmental Food and Rural Affairs have produced [Guidance](#) should residents still wish to use solid fuels or solid fuel appliances.

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Dartford Borough Council. At the time of writing this ASR has not been signed off by a Director of Public Health.

If you have any comments on this ASR please send them to Environmental Health at:

Dartford Borough Council

Civic Centre

Home Gardens

Dartford

DA1 1DR

Email: eh.admin@dartford.gov.uk

Table of Contents

Executive Summary: Air Quality in Our Area	i
Air Quality in Dartford	i
Actions to Improve Air Quality	ii
Conclusions and Priorities	iii
Local Engagement and How to get Involved.....	iii
Local Responsibilities and Commitment	i
1 Local Air Quality Management.....	1
2 Actions to Improve Air Quality.....	2
Air Quality Management Areas.....	2
Progress and Impact of Measures to address Air Quality in Dartford Borough.....	4
PM _{2.5} – Local Authority Approach to Reducing Emissions and/or Concentrations.....	10
3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance	11
Summary of Monitoring Undertaken	11
3.1.1 Automatic Monitoring Sites.....	11
3.1.2 Non-Automatic Monitoring Sites	11
Individual Pollutants	12
3.1.3 Nitrogen Dioxide (NO ₂).....	12
3.1.4 Particulate Matter (PM ₁₀).....	13
Appendix A: Monitoring Results	14
Appendix B: Full Monthly Diffusion Tube Results for 2021	35
Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC	38
New or Changed Sources Identified Within Dartford During 2021.....	38
Additional Air Quality Works Undertaken by Dartford Borough Council During 2021	38
QA/QC of Diffusion Tube Monitoring	38
Diffusion Tube Annualisation	38
Diffusion Tube Bias Adjustment Factors	39
NO ₂ Fall-off with Distance from the Road.....	39
QA/QC of Automatic Monitoring	40
PM ₁₀ and PM _{2.5} Monitoring Adjustment	40
Automatic Monitoring Annualisation.....	40
Appendix D: Map(s) of Monitoring Locations and AQMAs	45
Appendix E: Summary of Air Quality Objectives in England.....	46
Glossary of Terms	47
References	48

Figures

Figure A.1 – Trends in Annual Mean NO ₂ Concentrations.....	25
Figure A.3 – Trends in Annual Mean PM ₁₀ Concentrations	33
Figures D.1 to D6 – Map of Monitoring Sites	45

Tables

Table 2.1 – Declared Air Quality Management Areas.....	3
Table 2.2 – Progress on Measures to Improve Air Quality.....	5
Table A.1 – Details of Automatic Monitoring Sites	14
Table A.2 – Details of Non-Automatic Monitoring Sites	15
Table A.3 – Annual Mean NO ₂ Monitoring Results: Automatic Monitoring (µg/m ³).....	19
Table A.4 – Annual Mean NO ₂ Monitoring Results: Non-Automatic Monitoring (µg/m ³)	20
Table A.5 – 1-Hour Mean NO ₂ Monitoring Results, Number of 1-Hour Means > 200µg/m ³	31
Table A.6 – Annual Mean PM ₁₀ Monitoring Results (µg/m ³)	32
Table A.7 – 24-Hour Mean PM ₁₀ Monitoring Results, Number of PM ₁₀ 24-Hour Means > 50µg/m ³	34
Table B.1 – NO ₂ 2021 Diffusion Tube Results (µg/m ³)	35
Table C.1 – Bias Adjustment Factor	39
Table C.2 – Annualisation Summary (concentrations presented in µg/m ³).....	41
Table C.3 – Local Bias Adjustment Calculation	42
Table C.4 – NO ₂ Fall off With Distance Calculations (concentrations presented in µg/m ³)	43
Table E.1 – Air Quality Objectives in England	46

1 Local Air Quality Management

This report provides an overview of air quality in Dartford during 2021. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Dartford Borough Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 12 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

A summary of AQMAs declared by Dartford Borough Council can be found in Table 2.1. The table presents a description of the 3 AQMAs that are currently designated within Dartford Borough Council. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designations are as follows:

- NO₂ annual mean;
- PM₁₀ 24-hour mean;

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by National Highways?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Name and Date of AQAP Publication	Web Link to AQAP
A282 Tunnel Approach	2001	NO2 annual mean PM10 24 hour mean	The approach road to the Dartford Crossing which is flanked at several points by residential properties.	YES	70 µg/m3	39.3 (36.6 at nearest exposure) µg/m3	A282 Tunnel Approach Road Action Plan (1) 2002	New Action plan in draft.
London Road	2006	NO2 annual mean	The length of London Road (A226) which runs from Swanscombe in the east to the Princes Road roundabout, Dartford.	YES	64 µg/m3	43.5 µg/m3 (38.0 at nearest exposure)	Dartford Town and Approach Roads, A226 London Road and Bean Interchange Action Plan (1) 2009	New Action plan in draft.
Dartford Town Centre and Approach Roads	2006	NO2 annual mean	Several stretches of road converging on Dartford town centre.	YES	52 µg/m3	48.1 (46.9 at nearest exposure)	Dartford Town and Approach Roads, A226 London Road and Bean Interchange Action Plan (1) 2009	New Action plan in draft.

- Dartford Borough Council confirm the information on UK-Air regarding their AQMA(s) is up to date.**
- Dartford Borough Council confirm that all current AQAPs have been submitted to Defra.**

Progress and Impact of Measures to address Air Quality in Dartford Borough

Defra's appraisal of last year's ASR concluded

The Council commissioned Bureau Veritas (BV) to conduct a technical review of the three AQMAs and to finalise the Air Quality Action Plan. Following the analysis of both monitoring data and modelled concentration, BV have made some recommendations for additional NO₂ monitoring which the Council should consider. Progress to the monitoring network and the AQAP should be reported in next year's report.

On the basis of the evidence provided by the local authority the conclusions reached are now **accepted** for all sources and pollutants. The next step is for Dartford Borough Council to submit an Annual Status Report in 2022.

The recommendations for additional monitoring was implemented in 2021.

Dartford Borough Council has taken forward a number of direct measures during the current reporting year of 2021 in pursuit of improving local air quality.

Dartford Borough Council has produced a new air quality action plan which is undergoing a consultation stage prior to formal adoption by the Council.

Details of all measures in the new action plan are set out in Table 2.2.

More detail on these measures can be found in their respective Action Plans

Dartford Borough Council anticipates that the measures stated in Table 2.2 will achieve compliance in its AQMAs.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
Transport Initiatives											
1	Dartford Town Centre – Urban Traffic Management Control (UTMC)	Traffic Management	UTC, Congestion management, traffic reduction								Development of UTMC within the Town Centre to increase the prioritising capacity and right of way for more sustainable travel options, e.g. bus, cycle, pedestrian.
2	Dartford Town Centre – Sustainable Transport Strategy Improvements	Traffic Management	UTC, Congestion management, traffic reduction								Improvements to Dartford Town Centre to be completed in line with the Dartford Borough Council Sustainable Transport Strategy. Proposal for four Phases of improvements to be confirmed.
3	Clean Bus Corridors	Promoting Low Emission Transport	Other								The development of specific corridors whereby only specific bus types are able to travel, building on the success of the existing Fastrack Bus Rapid Transit (BRT) scheme. KCC's Bus Service Implementation Plan (BSIP) has requested funding for zero tailpipe emission buses for a bus corridor on the A226 at Homes Gardens. Implementation is dependent on confirmation of DfT funding expected April 2022.
4	Clean Refuse Collection Corridors	Promoting Low Emission Transport	Other								Improving the efficiency of current routes of refuse collection. To be assessed both as routing and vehicle type/efficiency.
5	Increase of Electric Buses	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles								Expanding the fleet of fully electric buses, both within Dartford and across Kent. The Fastrack BRT network is to be serviced by 28 fully electric buses by 2023, with associated EV charging infrastructure implemented.

Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
6	Promoting low/zero emission vehicles – Electric LGVs	Promoting Low Emission Transport	Other								Promotion of existing and future schemes relating to the availability and funding of Electric LGV. An existing example being Kent REVS up for Cleaner Air.
7	Promoting low/zero emission vehicles – Electric motorbikes	Promoting Low Emission Transport	Other								Promotion of existing and future schemes relating to the availability and funding of electric motorbikes.
8	Mobility as a Service (MaaS) to be developed within Dartford Borough Council	Traffic Management	Other								New service aimed to join transport initiatives together, allowing travel with ease. Both digital multimodal integration with the use of MaaS multimodal technology platform and physical integration of physical multimodal mobility hubs. MaaS promotes sustainable living, encouraging a modal shift to public transport and active travel thus reducing transport emissions. Geographical implementation of MaaS dependent on funding. The ambition is to expand MaaS scheme that will holistically join up transport across Kent & Medway over time. Dartford to provide support for continual development and implementation of MaaS across the borough.
Planning and Infrastructure											
9	Development of an Air Quality Supplementary Planning Guidance (SPG)	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance								To align all relevant planning documents relating to AQ. Aim to ensure consistency across proposed development in terms AQ, both within the assessment of, and mitigation where impacts are predicted.

Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
10	Development of EV Charging Infrastructure	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging								Developing the existing EV charging network within Dartford and across Kent.
Sustainable Active Travel											
11	Promoting low/zero emission vehicles. Provision of eCargo bikes and cycling/e-cycling rental schemes.	Promoting Low Emission Transport	Other								Gauging the feasibility of rental schemes within the Dartford area. Working with Ebbsfleet to potentially extend their existing scheme to within and across Dartford. Additionally, promotion of existing and future schemes relating to the availability and funding of eCargo bikes.
12	Improvement of cycling and pedestrian routes – Dartford Riverside Scheme	Transport Planning and Infrastructure	Cycle network								Potential for a walking/cycling bridge across the River Darent plus improving paths along the Thames Embankment and the Dartford Marshes.
13	Improvement of cycling and pedestrian routes – Dartford Town Centre	Transport Planning and Infrastructure	Cycle network								Enhancing the accessibility of Dartford Town Centre to both cyclists and pedestrians. Developing multi-modal transport hubs that combine a number of sustainable transport modes at a single location. E.g., utilising Fastrack bus stations with cycling hubs to allow sustainable transport for the full duration of a journey.
14	Increase in cycle parking across Dartford Borough Council	Transport Planning and Infrastructure	Cycle network								Expanding the number of cycling parking spaces within the borough. Existing infrastructure to be assessed and new locations to be developed following identification, demand and feasibility.

Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
15	Car Clubs: Promotion of existing car clubs	Alternatives to private vehicle use	Car Clubs								Promoting the success of existing car clubs and extending their reach to ensure they are widely publicised and fully utilised. Combined with assessing the potential for new locations within the borough.
16	Car Clubs: Introduction of electric car clubs	Alternatives to private vehicle use	Car Clubs								Building on the success of measure 15 by assessing the feasibility of developing existing car clubs to incorporate electric vehicles into their fleets.
Behavioural Change Campaigns											
17	Develop and enforce a borough wide anti-idling campaign	Traffic Management	Anti-idling enforcement								Borough-wide anti idling enforcement at taxi ranks, bus stops, and outside schools etc. Social Media an option with posting to encourage behavioural change. Option for a school case study to be chosen in the development of the Dartford strategy.
18	Provision of bikeability across Dartford Borough Council	Promoting Low Emission Transport	Other								The promotion of bikeability training within schools and youth enterprises - https://bikeability.org.uk/
19	School Educational Campaign	Public Information	Other								A packaged educational resource to be developed and provided to schools within the borough, to include: - Health impacts of air quality. - Conditions close to the school - Promotion of sustainable travel
20	Dartford Borough Council – Website Air Quality Information Presentation	Public Information	Via the Internet								Development of specific air quality information provided on the Council's website- https://www.dartford.gov.uk/environmental-services-1/air-quality
Measures Specific to AQMA 1											

Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
21	Lower Thames Crossing	Traffic Management	Strategic highway improvements								Early estimates are for an opening year of 2029/30 for the proposed Lower Thames Crossing, https://nationalhighways.co.uk/our-work/lower-thames-crossing/ Dartford to provide support where relevant and to assess the quantification of impact upon existing air quality within the borough.
22	Junction 1a Improvements	Traffic Management	Strategic highway improvements								Improvements to the existing Junction 1a. Ensuring that any further developments are aligned with the current capacity, and potential expansion of capacity of this junction.
23	A282 Monitoring	Public Information	Other								Potential for supplementing the existing monitoring completed by Dartford and NH on the A282. Allowing for greater understanding of diurnal and annual trends of NO ₂ and PM ₁₀ concentrations.

PM_{2.5} – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Public Health Outcomes Framework data tool compiled by Public Health England (5) quantifies the mortality burden of PM_{2.5} within England on a National, Regional and Local Authority scale. The latest available data (2020) shows the fraction of mortality attributable to air pollution across England is 5.6% and 6.0% within the South East region. In contrast, the fraction within Dartford Borough Council is higher than both the National and Regional averages, at 6.9 %.

Dartford Borough Council is working on producing a new Air Quality Action Plan that will include appropriate measures to reduce PM_{2.5} as well as other priority pollutants.

Most of the Borough is subject to smoke control orders under the Clean Air Act 1993. Appliances that burn solid fuel contribute to local air pollution and evidence is that their contribution is increasing due to the popularity of solid fuel burning for occasional heating requirements, especially in the winter time. Non-compliance with the smoke control rules can result in a fine of up to £1000.

The Council will continue to work with developers and planners to reduce particulate emissions from construction site and if necessary, take enforcement action if required.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2021 by Dartford Borough Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2017 and 2021 to allow monitoring trends to be identified and discussed.

Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Dartford Borough Council undertook automatic (continuous) monitoring at 2 sites during 2021. Table A.1 in Appendix A shows the details of the automatic monitoring sites. NB. Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem. The [London Air Quality Network](#) page presents automatic monitoring results for Dartford Borough Council, with automatic monitoring results also available through the UK-Air website .

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

Dartford Borough Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 52 sites during 2021. Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

The automatic air quality monitoring station at Bean was closed in December 2020 and will be reinstalled to the south of the A2 once the junction improvement works have been

completed. The particulate monitor will be replaced with a unit capable of monitoring both PM₁₀ and PM_{2.5}.

Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.1.3 Nitrogen Dioxide (NO₂)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2021 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Table A.5 in Appendix A compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200µg/m³, not to be exceeded more than 18 times per year.

Levels of NO₂ between 18.4 & 28.6 µg/m³ have been recorded in 2021 at six background sites.

The majority of monitoring carried out within the borough of Dartford is at locations classified as being roadside, and consideration should be given that these results do not indicate the levels of exposure at the nearest receptor to the pollution source. Monitored levels in excess of 36 µg/m³ have been corrected for distance to the nearest residential receptor where appropriate. This is displayed in table B1 and full details of the calculations can be found in Appendix C.

In 2021 monitored levels of NO₂ continued to decrease with only two of the monitoring sites breaching the annual objective level.

A new monitoring location was installed in London Road following recommendations from consultants who carried out a review of Dartford's AQMAs. This location DA99 recorded a level of 43.5 µg/m³ which has been distance corrected to 38.0 at the façade of the nearest residential property.

One monitoring location recorded a predicted exceedance at the façade of a dwelling. This was DA43 Overy Liberty which recorded a level of 48.1 µg/m³ which has been distanced corrected to 46.9 µg/m³ at the nearest residential property. This is below the threshold for where a risk of a breach of the 1-hour mean objective may be present.

In general 2021 saw lower levels of NO₂ across the borough compared with the previous year.

The increase of NO₂ levels that were observed in 2020 at monitoring locations along London Road to the East of St Clements did not continue in 2021, although levels here were still higher than those recorded in 2019.

3.1.4 Particulate Matter (PM₁₀)

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 40µg/m³.

Table A.7 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50µg/m³, not to be exceeded more than 35 times per year.

Particulate matter is monitored in the form of PM₁₀ at two roadside monitoring stations. As was seen in previous years there were no breaches of either the annual mean or the 24 hour mean objectives at the three automatic monitoring station. The annual mean levels recorded at these stations has been fairly constant over the past few years.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Inlet Height (m)
ZR2	Dartford Town Centre	Roadside	554117	173852	NO ₂ ; PM ₁₀	YES	API/BAM	N/A	2.7	1.8
ZR4	St Clements 2	Roadside	558488	174671	NO ₂ ; PM ₁₀	YES	API/BAM	8.5	6	1.8

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable

Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DA07	Summerhouse Drive	Urban Background	550749	171924	NO2	No	6.4m	3.1m	N	3
DA10	London Road (Greenhithe)	Roadside	559120	174854	NO2	London Road	2.5m	3m	N	3
DA16	Princes Road II	Roadside	554108	173318	NO2	Town Centre	Y-15.7m	<1m	N	3
DA17	Shepherds Lane	Roadside	552988	173922	NO2	Town Centre	Y-11m	1.5m	N	3
DA18	Alkerden Lane	Urban Background	559748	174073	NO2	No	N	1.5m	N	3
DA20	Eliot Road	Roadside	555661	174865	NO2	Tunnel Approach Road	Y-9.4m	22.3m	N	3
DA21	Brentfield Road	Roadside	555497	174025	NO2	Tunnel Approach Road	Y-10.3m	31m	N	3
DA22	Brent Way	Roadside	555605	174023	NO2	Tunnel Approach Road	Y-7.2m	18.4m	N	3
DA24	Wayville Road	Roadside	555634	173558	NO2	Tunnel Approach Road	Y-0m	34m	N	3
DA25	Queens Gardens	Urban Background	555801	173194	NO2	Tunnel Approach Road	Y-0m	52m	N	3
DA34	The Brent II	Roadside	555373	173763	NO2	Town Centre	Y-6m	7.8m	N	3
DA35	Highfield Road	Roadside	553848	173994	NO2	Town Centre	Y-4.6m	1m	N	3
DA36	Burnham Rd / Bob Dunn	Roadside	553283	175288	NO2	Town Centre	14.2	1.3	N	3
DA38	London Road III (Waterstone)	Roadside	558289	174580	NO2	London Road	Y-3.2m	2.7m	N	3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DA39	Park Road	Roadside	555129	173802	NO2	Town Centre	Y-6m	<1m	N	3
DA41	Church Hill/Hawley Road	Roadside	554123	172805	NO2	No	Y-6.2m	4.2m	N	3
DA43	Overy Liberty	Roadside	554581	173987	NO2	Town Centre	Y-0.8m	6.1m	N	3
DA44	Brent Close	Roadside	555653	174047	NO2	Tunnel Approach Road	Y-0m	80m	N	3
DA47	Westgate Road	Roadside	553922	174325	NO2	Tunnel Approach Road	Y-2.8m	3.3m	N	
DA48	Hawley Road (M25)	Roadside	555297	171327	NO2	No	Y-0m	16m	N	3
DA49	St Albans Road	Roadside	554903	173893	NO2	Town Centre	Y-0m	6.5m	N	3
DA50	A2/Bridge	Roadside	553784	172315	NO2	No	Y-0m	13m	N	2.4
DA53	Park (Swallow Cl)	Urban Background	557695	174665	NO2	No	Y-0m	N/A	N	2.4
DA54	King Edward Ave	Urban Background	553720	174553	NO2	No	Y-0m	25m	N	2.4
DA56	Cranford Road	Urban Background	554222	173460	NO2	No	Y-0m	N/A	N	3
DA60	Burnham Road / Priory Road	Roadside	553895	174678	NO2	Town Centre	Y-4.6m	<1m	N	3.1
DA61	West Hill II	Roadside	553578	174175	NO2	Town Centre	Y-0m	4.8m	N	3
DA62	The Brent/London Road	Roadside	555796	173902	NO2	London Road	Y-5m	<1m	N	3.15
DA63	Churchill Close	Urban Background	555613	173210	NO2	Tunnel Approach Road	Y-15m	66m	N	3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DA67	Hill Rise	Roadside	556900	171294	NO2	No	Y- 7m	14.7m	N	3
DA68	Bow Arrow Lane II	Roadside	555724	174377	NO2	Tunnel Approach Road	Y – 8.3m	250m	N	2
DA69	Hawley Road II (120)	Roadside	554338	172581	NO2	No	Y – 5.3m	2m	N	2
DA70	Hope Cottages	Roadside	558687	172610	NO2	No	Y – 10.5m	150m	N	2
DA72	Little Dale	Roadside	556451	172152	NO2	No	Y – 17m	65m	N	2
DA78	Burnham Road III (54)	Roadside	553686	174905	NO2	Town Centre	Y- 5.3m	1.5m	N	3
DA79	Watling Street II	Roadside	556230	173564	NO2	No	Y-7.4m	2.4m	N	2.5
DA83	Byron Road	Urban Background	555617	175330	NO2	No	Y-18m	44m	N	3
DA84	Brent Way II	Roadside	555574	174068	NO2	Tunnel Approach Road	Y-16m	12m	N	3
DA85	Mount Pleasant Road	Roadside	554556	174034	NO2	Town Centre	No	40m	N	3
DA86	Brent Close II	Urban Background	555780	174012	NO2	Tunnel Approach Road	Y – 5.4m	189m	N	3
DA89	Garden Place	Roadside	553793	172260	NO2	No	Y – 7.7m	11.5m	N	2.5
DA90	Gothic Close	Roadside	553963	172277	NO2	No	Y – 5m	29m	N	2.5
DA91	13 Southfleet Road	Roadside	560876	174001	NO2	No	Y– 2.5m	1.9m	N	2.5
DA92	Pilgrims Road/London Road	Roadside	560534	174877	NO2	London Road	Y – 9.5m	2.35m	N	2.5
DA93	Snowden Hill/London Road	Roadside	561201	174906	NO2	London Road	Y – 3.3	2.4	N	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DA94	Green Street Green Road (Park New)	Roadside	556360	172372	NO2	No	10.5	2.7	N	2.5
DA95	13 Green Street Green Road	Roadside	556497	171978	NO2	No	6.5	2.1	N	2.5
DA96	The Bridge (Marsh Street)	Roadside	555117	175718	NO2	No	48.9	10.4	N	2.5
DA97	Bow Arrow Lane (M25) New	Roadside	555495	174436	NO2	Tunnel Approach Road	9.65	3.67	N	3
DA98	Leyton Cross Road	Roadside	551858	172452	NO2	No	4.9	1.9	N	2.5
DA99	London Road Greenhithe 3	Roadside	559207	174877	NO2	London Road	2.0	1.2	N	2.5
DA100	Watling Street 3	Roadside	556715	173464	NO2	Town Centre	2.5	2.5	N	2.7

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
ZR2 Dartford Town Centre	554117	173852	Roadside		95	34.0	36.0	32.0	24.0	26
ZR3 Bean Interchange	558622	172752	Roadside			55.0	49.0	46.0	32	Closed
ZR4 St Clements 2	558488	174671	Roadside		88			37.0	37.0	35

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16

Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction).

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

All means have been “annualised” as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.4 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
DA07 Summerhouse Drive	550749	171924	Urban Background		100.0	21.8	24.8	23.2	20.8	18.9
DA10 London Road (Greenhithe)	559120	174854	Roadside		90.4	35.1	35.6	31.8	34.3	34.0
DA16 Princes Road 2	554108	173318	Roadside		100.0	43.1	41.4	41.1	38.8	36.5
DA17 Shepherds Lane	552988	173922	Roadside		100.0	30.4	33.7	30.0	29.8	28.3
DA18 Alkerden Lane	559748	174073	Urban Background		100.0	25.3	25.8	26.3	26.2	24.7
DA20 Elliot Road	555661	174865	Roadside		100.0	38.1	43.3	36.1	34.3	33.8
DA21 Brentfield Road	555497	174025	Roadside		100.0	32.5	34.5	32.2	29.0	29.1
DA22 Brent Way	555605	174023	Roadside		100.0	51	47.7	44.0	41.1	39.3
DA24 Wayville Rd	555634	173558	Roadside		92.3	33.5	36.3	32.3	31.1	29.6
DA25 Queens Gardens	555801	173194	Urban Background		100.0	33.7	35.1	30.8	27.5	27.6
DA34 The Brent II	555373	173763	Roadside		100.0	39	42.2	37.6	36.9	34.0
DA35 Highfield Road	553848	173994	Roadside		82.7	35.3	37.5	34.0	27.6	29.2
DA36 Burnham Road/Bob Dunn	553283	175288	Roadside		100.0	34.3	37.8	34.9	31.8	31.2

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
DA38 London Road 3 (Waterstone)	558289	174580	Roadside		73.1	37.2	35.4	33.4	32.0	30.6
DA39 Park Road	555129	173802	Roadside		100.0	36.6	40.2	36.8	35.4	33.9
DA41 Church Hill/Hawley Road	554123	172805	Roadside		100.0	38.7	38.8	36.7	34.8	31.3
DA43 Overy Liberty	554581	173987	Roadside		100.0	53	57.9	54.6	50.7	48.1
DA44 Brent Close	555653	174047	Roadside		100.0	39.4	38.6	37.3	35.0	32.4
DA47 Westgate Road	553922	174325	Roadside		100.0	34.8	37.0	34.8	34.5	31.5
DA48 Hawley Road (M25)	555297	171327	Roadside		100.0	33.9	34.7	30.8	30.1	30.9
DA49 St Albans Road	554903	173893	Roadside		100.0	36.3	36.8	37.0	34.0	33.2
DA50 A2/Bridge	553784	172315	Roadside		92.3	42	41.3	37.9	35.5	30.8
DA53 Park (Off Swallow Close)	557695	174665	Urban Background		90.4	19.8	19.9	20.0	18.0	17.2
DA54 King Edward Avenue	553640	174553	Urban Background		84.6	24.8	26.7	25.6	23.7	23.6
DA56 Cranford Road	554222	173460	Urban Background		100.0	24.1	25.4	24.7	22.4	22.2
DA60 Burnham Road II (Priory)	553895	174678	Roadside		100.0	33.8	36.9	32.9	32.4	31.9
DA61 West Hill II	553578	174175	Roadside		100.0	40.9	45.7	45.2	43.5	37.8

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
DA62 Brent/London Road	555796	173902	Roadside		100.0	43.8	41.1	39.4	37.1	35.6
DA63 Churchill Close	555613	173210	Urban Background		84.6	30	32.6	30.9	26.6	26.0
DA67 Hill Rise, Darenth	556900	171294	Roadside		100.0	27.3	27.2	25.3	23.5	23.7
DA68 Bow Arrow Lane II	555724	174377	Roadside		90.4	30.5	29.5	30.0	26.8	26.5
DA69 Hawley Road 2 (120)	554338	172581	Roadside		100.0	34.4	32.9	32.4	34.0	32.3
DA70 Bean (Hope Cottages)	558687	172610	Roadside		100.0	33.5	34.8	31.2	28.3	30.6
DA72 Little Dale	556451	172152	Roadside		90.4	36.1	38.4	35.2	33.2	33.3
DA78 Burnham Road 3 (54)	553686	174905	Roadside		50.0	33.9	39.1	35.4	33.1	33.3
DA79 Watling Street 2	556230	173564	Roadside		90.4	32.8	34.5	32.1	29.7	28.0
DA83 Byron Road	555617	175330	Urban Background		92.3	30.1	33.5	30.2	25.8	26.7
DA84 Brent Way 2	555574	174068	Roadside		100.0	49	45.2	43.7	42.9	37.5
DA85 Mount Pleasant Road	554556	174034	Roadside		100.0	30.2	32.8	30.8	29.4	30.8
DA86 Brent Close 2	555780	174012	Urban Background		100.0	34.7	33.3	32.7	30.8	28.6
DA89 Garden Place	553793	172260	Roadside		100.0	28.8	28.7	26.3	24.7	24.2
DA90 Gothic Close	553963	172277	Roadside		100.0	32.5	37.2	30.7	28.2	24.7
DA91 13 Southfleet Road	560876	174001	Roadside		100.0	33.3	33.4	32.6	30.9	29.6

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
DA92 Pilgrims Road/London Road	560534	174877	Roadside		100.0	41.6	42.5	35.2	38.1	37.1
DA93 Snowden Hill/London Road	561201	174906	Roadside		100.0	40.3	41.0	38.2	40.1	38.7
DA94 Green Street (Park New)	556360	172372	Roadside		100.0	36.2	35.3	33.0	31.2	29.2
DA95 13 Green Street Green Road	556497	171978	Roadside		100.0	37.9	36.7	33.8	31.6	31.2
DA96 The Bridge (Marsh Street)	555117	175718	Roadside		100.0	42.2	41.8	41.8	39.2	36.6
DA97 Bow Arrow Lane (M25) New	555495	174436	Roadside		100.0	35.3	46.4	44.3	42.7	37.2
DA98 Leyton Cross Road	551858	172452	Roadside		90.4	-		27.2	27.7	26.9
London Road Greenhithe 3	559207	174877	Roadside		100.0					43.5
Watling Street 3	556715	173464	Roadside		92.3					29.4

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.

Diffusion tube data has been bias adjusted.

Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction:

The annual mean concentrations are presented as $\mu\text{g}/\text{m}^3$.

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

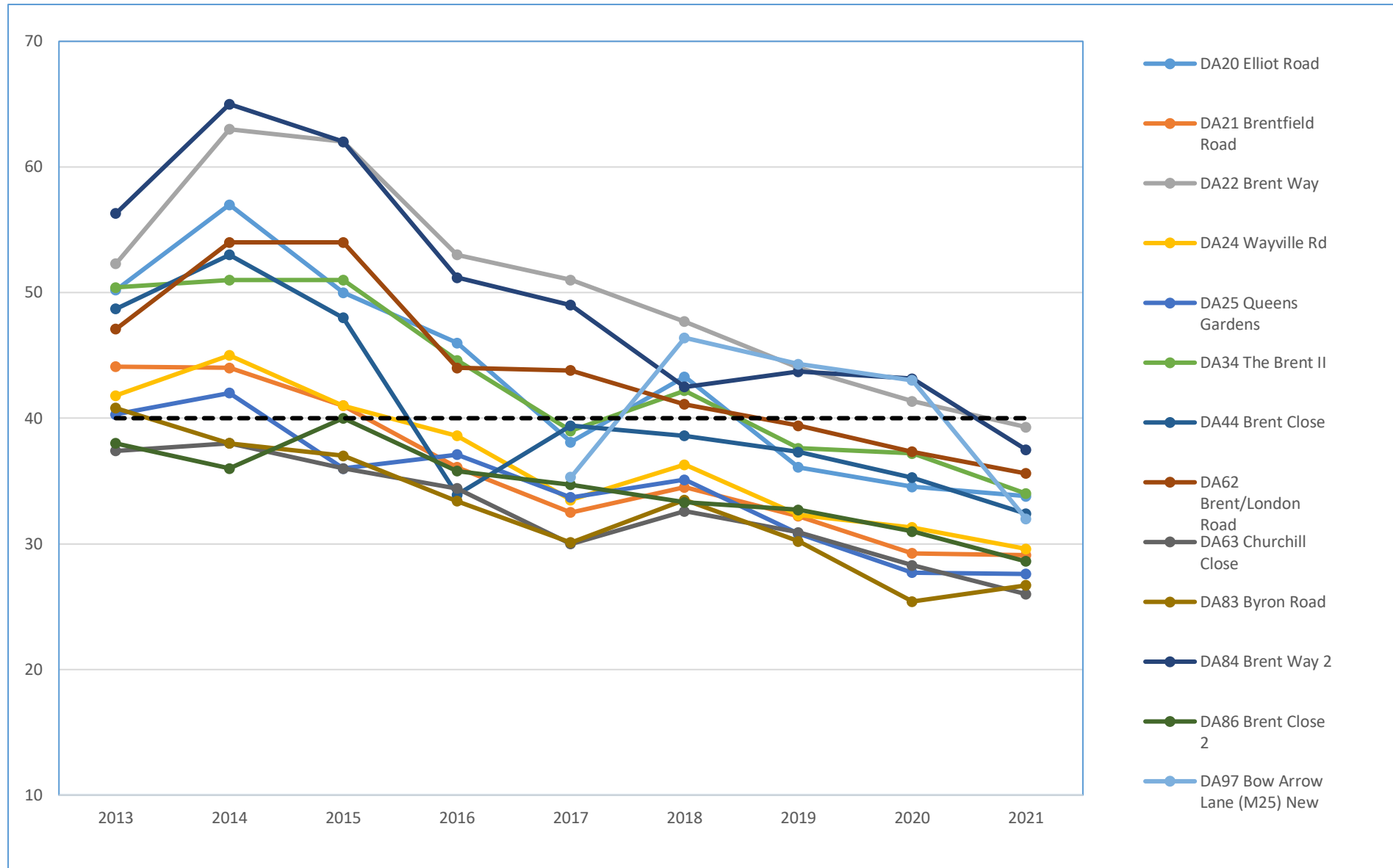
Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

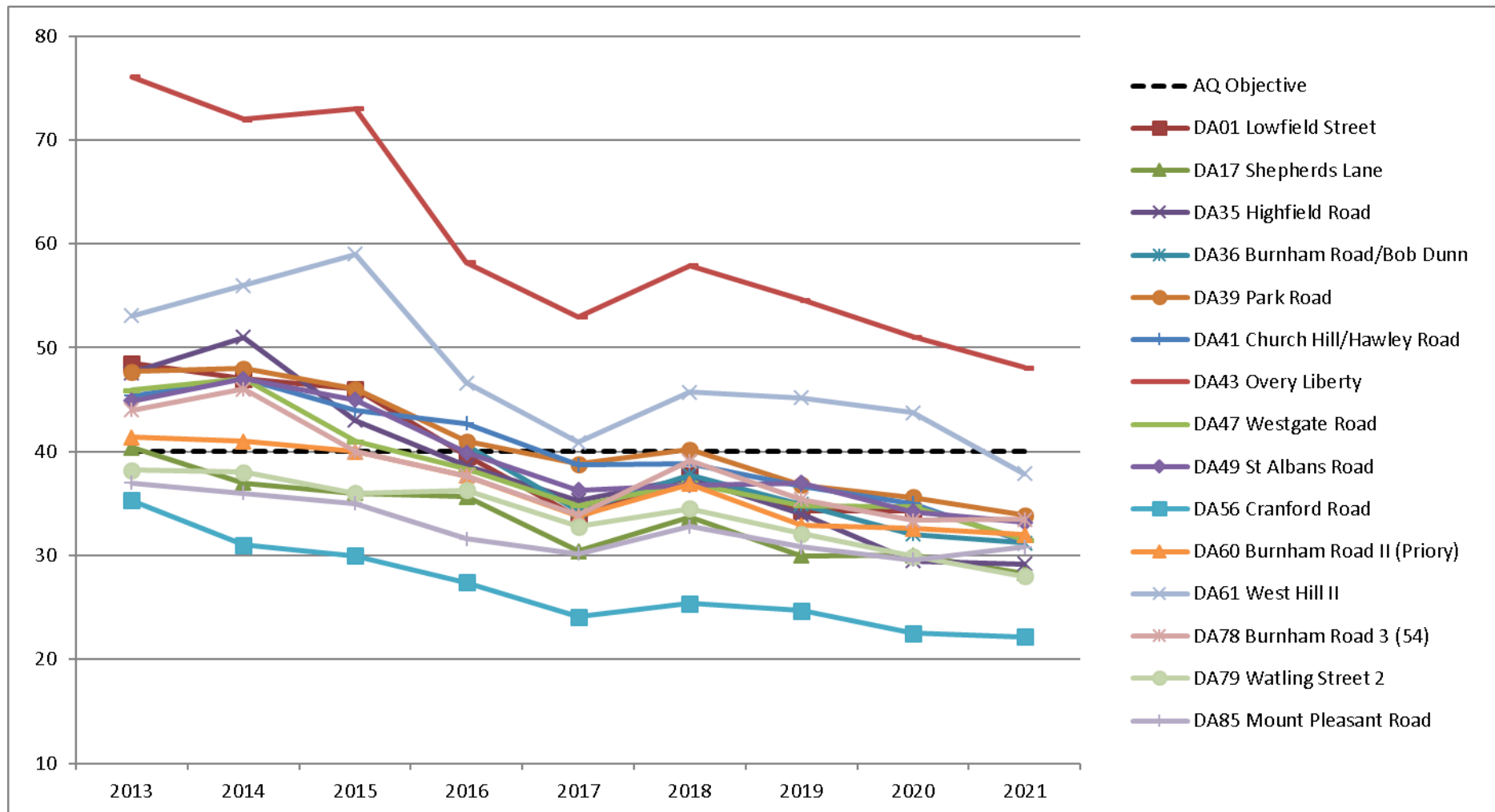
(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 – Trends in Annual Mean NO₂ Concentrations

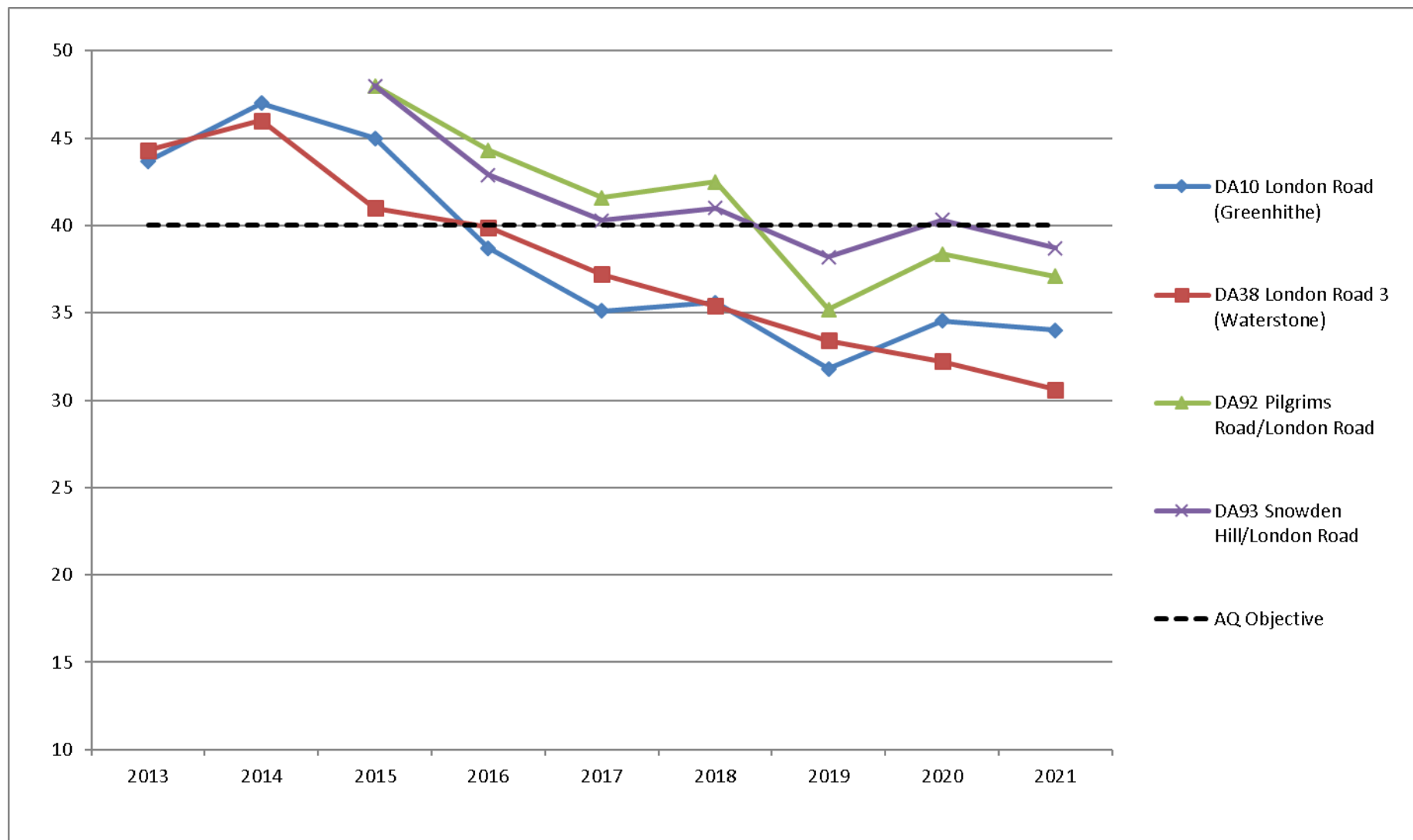
Air Quality monitoring in the proximity of the A282 trunk road Nitrogen dioxide µg/m³



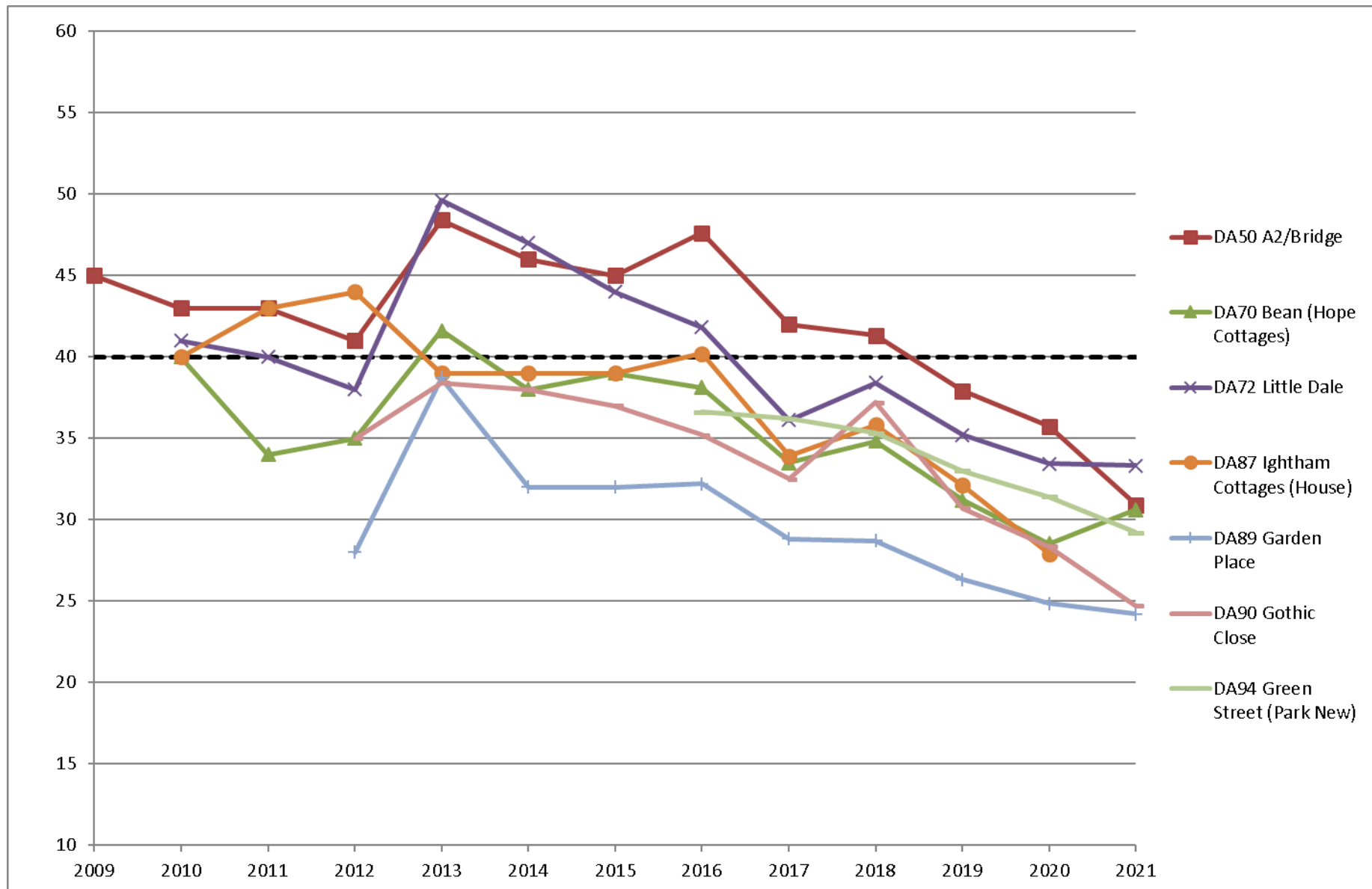
Air Quality monitoring Town Centre (Nitrogen dioxide $\mu\text{g}/\text{m}^3$)



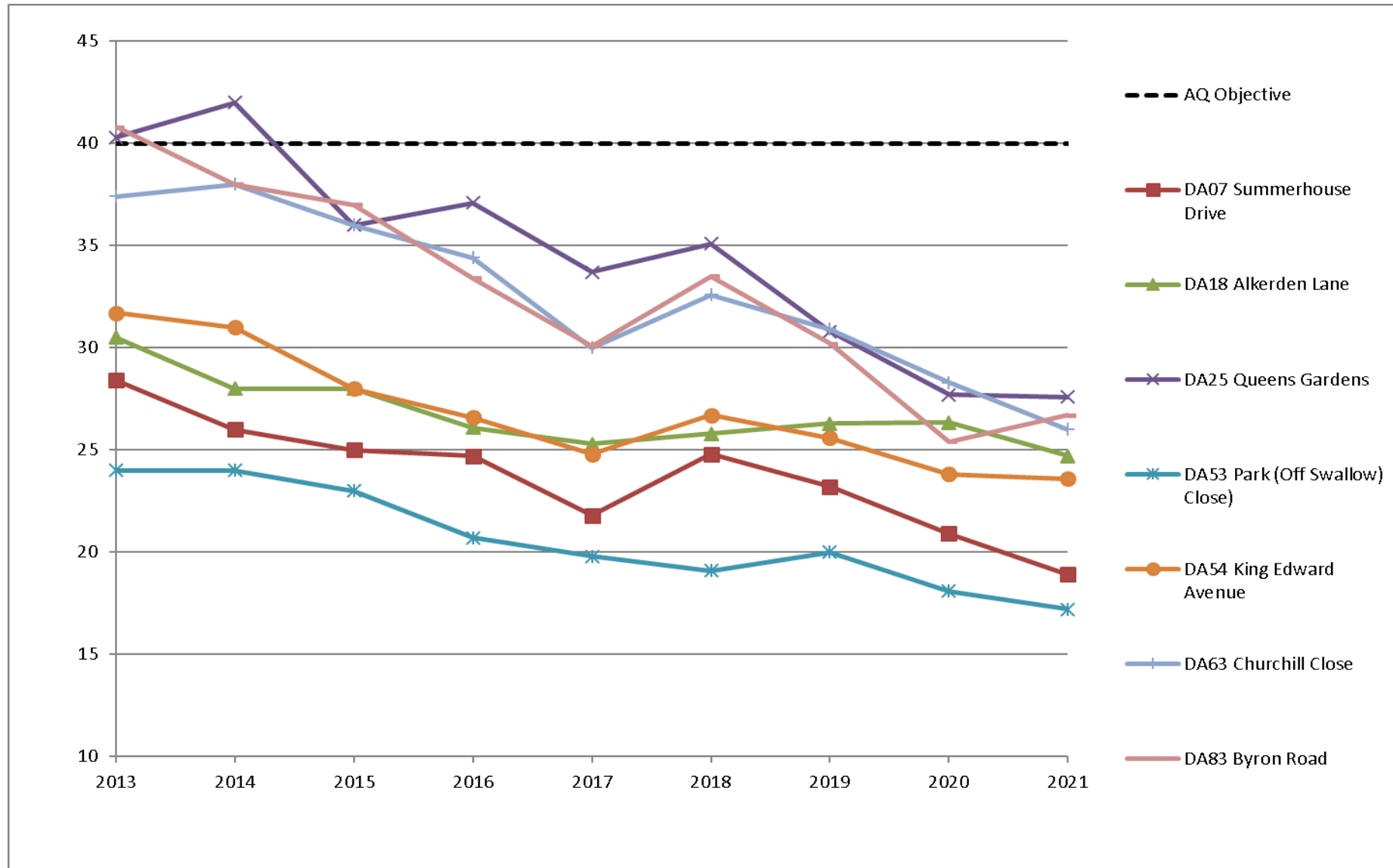
Air Quality monitoring - London Road (Nitrogen dioxide $\mu\text{g}/\text{m}^3$)



Air Quality monitoring in proximity to the A2 trunk road (Nitrogen dioxide $\mu\text{g}/\text{m}^3$)



Air Quality monitoring at background sites (Nitrogen dioxide $\mu\text{g}/\text{m}^3$)



Air Quality monitoring at continuous analysers (Nitrogen dioxide $\mu\text{g}/\text{m}^3$)

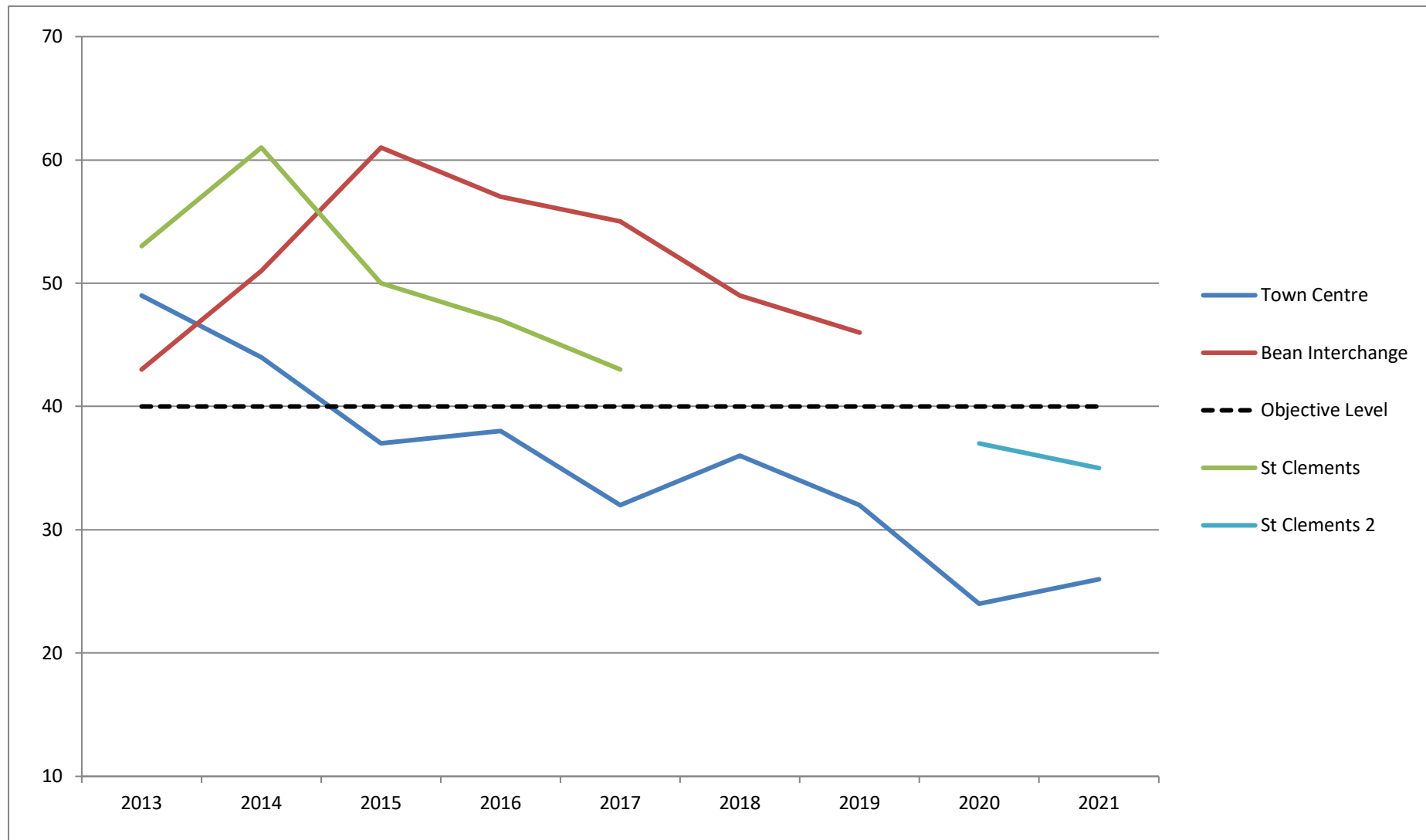


Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
ZR2 Dartford Town Centre	554117	173852	Roadside		95	0	1	0	0	2
ZR3 Bean Interchange	558622	172752	Roadside		NA	10	2	0	0	Closed
ZR4 St Clements	558488	174671	Roadside		88				0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m³ have been recorded.

Exceedances of the NO₂ 1-hour mean objective (200µg/m³ not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%)

Table A.6 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
ZR2 Dartford Town Centre	554117	173852	Roadside		56	25	27	32	26	23.3
ZR3 Bean Interchange	558622	172752	Roadside		N/A	28	32	28	29	Closed
ZR4 St Clements	558488	174671	Roadside		83			24	20.4	21.8

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the PM₁₀ annual mean objective of 40µg/m³ are shown in **bold**.

All means have been “annualised” as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.2 – Trends in Annual Mean PM₁₀ Concentrations

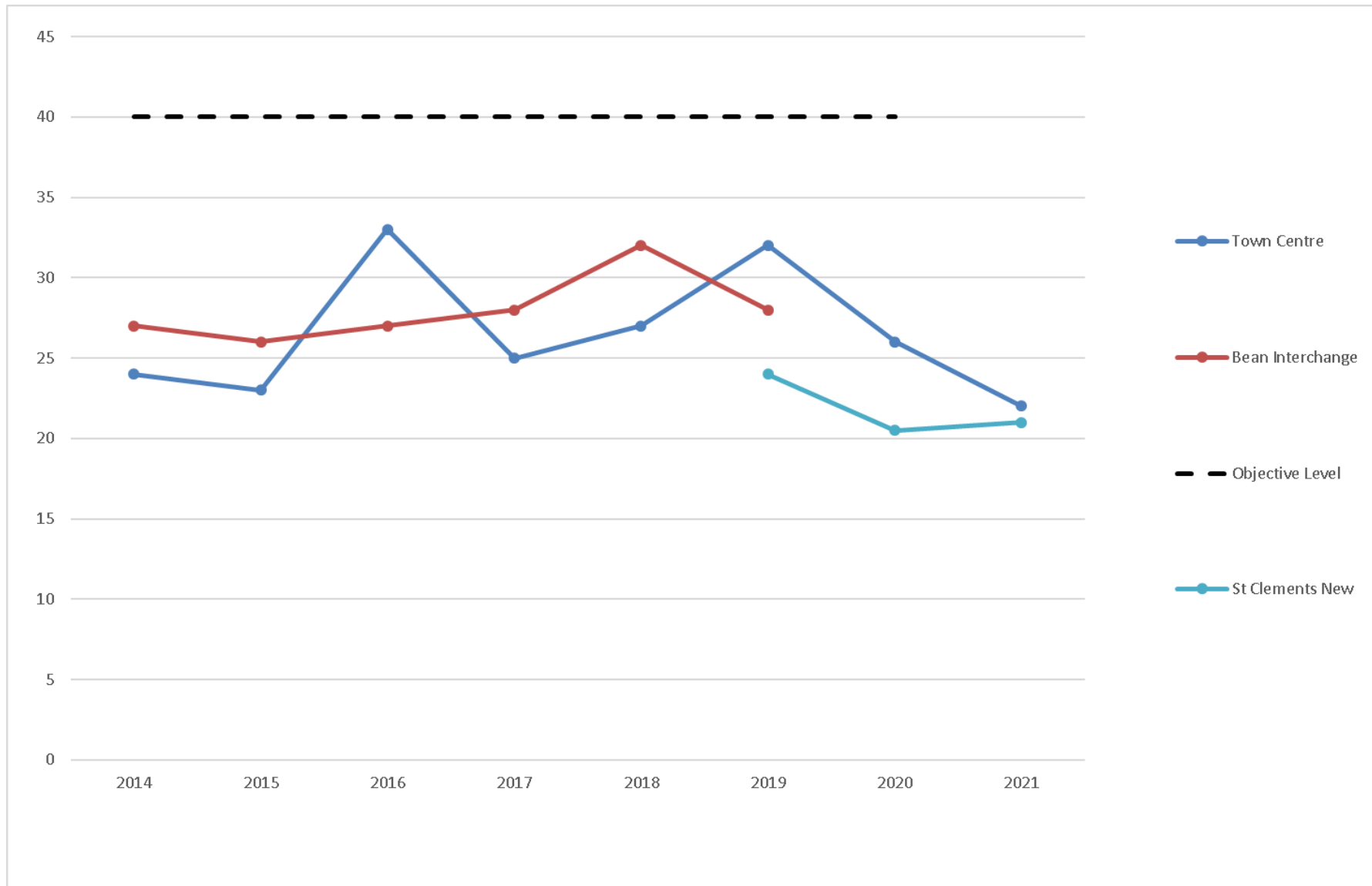


Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
ZR2 Dartford Town Centre	554117	173852	Roadside		56	10	13	24	17	4 (38.7)
ZR3 Bean Interchange	558622	172752	Roadside		N/A	13	22	17	14	Closed
ZR4 St Clements	558488	174671	Roadside		83			18	10	4 (37.9)

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m³ have been recorded.

Exceedances of the PM₁₀ 24-hour mean objective (50µg/m³ not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Appendix B: Full Monthly Diffusion Tube Results for 2021

Table B.1 – NO₂ 2021 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northin g)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.96	Annual Mean: Distance Corrected to Nearest Exposure	Comment
7	550749	171924	27.3	25.9	24.2	21.1	15.5	17.8	15.4	11.3	18.8	15.9	22.6	20.3	19.7	18.9	-	
10	559120	174854	39.6	33.2	37.4		32.6	30.7	28.6	28.0	58.8	28.6	40.9	31.0	35.4	34.0	-	
16	554108	173318	42.1	40.5	42.3	37.7	33.2	34.8	33.8	28.5	40.8	39.3	48.3	34.6	38.0	36.5	26.5	
17	552988	173922	37.0	32.7	29.5	32.1	27.9	27.3	26.3	20.2	36.4	26.2	33.6	24.4	29.5	28.3	-	
18	559748	174073	34.3	28.0	27.6	21.8	23.6	23.1	20.9	17.6	26.2	24.6	34.9	26.2	25.7	24.7	-	
20	555661	174865	37.9	42.7	35.8	36.4	38.5	32.2	32.3	25.2	42.5	35.5	33.0	30.5	35.2	33.8	-	
21	555497	174025	37.5	35.6	33.6	31.3	25.8	29.8	26.3	24.8	33.0	27.3	32.9	25.3	30.3	29.1	-	
22	555605	174023	48.0	42.7	44.8	33.9	38.7	34.3	33.9	35.6	42.4	47.5	53.0	36.8	41.0	39.3	36.6	
24	555634	173558	36.1	35.0	33.6	31.1	27.8		24.7	23.4	33.4	30.4	34.2	29.7	30.9	29.6	-	
25	555801	173194	39.6	32.6	32.4	24.9	25.7	24.2	22.0	21.3	26.2	28.9	38.0	28.8	28.7	27.6	-	
34	555373	173763	40.5	39.2	43.0	33.6	32.8	33.1	29.8	27.0	37.8	34.8	40.2	33.5	35.4	34.0	-	
35	553848	173994	27.6	34.8	36.1		27.7		26.2	22.1	32.7	30.8	35.1	31.5	30.5	29.2	-	
36	553283	175288	40.4	34.4	37.8	35.5	23.6	31.0	27.5	23.9	37.7	30.3	37.6	30.0	32.5	31.2	-	
38	558289	174580	39.5	32.1	37.4	32.5	30.9	29.5	27.6	24.7	32.5				31.8	30.6	-	
39	555129	173802	39.0	42.6	37.6	38.0	32.8	30.5	32.1	25.2	40.1	35.0	40.0	31.3	35.4	33.9	-	
41	554123	172805	38.7	33.5	36.4	31.4	25.9	30.2	29.9	25.9	36.7	33.1	39.0	30.1	32.6	31.3	-	
43	554581	173987	54.2	53.2	47.9	58.7	51.1	52.4	51.2	41.7	63.6	41.0	49.6	36.7	50.1	48.1	46.9	
44	555653	174047	38.9	39.2	37.5	28.7	31.8	26.4	26.7	27.5	35.1	38.0	42.1	33.4	33.8	32.4	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northin g)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.96	Annual Mean: Distance Corrected to Nearest Exposure	Comment
47	553922	174325	33.8	35.2	37.5	34.3	32.2	28.1	29.0	22.8	36.9	34.2	38.0	31.0	32.8	31.5	-	
48	555297	171327	36.5	27.8	37.3	30.6	25.8	30.6	31.5	36.9	36.5	27.6	37.3	28.4	32.2	30.9	-	
49	554903	173893	39.5	39.2	35.9	35.7	32.3	32.0	29.0	26.6	39.9	32.9	40.6	31.2	34.6	33.2	-	
50	553784	172315	40.6	36.2	36.9	32.8	31.4	25.8	30.2	24.1	36.7	31.3		27.5	32.1	30.8	-	
53	557695	174665	24.4	19.5	21.2		15.4	15.5	14.5	11.8	20.3	15.4	22.7	16.7	18.0	17.2	-	
54	553640	174553	29.9	26.8	28.4	23.8			19.1	14.6	26.4	23.2	31.5	22.1	24.6	23.6	-	
56	554222	173460	29.5	24.5	27.3	20.9	17.9	20.3	18.9	16.6	24.4	22.8	31.0	23.0	23.1	22.2	-	
60	553895	174678	39.1	35.4	35.6	34.3	28.8	31.0	29.3	23.8	40.2	32.6	39.6	29.2	33.2	31.9	-	
61	553578	174175	46.0	39.8	43.7	37.9	40.3	35.1	35.7	31.1	44.3	38.6	43.1	37.3	39.4	37.8	-	
62	555796	173902	44.4	39.6	41.5	38.4	33.7	31.3	29.8	30.5	37.2	38.3	46.6	33.3	37.0	35.6	-	
63	555613	173210	33.7	33.0	31.2	28.3	24.7		23.9	21.5	29.0	24.2		21.3	27.1	26.0	-	
67	556900	171294	32.0	24.9	28.1	21.8	21.7	22.3	19.8	18.4	24.2	23.6	35.5	23.8	24.7	23.7	-	
68	555724	174377	33.8	29.3	29.6		24.0	22.7	21.3	21.0	27.0	30.1	34.9	29.4	27.6	26.5	-	
69	554338	172581	43.7	34.3	40.3	32.4	28.7	30.5	27.7	26.0	34.7	32.9	40.9	31.3	33.6	32.3	-	
70	558687	172610	35.2	28.7	32.3	35.5	27.6	32.1	25.7	21.4	32.8	21.7	34.8	54.6	31.9	30.6	-	
72	556451	172152	40.3	31.2	35.6		32.1	35.3	31.1	31.1	37.2	31.0	43.6	33.0	34.7	33.3	-	
78	553686	174905	40.4		37.3	37.6	29.7	32.5	32.6						35.0	33.3	-	
79	556230	173564	38.4	30.5	32.8		27.9	25.2	22.9	21.2	27.6	29.7	38.1	26.3	29.1	28.0	-	
83	555617	175330	33.4	32.8		26.0	27.6	27.7	22.3	18.8	34.5	27.6	29.7	25.9	27.8	26.7	-	
84	555574	174068	48.7	42.4	44.0	29.0	37.8	32.5	32.2	35.1	40.3	44.7	46.5	35.2	39.0	37.5	32.4	
85	554556	174034	35.9	35.4	63.9	27.6	26.4	26.4	25.8	18.7	32.2	30.5	34.4	27.9	32.1	30.8	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northin g)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.96	Annual Mean: Distance Corrected to Nearest Exposure	Comment
86	555780	174012	40.2	30.9	34.1	26.8	24.7	25.3	23.7	24.9	29.9	31.4	39.1	26.6	29.8	28.6	-	
89	553793	172260	31.3	27.7	27.9	29.4	20.7	25.0	20.5	18.6	25.5	19.8	31.9	23.9	25.2	24.2	-	
90	553963	172277	35.0	30.4	28.0	25.1	23.2	20.8	21.5	18.2	0.6	44.9	33.2	27.7	25.7	24.7	-	
91	560876	174001	34.4	30.7	34.7	28.3	30.9	30.6	27.4	25.5	34.3	30.7	36.1	26.5	30.8	29.6	-	
92	560534	174877	40.9	35.8	39.8	36.3	36.1	35.8	35.0	33.4	46.3	42.3	46.1	36.0	38.6	37.1	29.2	
93	561201	174906	30.5	42.4	41.8	36.7	39.6	38.0	36.6	33.0	43.8	51.8	48.4	41.6	40.4	38.7	34.2	
94	556360	172372	36.3	30.5	32.3	25.3	30.6	27.4	27.8	27.5	30.8	30.4	36.6	29.1	30.4	29.2	-	
95	556497	171978	38.3	32.2	36.5	28.7	29.7	30.9	28.1	28.6	33.7	29.3	42.0	31.9	32.5	31.2	-	
96	555117	175718	47.6	40.6	40.5	35.7	36.8	32.2	32.9	28.2	42.1	39.9	45.1	35.5	38.1	36.6	30.9	
97	555495	174436	40.4	39.3	43.8	28.7	41.1	34.8	30.3	39.0	41.0	44.2	48.5	33.7	38.7	37.2	32.0	
98	551858	172452	33.9	28.1	31.4	31.2	23.5	27.3	23.0	21.0	30.7		33.2	25.5	28.1	26.9	-	
99	559207	174877	41.0	46.9	41.9	45.1	45.7	44.1	44.6	43.6	38.2	46.4	60.1	46.2	45.3	43.5	38.0	
100	556715	173464	36.3	35.5	32.9	30.3	29.9	28.7	27.4	24.2	31.4	32.0		28.2	30.6	29.4	-	

- All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.
- Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.
- Local bias adjustment factor used.
- National bias adjustment factor used.
- Where applicable, data has been distance corrected for relevant exposure in the final column.
- Dartford Borough Council confirms that all 2021 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Dartford During 2021

Dartford Borough Council has not identified any new sources relating to air quality within the reporting year of 2021.

Additional Air Quality Works Undertaken by Dartford Borough Council During 2021

Dartford Borough Council has not completed any additional works within the reporting year of 2021.

QA/QC of Diffusion Tube Monitoring

Details of non-automatic (i.e. passive) monitoring using diffusion tubes are as follows:

Diffusion tubes are supplied and analysed by Gradko International. The method of preparation is 20% TEA in water.

Monitoring was carried out in adherence with the 2020 Diffusion Tube Monitoring Calendar, providing commentary of any divergences as necessary.

The additional subsections should be used to provide QA/QC details of the data processing methodologies applied to diffusion tube monitoring data, specifically in relation to annualisation, bias adjustment and fall-off-with-distance calculations.

Diffusion Tube Annualisation

Diffusion tube annualisation was carried out at one monitoring location using the Diffusion Tube Processing Tool. Details of the calculation undertaken is provided in Table C.2

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2022 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG16 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Dartford Borough Council have applied a local bias adjustment factor of 0.96 to the 2021 monitoring data. A summary of bias adjustment factors used by Dartford Borough Council over the past five years is presented in Table C.1.

Diffusion Tube Bias Adjustment Factors As there is very little difference between the national and locally derived bias adjustment factors, the more conservative local factor has been used to adjust the data.

Local: Using data from the St Clements 2 automatic station which is part of a colocation study, the diffusion tubes were corrected using a locally derived factor of 0.96

The national bias adjustment factor is highlighted below (0.84)

Table C.1 – Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2021	Local	-	0.96
2020	Local	-	1.02
2019	Local	-	0.95
2018	Local	-	0.97
2017	Local	-	0.84

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-

automatic annual mean NO₂ concentrations corrected for distance are presented in Table B.1.

QA/QC of Automatic Monitoring

Calibrations of the automatic stations are carried out every two weeks in house. Audits are carried out annually by Matts Monitors. Data is ratified by Kings College Environment Research Group as a part of the contract with the London Air Quality Network and published on the London Air Quality Network website.

PM₁₀ and PM_{2.5} Monitoring Adjustment

PM₁₀ monitoring is carried out using Beta Attenuation Monitors (Met One BAM 1020) a correction factor of 0.833 has been applied.

Automatic Monitoring Annualisation

Annual mean PM₁₀ Automatic monitoring has been annualised using the tool on London Air Quality Network website.

Table C.2 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Nitrogen Dioxide.

Diffusion Tube ID	Annualisation Factor Bexley Belvedere West	Annualisation Factor Maidstone Rural	Annualisation Factor Bexley Belvedere	Average Annualisation Factor	Raw Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)	Annualised Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)
78	1.0280	0.9147	1.0294	0.9907	35.0	34.7

PM₁₀

Contiuous Analyser ID	Annualisation Factor Bexley Belvedere FDMS	Annualisation Factor Bexley Belvedere West FDMS	Average Annualisation Factor	Raw Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)	Annualised Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)
ZR2	1.064	1.055	1.059	22	23.3
ZR4	1.037	1.038	1.037	21	21.8

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	10				
Bias Factor A	0.96 (0.86 - 1.09)				
Bias Factor B	4% (-8% - 17%)				
Diffusion Tube Mean (µg/m³)	36.6				
Mean CV (Precision)	3.7%				
Automatic Mean (µg/m³)	35.0				
Data Capture	99%				
Adjusted Tube Mean (µg/m³)	35 (31 - 40)				

Notes: The local derived bias calculation showed that the data had good overall precision, but poor overall data capture, however it was used as it was more conservative than the national derived factor.

A single local bias adjustment factor has been used to bias adjust the 2021 diffusion tube results.

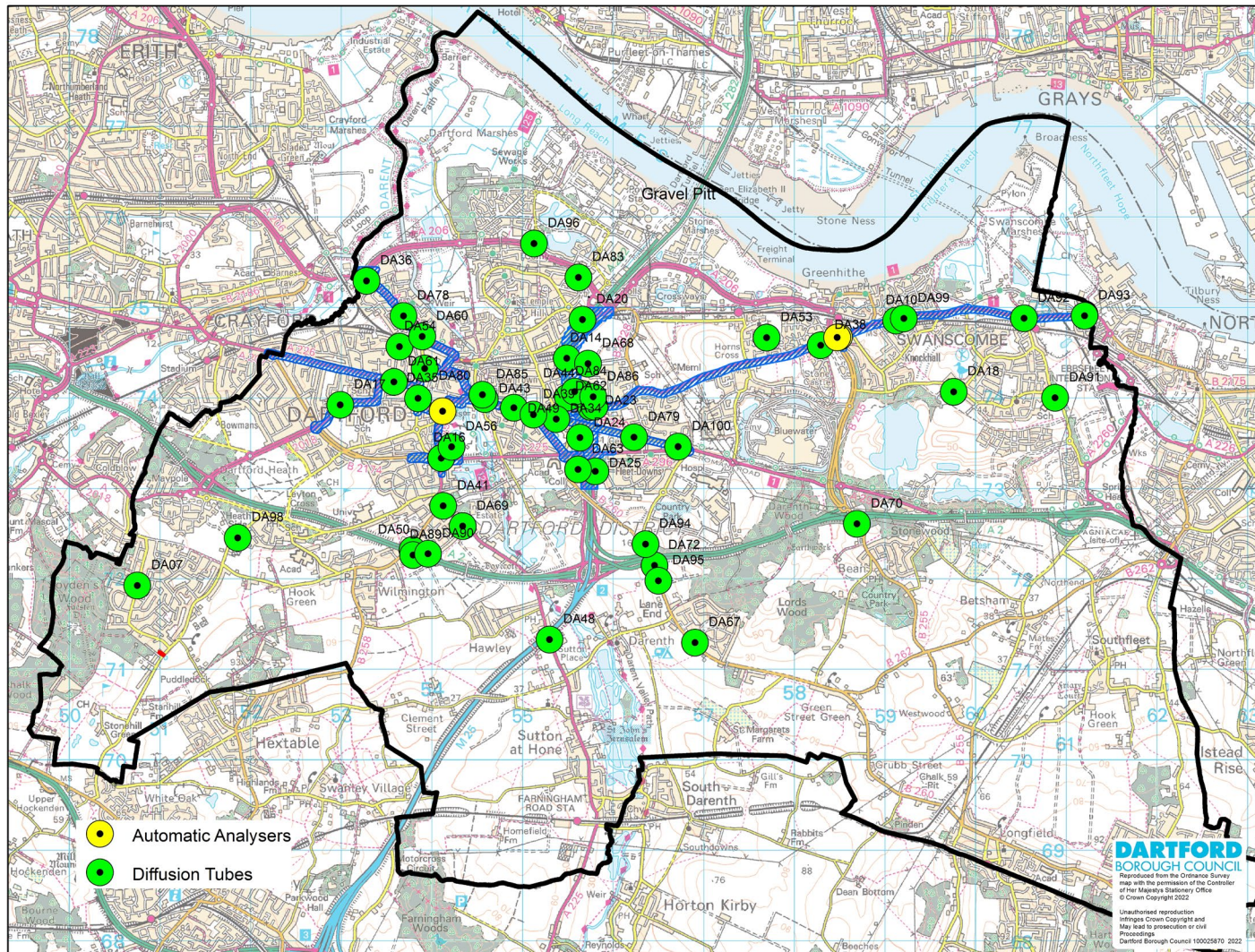
Table C.4 – NO₂ Fall off With Distance Calculations (concentrations presented in µg/m³)

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor	Comments
16	1.0	16.7	36.5	18.9	26.5	
22	18.4	25.6	39.3	22.5	36.6	<i>Predicted concentration at Receptor within 10% the AQS objective. Warning: your monitor is more than 10m further from the kerb than your receptor - treat result with caution. Warning: your receptor is more than 20m further from the kerb than your monitor - treat result with caution.</i>
43	6.1	6.9	48.1	18.9	46.9	<i>Predicted concentration at Receptor above AQS objective.</i>
84	12.0	28.0	37.5	22.54	32.4	<i>Warning: your monitor is more than 10m further from the kerb than your receptor - treat result with caution. Warning: your receptor is more than 20m further from the kerb than your monitor - treat result with caution.</i>
92	2.4	11.9	37.1	17.17	29.2	

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor	Comments
93	2.4	5.7	38.7	17.2	34.2	
96	10.0	29.0	36.6	22.4	30.9	<i>Warning: your receptor is more than 20m further from the kerb than your monitor - treat result with caution.</i>
97	3.7	13.3	37.2	22.5	32.0	
99	1.2	3.2	43.5	16.7	38.0	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>

Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Map of Monitoring Sites



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁷

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM ₁₀)	40µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO ₂)	125µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO ₂)	266µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

⁷ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
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
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG16. May 2016. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

This page is intentionally left blank

CABINET
26 January 2023

NEW ADMINISTRATIVE FEES: DEVELOPMENT MANAGEMENT AND BUILDING CONTROL

1. Summary

- 1.1 The report summarises the need to introduce new admin fees for Development Management and Building Control in order to cover the costs of staff time spent on carrying out the activities regarded as discretionary 'extensions' to a statutory service.

2. RECOMMENDATIONS

- 2.1 That the admin fee of £50.00 for providing copies of Building Control decision notices and certificates, be agreed.
- 2.2 That the criteria for charging admin fees for invalid planning applications, as set out in paragraph 3.13 of the report, be agreed.
- 2.3 That the admin fees proposed for invalid planning applications, as set out in paragraph 3.14 of the report, be agreed.
- 2.4 That delegated authority be granted to the Head of Planning Services and Development Manager to waive or reduce the admin fees applicable to any transaction.

3. Background and Discussion

- 3.1. As the nature of providing the Building Control Service and Development Management service changes, so does the resource required to provide these services. Matters are identified below which are resulting in increased cost to the services and suggested fees are set out which seek to cover some of the cost of the staff resource.
- 3.2. Section 93 of the Local Government Act 2003 (as amended), provides power to apply a charge for discretionary services. However, where the local planning authority is mandated or under a duty to provide a statutory service, the section 93 power can only be relied on if the discretionary service is an "extension" to the statutory service. An 'extension' includes discreet areas of activity such as additions or enhancements to the statutory service above the level or standard that the local planning authority has a duty to provide e. g. advisory services linked to planning and development control. The 'extension' should make an important contribution to the operation of the statutory service.
- 3.3. Section 93(3) of the 2003 Act places authorities under a duty to secure that, taking one financial year with another, the income from

CABINET
26 January 2023

discretionary charges does not exceed the costs of provision i.e. limited to cost recovery.

Building Control

- 3.4. Requests are received by Building Control for copies of decision notices and completion certificates by solicitors, applicants and householders. Approximately 100 requests are received each year. It is expected that this number will continue to increase with the growth in residential properties in the Borough and the increased trends for extensions to properties. These completion certificates are not public documents, which can be downloaded from the website and so have to be provided by the Building Control team.
- 3.5. Issuing copy documents is not just a matter of sending an existing electronic copy, as many records are not stored electronically in a format that can be sent. Before the introduction of the current IDOX document management system, all records were stored on microfiche and completion certificates were not automatically issued for all completed applications. In addition, there are a significant number of applications that remain uncompleted, as a final inspection was never requested.
- 3.6. Therefore, most requests for copy documentation require officer time in taking telephone calls, responding to emails and researching the historic records, before documents can be produced and sent. It is recommended that the cost of this officer time (approximately 1-2 hours) for research, is accounted for in the fee proposed to be charged for providing this additional service.
- 3.7. A survey of charges made by other local authorities across Kent has shown that most charge £50 or more per copy decision notice or certificate.
- 3.8. It is recommended therefore that in order to cover costs of officer time in locating, retrieving and extracting the information requested, a charge of £50.00 be made per copy of a decision notice or certificate.

Development Management

- 3.9. An increasing number of planning applications made to the Council as local planning authority are invalid when submitted, most often due to incomplete plans or key documents missing. The Planning Services technical support officers can spend a significant amount of time advising applicants and their agents on the information that is required. Often this is repeated advice on basic matters for which there is clear advice on the Planning Portal and the Council's website. Some of these applications never get to the point where they can be validated and passed to a planning case officer for consideration.
- 3.10. As an indication of the time that can be spent on validating an application all forms and plans are downloaded from the Planning Portal by Planning Services technical support officers. These documents then have to be checked carefully, firstly, that all the plans and documents required have

CABINET
26 January 2023

been submitted and secondly, that the plans match, have a scale bar etc. The application is logged in the Council's system and the CIL forms are also checked and logged. Dependent upon the nature of the application, this can take between 1 hour and 7 hours. When an application is invalid, an email is sent to the applicant/ agent setting out the reasons. This then usually results in a phone call or further email communication. If revised documents are submitted, they need to be reviewed again and where invalid, a further email is sent. If no documents are received, warning letters are sent. Where an application is complex or a major application, senior planning officers will also input into the validation process. The time spent on the process of considering and returning invalid applications can therefore vary from 3 hours to 10 hours or more, dependent upon the complexity of the application and the knowledge of the applicant/agent. It is most often the small to medium applications that are returned invalid.

- 3.11. After the applicant has been given a warning and adequate time to amend the submission; if an application cannot be validated, the local planning authority must notify and return the fee to the applicant, as required by reg.3(5) of the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 – 'Any fee paid pursuant to this regulation shall be refunded if the application is rejected as invalid'. The return of the fee involves further officer time to raise a refund.
- 3.12. In accordance with the 2012 Regs, the local planning authority cannot simply deduct an admin fee from the fee to be refunded under reg.3(5). Any charges for returning invalid applications will then involve raising an invoice, which will generate further officer time.
- 3.13. However, in order to recoup some of the admin costs of the time spent on these poor quality applications and discourage submission of incomplete applications, it is recommended that an admin fee is introduced for invalid planning applications which are registered but not made valid in the following circumstances:
 - i. If a satisfactory response to an invalid letter is not received within the 28-day expiry period;
 - ii. If a statutory application fee is requested to be transferred from a previous closed invalid application to a new submission;
 - iii. If an invalid application is withdrawn after notification that it is invalid.

The admin fee must be charged separately and if not paid, recovered as a debt.

- 3.14 The charges recommended below have been benchmarked against other local authorities, who charge for returning invalid applications.

It is recommended therefore that in order to cover costs of officer time in dealing with invalid applications and the cost of returning planning application fees, the following charges be applied:

CABINET
26 January 2023

Charges:

- £50.00 charge for householder, advertisement and similar applications
- £100.00 charge for minor, lawfulness and similar applications
- £200.00 charge for major and similar complex applications

In exceptional cases, the admin costs may be waived or reduced. Each application will be considered on its own individual merits.

4. Relationship to the Corporate Plan

As this relates to new development, it is relevant to the Council’s overall vision for the area to make Dartford a place of quality, choice and safety.

5. Financial, legal, staffing and other implications and risk assessments*

Financial Implications	The charges if agreed will need to be included in the fees and charges to be set for 2023/24.
Legal Implications	As discussed in the body of the report.
Public Sector Equality Duty	The charge will not have any impact on the Public Sector Equality Duty. The validation requirements for planning applications are set out in national legislation and the local validation list, which is agreed separately by Council as local planning authority. Applications can only be made invalid where they do not comply with these requirements. There is no requirement therefore for a Customer Access Review.
Crime and Disorder duty	None
Climate Impact Assessment	As the proposed fees do not amend existing practices, the impact will be neutral.
Staffing Implications	None
Administrative Implications	None
Risk Assessment	No uncertainties and/or constraints

7. Appendices

None.

CABINET
26 January 2023

BACKGROUND PAPERS

<u>Documents consulted</u>	<u>Date / File Ref</u>	<u>Report Author</u>	<u>Section and Directorate</u>	<u>Exempt Information Category</u>
None		Sonia Collins (01322) 343620	Planning Services	N/A

This page is intentionally left blank

CABINET
26 JANUARY 2023

NATIONAL NON-DOMESTIC DISCRETIONARY RATE RELIEF 2023/24

1. Summary

- 1.1 To consider granting discretionary rate relief to ratepayers who have made applications in respect of 2023/24, or who may have made an application by 1 March 2023.

2. RECOMMENDATIONS

- 2.1. That the maximum level of discretionary rate relief for 2023/24, for the organisations listed in exempt Appendix A to the report, be determined in accordance with the detailed recommendations, set out in exempt Appendix A.
- 2.2 That the types of property eligible for discretionary rate relief, as specified in Appendix B to the report, be noted.
- 2.3 That the recommended criteria for granting discretionary rate relief, as set out in Appendix C, be noted.

3. Background and Discussion

Annual Discretionary Rate Relief

- 3.1. Depending upon their circumstances ratepayers may be eligible for mandatory rate relief, mandatory rural rate relief or small business rate relief.

Charities and sports organisations that have charitable status currently receive 80% mandatory relief. In order to qualify for the mandatory relief, the organisation must be established for charitable purposes only and the premises must be wholly or mainly used for charitable purposes.

In addition, sports clubs registered with HMRC as community amateur sports clubs are also entitled to 80% mandatory relief.

- 3.2. Section 47 of the Local Government Finance Act 1988 (as amended) allows the Council to grant discretionary rate relief of up to 100% to any ratepayer.
- 3.3. Discretionary rate relief can be awarded in isolation or given to 'top-up' a mandatory award or to supplement assistance given via the small business rate relief scheme.

CABINET
26 JANUARY 2023

- 3.4. However, unless one of the following apply, the Council may only grant discretionary rate relief if it is satisfied that it would be reasonable to do so, having regard to the interests of council tax payers:
- The ratepayer is a charity or trustee for a charity, and the property is wholly or mainly used for charitable purposes; or
 - The ratepayer is a community amateur sports club and the property is wholly or mainly used for the purpose of the club and other such clubs; or
 - The ratepayer is entitled to mandatory rural rate relief; or
 - All or part of the property is occupied by non-profit making organisations whose main objects are charitable or are otherwise philanthropic or religious or concerned with education, social welfare, science, literature or the fine arts; or
 - The property is occupied by a club, society or other non-profit making organisation and it is wholly or mainly used for purposes of recreation.
- 3.5. The types of property eligible for discretionary rate relief are specified in Appendix B. The qualifying conditions for Small Business Rate Relief (as prescribed by legislation) are also set out in Appendix B.
- 3.6. On 26 January 2017, Cabinet reviewed and determined the criteria for eligibility for all types of discretionary rate relief as set out in Appendix C (Minute No. 109). These criteria cover all cases where the decision to grant relief is not dependent upon the award being in the interests of council taxpayers.
- 3.7. Applications from ratepayers who do not satisfy the stated criteria will be considered on their merits and individual recommendations will be made taking into consideration the benefit to the community as a whole.
- 3.8. On 10 March 2005, Cabinet had previously determined the levels of discretionary rate relief applicable to businesses eligible for Small Business Rate Relief:
- Where maximum Small Business Rate Relief is available, no discretionary rate relief should be awarded;

CABINET
26 JANUARY 2023

- Where the ratepayers will only benefit from the application of the lower multiplier, discretionary rate relief should continue to be awarded at the rate outlined in Appendix C;
- Where no relief is available because businesses occupy more than one property within England, discretionary rate relief should continue to be awarded at the rate outlined in Appendix C; and
- Where relief amounting to less than the current discretionary percentage is due, the level of mandatory relief should be “topped-up” by discretionary rate relief so that the ratepayer receives the same level of assistance as the level of discretionary relief outlined in Appendix C.

(Minute no.352)

- 3.9. Ratepayers seeking discretionary rate relief are required to submit an application for Small Business Rate Relief (where potentially eligible) as a pre-requisite to the consideration of the award of discretionary rate relief.
- 3.10. Applications for discretionary rate relief may be made up to six months after the end of the financial year for which relief is sought. No discretionary rate relief can be awarded if an application is made outside of the statutory timeframe. Once awarded, discretionary rate relief may only be withdrawn or reduced if a minimum of 12 months' notice has been given to the recipient.
- 3.11. To ensure that discretionary support given to businesses remains appropriate, awards are only made for one financial year and recipients are required to reapply each year.

Rural rate relief top-up

- 3.12. In the Autumn Statement of 2016, the Government announced the intention to double mandatory rural rate relief to 100% from 1 April 2017. However, this required an amendment to primary legislation. As a temporary measure, local authorities were advised to use discretionary powers to award the additional 50% relief, which would be reimbursed by way of a section 31 grant.
- 3.13. In the absence of primary legislation, the Government expects that local authorities will continue to use local discount powers to grant 100% rural rate relief to eligible ratepayers until further notice, with appropriate reimbursement.

CABINET
26 JANUARY 2023

- 3.14. Paragraphs 7.1, 7.2, 7.4 and 7.5 in Appendix C already cater for this extension of relief.

Financial implications

- 3.15. Since 1 April 2013, all discretionary relief granted has come under the provisions of the Business Rate Retention Scheme.
- 3.16. The cost of relief is effectively shared between Central Government (50%), and local authorities (50%). Of this, the Council is required to fund 40%.
- 3.17. Therefore, exempt Appendix A only refers to the estimated gross discretionary relief proposed.

Cases to be considered for 2023/24

- 3.18. Exempt Appendix A contains the details of each ratepayer to be considered for relief for 2023/24 and recommends the level of relief to be applied.
- 3.19. All ratepayers fall within the criteria contained within Appendix C.
- 3.20. In the Autumn Statement on 17 November 2022, the Chancellor announced a multiplier cap for 2023/24. The small business non-domestic rating multiplier will be capped at 49.9p and the standard non-domestic rating multiplier will be capped at 51.2p.
- 3.21. The estimated level of relief is based upon the multipliers set out in paragraph 3.21. Ultimately, should the multipliers change a further report setting out the revised relief awards will be submitted.
- 3.22. If applications are approved, the total gross relief granted would be £57,899.
- 3.23. Members should be aware that the requirement for relief can change during the financial year as a result of rateable value changes, vacations etc. Therefore, some of these awards may not ultimately require full funding.

4. Relationship to the Corporate Plan

Not applicable.

CABINET
26 JANUARY 2023

5. Financial, legal, staffing and other administrative implications and risk assessments

Financial Implications	As noted in paragraphs 3.15 to 3.17, exempt Appendix A sets out the proposed gross discretionary rate relief to be granted. S31 grants will be made to compensate for the any top up to mandatory rural rate relief.
Legal Implications	As set out in the body of the report and following the decision of the First Tier Information Rights Tribunal EA/2018/003, the Council does not publish business rates data as the information is exempt by virtue of Section 41 of the Freedom of Information Act 2000.
Public Sector Equality Duty	No identified adverse impacts
Crime and Disorder Duty	No implications
Climate Impact Assessment	No implications
Staffing Implications	None
Administrative Implications	None
Risk Assessment	No uncertainties and/or constraints

6. Appendices

Appendix A [exempt]	Discretionary Rate Relief Applications & Recommendations
Appendix B	Types of Property Eligible for Discretionary Rate Relief
Appendix C	Criteria for granting Discretionary Rate Relief

7 Exempt Information

Appendix A has been placed on the closed part of the agenda because it contains exempt information within Standing Order 46(1) (b) and Annex 1, para.1(c), namely, information relating to an individual where disclosure might breach a duty of confidentiality and in all the circumstances of the case the public interest in not disclosing the information outweighs the public interest in disclosing the information.

CABINET
26 JANUARY 2023

BACKGROUND PAPERS

<u>Documents consulted</u>	<u>Date</u>	<u>File Ref</u>	<u>Report Author</u>	<u>Section and Directorate</u>	<u>Exempt Information Category</u>
Discretionary Relief Applications	Various		Sue Cressall 01732 227041	Revenues Strategic	Appendix A -SO 46(1) (b), Annex 1, para.1(c)

APPENDIX B

PROPERTY ELIGIBLE FOR RATE RELIEF	TYPE OF RELIEF	AMOUNT OF RELIEF
Property wholly or mainly used for charitable purposes which is occupied by a Registered, Excepted or Exempt Charity	Mandatory charitable Discretionary charitable	80% Up to a further 20%
Property, all or part of which is occupied for the non-profit making:- a) Institution or other organisation whose main objectives are philanthropic or religious or concerned with education, social welfare, science, literature or the fine arts or; b) Club, society or other organisation and is used for the purposes of recreation.	Discretionary non-profit making	Up to 100%
Property, all or part of which is occupied, other than as a trustee, by a charging or precepting authority.	None	None

APPENDIX B

PROPERTY ELIGIBLE FOR RATE RELIEF	TYPE OF RELIEF	AMOUNT OF RELIEF
Property (having a rateable value of £12,500 or less) which is the only Public House or Petrol Station in a designated rural settlement.	<p>Mandatory rural</p> <p>Discretionary rural</p>	<p>50%</p> <p>Up to a further 50%</p>
Property (having a rateable value between £8,501 and £16,500) which is in a designated rural settlement and which is a Post Office or General Store or is of benefit to the local community.	Discretionary rural	Up to 100%
<p>Eligible properties with a rateable value of £12,000 or less</p> <p>Eligible properties with rateable values between £12,001 and £14,999</p> <p>Eligible properties with rateable values between £15,000 and £51,000</p>	Mandatory small business	<p>100% plus bill calculated using small business rate multiplier</p> <p>0% - 100%</p> <p>decreasing on a sliding scale plus bill calculated using small business rate multiplier</p> <p>0% but bill calculated using small business rate multiplier</p>

APPENDIX B

PROPERTY ELIGIBLE FOR RATE RELIEF	TYPE OF RELIEF	AMOUNT OF RELIEF
Any other business premises	Discretionary	Up to 100% provided the award is considered reasonable having regard to the interests of council tax payers

APPENDIX B

RURAL RATE RELIEF

Designated Rural Areas/Rural Settlements

Bean

/Bean

Darenth

/Darenth

/Green Street Green

/Lane End

Longfield

/Longfield

/Longfield Hill

Southfleet

/Betsham

/Southfleet including Red Street Manor Farm

/Westwood

Sutton-at-Hone & Hawley

/Hawley

/Keith Avenue (Old Rectory Estate)

/Royal Road

/Kings Georges Playing Field,

/Hawley Road

/Sutton-at-Hone

Wilmington

/Heathside

/Oakfield Lane, Parsons Lane

/Wilmington

APPENDIX C**Criteria for Granting Discretionary Rate Relief**

	<u>Eligible for 80% Mandatory Relief</u>	<u>Level of Discretionary Relief to be Granted</u>
1. <u>Education Establishments</u>		
1.1 Schools which are registered as Charitable Institutions and occupied by that charity.	Yes	None
1.2 Schools which are registered as Charitable Institutions and occupied by that charity, and are for children with special needs.	Yes	20%
2. <u>Scout & Guide Organisations</u>		
Groups which are registered as Charitable Institutions and occupied by that charity.	Yes	20%
3. <u>Charity Shops</u>		
Organisations which are registered as Charitable Institutions and occupied by that charity.	Yes	None
4. <u>Philanthropic Groups</u>		
4.1 Groups which are registered as Charitable Institutions which provide services to the Local Community e.g. RSPCA, Salvation Army, Red Cross.	Yes	20%
4.2 Groups which are registered as Charitable Institutions which do not provide widely available services to the Local Community.	Yes	None
4.3 Groups which are not registered as Charitable Organisations but provide services to the Local Community.	No	40%

APPENDIX C

	<u>Eligible for 80% Mandatory Relief</u>	<u>Level of Discretionary Relief to be Granted</u>
5. <u>Sports Clubs</u>		
5.1 Clubs where Membership is closed e.g. to employees of a certain Company.	No	None
5.2 Clubs where Membership is restricted by the level of fees or subscription.	No	None
5.3 Clubs which are not conducted for profit and have open access/Membership.	No	40%
5.4 Clubs that are charities and have open access/Membership regardless of levels of skills viz:- <ul style="list-style-type: none"> • The promotion of community participation in healthy recreation by the provision of facilities for the playing of particular sports; and • The advancement of the physical education of young people not undergoing formal education. <p>N.B. The sport concerned must be one that is capable of improving health or fitness.</p>	Yes	None
6. <u>Social/Welfare Clubs</u>		
6.1 Village Halls/Community Centres which are registered as Charitable Institutions which are not conducted for profit.	Yes	20%
6.2 Village Halls which are not registered as Charitable Institutions which are not conducted for profit.	No	100%
6.3 Welfare organisations which are registered as Charitable Institutions.	Yes	None
6.4 Social Clubs which are registered as Charitable Institutions.	Yes	None

APPENDIX C

6.5	Social or Welfare Clubs which are not registered as Charitable Organisations which are not conducted for profit and which are for public benefit.	No	40%
		<u>Eligible for 50% Mandatory Relief</u>	<u>Level of Discretionary Relief to be Granted</u>
7.	<u>Village Shops</u>		
7.1	The only Post Office having a rateable value of £8,500 or less in a qualifying rural settlement comprising less than 3,000 people.	Yes	50%
7.2	The only General Store (if such a trade is not carried on in any other hereditament <u>or part of</u> a hereditament), having a rateable value of £8,500 or less in a settlement comprising less than 3,000 people in a rural settlement.	Yes	50%
7.3	A business having a rateable value of £16,500 or less in a settlement comprising less than 3,000 people in a rural area; which is the only business in a settlement, provides some or all of the services of a Post Office or General Store and is essential to the community.	No	Up to 100%
7.4	The only Public House or Petrol Filling Station having a rateable value of £12,500 or less in a rural settlement comprising less than 3,000 people.	Yes	50%
7.5	A store, (having a rateable value of £8,500 or less in a qualifying rural settlement comprising less than 3,000 people) which is wholly or mainly involved in the retail sale of food for human consumption. This would exclude confectionery and	Yes	50%
	(a) any supply of food for consumption on the premises on which it is supplied: and		

APPENDIX C

- (b) any supply of hot food for consumption off those premises;

and for the purposes of the paragraph above hot food” means food which, or any part of which has been heated for the purposes of enabling it to be consumed at a temperature above the ambient air temperature;

HOUSING ADVISORY BOARD
18 JANUARY 2023
CABINET
26 JANUARY 2023

AMENDED SEVERE WEATHER EMERGENCY PROTOCOL (SWEP) FOR ROUGH SLEEPERS

1. Summary

- 1.1. The Severe Weather Emergency Protocol (SWEP) for Rough Sleepers sets out the arrangements the Council puts in place to minimise harm or death to anyone who might be sleeping rough during periods of severe weather, through the provision of emergency shelter and support.
- 1.2. The Protocol has been reviewed and updated in light of changes in criteria and operational working practices.

2. RECOMMENDATIONS

HOUSING ADVISORY BOARD

- 2.1. That, for the reasons detailed in the body of the report, the Board notes the [amended] Severe Weather Emergency Protocol (SWEP) for Rough Sleepers, at Appendix A to the report and recommends to Cabinet, the approval of the Protocol.

CABINET

- 2.2. That the Severe Weather Emergency Protocol (SWEP) for Rough Sleepers, at Appendix A to the report, be approved.
- 2.3. That the Director for Housing and Public Protection be granted delegated authority to make any in-year amendments to the Protocol, as required.

3. Background and Discussion

- 3.1. In July 2011, the Government implemented its plan 'Vision to End Rough Sleeping: No Second Night Out' to assist people off the streets. This was born mainly out of an increase in rough sleeping, especially in London, and subsequent deaths that occurred on the streets during periods of severe cold weather. As a result, the Severe Weather Emergency Protocol (SWEP) is an emergency response to prevent threat to life of people sleeping rough and is activated by local authorities.
- 3.2. The Council was already committed to working with partners to assist rough sleepers off the streets but also recognised that in extreme weather, rough sleepers are particularly vulnerable to harm and death. In response to this, the Council developed and implemented the current Severe Weather Emergency Protocol (SWEP) for Rough Sleepers (the Protocol) in 2010, which sets out the

HOUSING ADVISORY BOARD
18 JANUARY 2023
CABINET
26 JANUARY 2023

arrangements the Council puts in place to ensure that people are not at risk of harm or dying on the streets in Dartford during extreme cold weather.

- 3.3. Rising bills and the cost of living, including the rise in housing costs, are forcing more people onto the streets. When the Protocol is triggered, all rough sleepers with no alternative accommodation options and deemed at risk are housed in emergency accommodation by the Council for the duration of the severe weather. This is provided in and out of office hours and supported by Porchlight. Over the last two years (2020/21 and 2021/22), the Protocol has been activated four times and has assisted four rough sleepers.
- 3.4. Homelessness legislation criteria will not be applied in the decision to assist a person sleeping rough during the period the Protocol is activated. This means that the individual is not required to demonstrate eligibility for assistance (including whether they have any recourse to public funds), priority need, intentionality or local connection. To be assisted under the Protocol, they must only be at risk and have nowhere to sleep indoors. Alongside providing emergency accommodation during periods of extreme weather, an assessment will also be undertaken to determine whether a duty is owed under Part 7 of the Housing Act 1996 for ongoing housing assistance.
- 3.5. A review of the Protocol has been undertaken to ensure it remains up to date and to adjust to changes in criteria and operational working practices. The review has found that overall, the Protocol has worked well since its implementation in 2010. In previous years, the Council has worked in close partnership with the Dartford Churches Homeless Project (New Avenues) who also provided a shared space accommodation and support solution for rough sleepers through their Winter Shelter. This arrangement meant that when the Protocol was activated, there were often no rough sleepers on the streets as they had been accommodated by the Winter Shelter.
- 3.6. During the Covid-19 pandemic, the Winter Shelter was not able to provide a shared bed space provision due to the risks associated with separate households sharing facilities. The Council also experienced difficulties in securing suitable accommodation quickly. To mitigate these challenges, the Council has looked at different ways to ensure there is sufficient provision, including block booking temporary accommodation, which is a similar model that was used during lockdown. Whilst the Dartford Churches Homeless Project no longer runs a Winter Shelter, they continue to work with the Council and provide outreach support to rough sleepers in the Borough.
- 3.7. It is also recognised that increasingly severe weather events now occur throughout the seasons and are not confined to extreme cold weather in the winter. Traditionally, SWEP arrangements have been triggered when the night time temperature is predicted to be zero degrees Celsius or below for three consecutive nights. However, any conditions that increase the risk of harm to people sleeping

HOUSING ADVISORY BOARD
18 JANUARY 2023
CABINET
26 JANUARY 2023

rough can be classed as severe. This means the impact of rain, snow, wind and heat are also now included as criteria for triggering the Protocol.

- 3.8. The Protocol (Appendix A), has been updated to reflect the changes in the categories of severe weather conditions that will trigger the Protocol for securing the provision of emergency accommodation for people sleeping rough in the Borough (See Section 2 of the Protocol).
4. Relationship to the Corporate Plan
- 4.6. This report relates to the Corporate Plan's 'Housing' strategic aims to 'facilitate quality, choice and diversity in the housing market, assist in meeting housing need in Dartford and deliver high quality services to service users'; and to 'create strong and self-reliant communities'. The report also relates to the Corporate Plan's 'Council Performing Strongly' strategic aim to 'provide high quality services that reflect public aspirations and demonstrate improvement'.
5. Financial, legal, staffing and other implications and risk assessments

Financial Implications	The costs of providing temporary emergency accommodation under the Protocol is met through the Council's temporary accommodation budget.
Legal Implications	<p>The duties of local authorities to provide assistance to people who are threatened with homelessness or are already homeless, are set out in Part 7 of the Housing Act 1996, as amended by the Homelessness Act 2002 and the Homelessness (Priority Need for Accommodation) (England) Order 2002. The Homelessness Reduction Act 2017 places additional duties on local authorities, including an enhanced prevention duty and a relief duty.</p> <p>The Protocol provision is a discretionary service. The provision of shelter from local authorities is not a statutory duty unless a person is considered homeless and in priority need for assistance, even during severe weather when the conditions may be life threatening. However, there is a widely recognised humanitarian obligation on local authorities to do all they can to prevent deaths and serious harm on the streets, and for their partners and the public to support these efforts.</p>
Staffing Implications	None

**HOUSING ADVISORY BOARD
18 JANUARY 2023
CABINET
26 JANUARY 2023**

Administrative Implications	None
Public Sector Equality Duty	A Customer Access Review on the amended Protocol was carried out and signed-off to be published and can be viewed at https://www.dartford.gov.uk/equality-diversity/customer-access-reviews . The review concluded that the Protocol will have a positive impact on individuals sleeping rough during the period the Protocol is activated, thereby providing the opportunity to assist all rough sleepers regardless of homelessness eligibility under the legislation.
Crime and Disorder Duty	None
Climate Impact Assessment	No implications
Risk Assessment	N/A

6. Details of Exempt Information Category

Not applicable.

7. Appendices

Appendix A – [Amended] Severe Weather Emergency Protocol (SWEP) for Rough Sleepers

BACKGROUND PAPERS

<u>Documents consulted</u>	<u>Date / File Ref</u>	<u>Report Author</u>	<u>Section and Directorate</u>	<u>Exempt Information Category</u>
		Sarah Williamson (01322) 343470	Housing Services/ Housing & Public Protection	N/A

APPENDIX A



Draft

Severe Weather Emergency Protocol (SWEP) for Rough Sleepers

December 2022

If you or anybody you know requires this or any other council information in another language, please contact us and we will do our best to provide this for you. Braille, Audio tape and large print versions of this document are available upon request.



Tel: 01322 343434



Calls are welcome via Relay UK

ਪੰਜਾਬੀ Punjabi 01322 343610	தமிழ் Tamil 01322 343611	Polski Polish 01322 343612	česky Czech 01322 343613	简体中文 Mandarin 01322 343614	Français French 01322 343615
-----------------------------------	--------------------------------	----------------------------------	--------------------------------	----------------------------------	------------------------------------

Contents

No.	Section	Page
1	INTRODUCTION	3
2	SEVERE WEATHER	3
3	ACTIVATION AND DEACTIVATION OF THE PROTOCOL	4
4	ELIGIBILITY FOR ASSISTANCE	5
5	REFERRALS	5
6	MANAGING RISK AND CHALLENGING BEHAVIOUR	6
7	FINANCIAL IMPLICATIONS	6
8	DATA PROTECTION	6
9	COMPLAINTS	7
10	EQUALITY AND DIVERSITY	7
12	MONITORING AND REVIEW	7

1. INTRODUCTION

- 1.1. Severe Weather Emergency Protocol (SWEP) is an emergency response to prevent threat to life of people sleeping rough and is activated by local authorities.
- 1.2. The Council's Severe Weather Emergency Protocol (SWEP) for Rough Sleepers (the Protocol) sets out the arrangements it will put in place to minimise threat to life to anyone who might be sleeping rough during periods of severe weather, through the provision of emergency shelter and support.
- 1.3. While the Council works year-round on its commitment to end rough sleeping in the Borough, there is an extra pressure on the Council in periods of severe weather (including extreme heat) to prevent the loss of life on the streets.
- 1.4. The provision of shelter from local authorities is not a statutory duty unless a person is considered homeless and in priority need for assistance, even during cold or severe weather when the conditions may be life threatening. However, there is a widely recognised humanitarian obligation on local authorities to do all they can to prevent deaths and serious harm on the streets, and for their partners and the public to support these efforts.
- 1.5. The objectives of this Protocol are to:
 - Ensure that no one dies on the streets due to severe weather;
 - Ensure that every effort is made to engage rough sleepers with support services during periods of severe weather;
 - Work with rough sleepers to end their homelessness.

2. SEVERE WEATHER

- 2.1. There is no single definition of severe weather for the purposes of activating the Protocol – any conditions that increase the risk of harm to people sleeping rough can be classed as severe. This includes extreme cold, snow, wind, rain and heat.
- 2.2. **Cold:** extreme cold can cause serious health problems and death for those who are exposed overnight or for long periods of time. Historically, the Protocol was triggered when the forecast was zero degrees or below for three days. It is now best practice to take a common sense approach, where any forecast approaching zero is considered. The impact of rain, snow and wind chill are taken into account; and the 'feels like' temperature is checked, along with conditions underfoot (e.g. ice). The Council recognises there are benefits to opening provision for temperatures that are above freezing as this can be just as harmful, and for maintaining this provision over longer periods.
- 2.3. **Wind:** high winds can lead to an increased risk of injury through uprooted trees, falling walls, dislodged pieces of roofing and other debris. The Council will

consider the location of local rough sleeping sites and the potential for harm from gale-force winds. This is a particular issue for rural areas where people are, for example, sleeping in tents.

- 2.4. **Rain:** heavy or sudden prolonged rain can lead to flooding and landslides. People sleeping under bridges, on river banks or near the sea, streams or canals may be particularly at risk, but there may be less obvious flood risks, for example drains or gullies. Standing water, puddles and flooding may continue to be a risk after rainfall has stopped. As well as increased risk of drowning, being stuck in the rain and unable to change out of wet clothes/shoes afterwards can lead to a range of health problems, including trench-foot. There is also an increased risk of loss or damage to belongings such as identification documents.
- 2.5. **Heatwaves:** temperatures of around 25 degrees Celsius and over are associated with excess summer deaths. People sleeping rough may find it difficult to source drinking water, sun protection, cool showers and cool spaces to spend time; thereby increasing risks around dehydration, sunburn and sunstroke.

3. **ACTIVATION AND DEACTIVATION OF THE PROTOCOL**

- 3.1. The Council subscribes to and checks the [Met Office's](#) daily weather warning forecast alerts for Dartford.
- 3.2. When the Protocol is activated, the Council will:
- Notify by email relevant internal services including the Housing Service, Customer Services, Enforcement and Regulatory Services, Waste and Parks, Communications Team and the Out of Hours Service;
 - Place a message on the Council's internal Intranet to notify that the protocol has been activated;
 - Notify by email elected Members;
 - Notify by email voluntary and statutory sector partners, including Porchlight who provides outreach to rough sleepers.
 - Issue posts on the Council's social media platforms;
 - Update the website to inform the protocol has been activated;
 - Ensure that suitable accommodation provision is available;
 - Alert all known rough sleepers that the protocol has been activated in order that they can access shelter from the severe weather;
 - Keep the weather forecast under daily review;
 - Deactivate the protocol and notify relevant persons, including rough sleepers, accordingly when the period of severe weather ends;
 - Ensure appropriate record keeping relating to the provision under the SWEP.

4. ELIGIBILITY FOR ASSISTANCE

- 4.1. The Council will not apply homelessness legislation criteria¹ in its decision to assist a person sleeping rough during the period the Protocol is activated. This means that the individual is not required to demonstrate eligibility for assistance (including whether they have any recourse to public funds), priority need, intentionality or local connection.
- 4.2. The individual must only:
- Be at risk if they continue to sleep rough during the course of the severe weather;
 - Have nowhere to sleep indoors during the course of the severe weather (indoors does not include cars, sheds or garages);
 - Agree to the assistance offered by the Council (and its partners/support providers);
 - Abide by the rules of the Protocol's accommodation provider;
 - Not be too high a risk, where that risk cannot be appropriately managed (see section 6).

5. REFERRALS

- 5.1. Referrals for assistance under the Protocol can be made by:
- Any voluntary and statutory agency concerned about a rough sleeper – for example, Police, Porchlight, Dartford Churches Winter Shelter etc.;
 - Parish/Town Councils;
 - Rough sleepers self-referring for assistance;
 - Members of the public concerned about a rough sleeper.
- 5.2. Referrals for assistance under the Protocol can be made as follows:
- Telephone: 01322 343114
 - Email: triage@dartford.gov.uk
 - Out of hours: 0345 634 1212
- 5.3. Members of the public can at any time (while the Protocol is activated or when not activated), report a person sleeping rough to the Council (using the above contact details) or via StreetLink (online www.streetlink.org.uk/ telephone 0300 500 0914). StreetLink will send the details to the Council or outreach service in which the person has been seen, to help them find the individual and connect them to support.
- 5.4. If the person needs urgent medical attention or it is believed they are under 18 years of age, the emergency services should be called on 999.

¹ Housing Act 1996, Homelessness Act 2002, Homelessness Reduction Act 2017

- 5.5. Any person referring for assistance is requested to provide the following information:
- A specific location of the rough sleeper to enable the outreach team to find them;
 - The time the rough sleeper has been seen at the location;
 - Any information that will help identify them (gender, approximate age, what the person looks like, what they are wearing etc.).
- 5.6. If the individual meets the eligibility criteria set out in Section 4, they will be offered emergency accommodation for the duration of the severe weather. An assessment will also be undertaken to determine whether a duty is owed under Part 7 of the Housing Act 1996 for ongoing housing assistance.
- 5.7. It is recognised that some rough sleepers may refuse assistance, even during periods of extreme weather. There are a range of reasons why people may refuse and, ultimately, individuals may make choices that other people find hard to understand. If someone continues to refuse help during severe weather despite being at risk of, or already experiencing, harm, it may be grounds to engage statutory services such as emergency services and mental health teams.

6. MANAGING RISK AND CHALLENGING BEHAVIOUR

- 6.1. The low threshold nature of SWEP provision can increase risk across a number of areas, both for people using and delivering the service. Examples include people accessing unfamiliar facilities, people who are banned from services, people where there is little information held about them, or people who are reluctant to engage. Risk assessments can be provided to emergency accommodation providers to help manage risk.
- 6.2. Whilst every possible attempt will be made to find suitable accommodation, in rare incidences, where the risk is unmanageable, some rough sleepers may have to be excluded from being provided with SWEP accommodation until those risks can be mitigated in some way. Where there are concerns regarding risk, anti-social behaviour and unacceptable behaviour, the Housing Solutions and Private Sector Manager will review the case to see if there are any alternative ways to prevent rough sleeping during the severe weather whilst at the same time managing the risks.

7. FINANCIAL IMPLICATIONS

- 7.1. The cost of providing temporary emergency accommodation under this protocol is met through the Council's temporary accommodation budget.

8. DATA PROTECTION

- 8.1. The Data Protection Act 2018 and the UK GDPR regulate the processing of information relating to individuals, which includes the obtaining, holding, using or disclosing of such information.

- 8.2. The Council needs to collect and use certain types of information about its service users in order to carry out its everyday business and to fulfil its objectives and its statutory functions.

The Council's:

- **Data Protection Policy**
(<https://www.dartford.gov.uk/council-democracy/data-protection-policy>) sets out how it will protect special category and criminal convictions personal data; and
- **Homelessness Services (Housing Solutions) Privacy Notice**
(<https://www.dartford.gov.uk/privacy-notices/homelessness-services>) explains that the Council collects personal information to administer these services.

9. COMPLAINTS

- 9.1. If an individual is not satisfied with the service they have received under this protocol, the Council's **Corporate Complaints Procedure** (<https://www.dartford.gov.uk/complaints>) can be followed. Complaints leaflets are also available from the Council offices.

10. EQUALITY AND DIVERSITY

- 10.1. The Council is committed to welcoming and valuing diversity, promoting equality of opportunity and tackling unlawful discrimination in accordance with the Equality Act 2010. The Council, in delivering this policy, will have regard to the Public Sector Equality Duty and ensure that no individual is discriminated against based on their sex, sexual orientation, marital status, pregnancy and maternity, gender reassignment, race, religion, belief, disability or age.
- 10.2. The Public Sector Equality Duty is a duty on the Council and that responsibility cannot be delegated to a contractor/service provider and is a continuing duty.
- 10.3. A **Customer Access Review** (<https://www.dartford.gov.uk/equality-diversity/customer-access-reviews>) has been undertaken to assess the impact this Protocol will have on affected persons with protected characteristics. The review concluded that the Protocol will have a positive impact as the Council will assist all rough sleepers regardless of eligibility under the homelessness legislation.

11. MONITORING AND REVIEW

- 11.1. The following information will be recorded and used to monitor the extent of rough sleeping in the Borough:
- Number and composition of rough sleepers
 - Number of nights accommodated for each rough sleeper
 - The cost of emergency accommodation per night for each rough sleeper

- 11.2. Temporary accommodation expenditure and any additional pressures placed on the service, will also be monitored.
- 11.3. This Protocol will be reviewed by the Housing Solutions and Private Sector Manager on an annual basis. This will be carried out in consultation with our key stakeholder partner organisations working with rough sleepers.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank