**Air quality partnership workshop**

**11 December 2017**

**Notes from group 1**

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| **Traffic** |
| **Ideas** | **Implications, barriers, concerns** |
| Kent Connect includes cycle routes - promote more | Part of communications strategy for air pollution |
| Charge car users for number of miles they drive | How? Alternative to road tax?? |
| Cycling UK tube map of cycle routes | Part of communications strategy for air pollution-’Spokes’ to share |
| Illustrate to individuals the amount of air pollution they create | Pilot / example projects Part of communications strategy for air pollution |
| 20 miles per hour zone within city wallsAlso on all new developments |  |
| Anti-idling - target coaches / busesAlso around schools / identify and promote clean air areas- council to apply to DEFRA to enforce and collect fines | Taxi licensing fees?Coach park FPN?Education and enforcement /fines |
| Promote cycling - make it more visible / safer- Comment cyclists feel safer on London Streets. | Perception cycling is dangerous / obstructions |
| Engagement / consult for better cycle parking | Cycle tracks disjointed - signage a problem |
| Promote positive message about public transport (buses / trains etc) | Mixed messages - seem to be promoting cars into cityP and R price rise |
| Commuter competition | Outdated traffic management |
| Research / data on how people actual move around the city- complaint about number of pedestrians at certain times- e.g. lunch time students new dover road |  |
| More information in District Life |  |
| Illustrate how quick and easy walking is compared to using the car around the city |  |
| Bus routes to train stations from park and ride not just Bus station | Note Wincheap P and R stops at Canterbury East. Others not on route? |
| Travel plans for major companies / schools |  |
| Work car sharing |  |
| Cycle racks at supermarkets |  |
| Clean air Day 2018- organise to promote event and AQAP | Link to Beaney Front room exhibition |
| Connect bikes walking bus and rail-promote routes better and get infrastructure to interlink- communicate info better |  |
| Cyclists feel unsafe in district | Promote cycle safety-Birmingham undercover cycle cops- work with Police and community safety? |
| Freight-hub KERB scheme Glasgow |  |

**Notes from group 1**

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| **Development** |
| **Ideas** | **Implications, barriers, concerns** |
| Make non car traffic a focus- not just around a site but to connect to other points- schools shops etc | Aim for a connected cycle routes - around towns and developments  |
| Consideration of railways | No strategic overview |
| Re-think bus network | Cost of buses putting people off |
| Developments are organised very much to be accessed by car drivers not pedestrians- shops very noticeable |  |
| Reduce student accommodation around town centre- this should be for residents- allow links to facilities and excellent access/travel. Make sure developments are flexible design to allow to adapted for change in future- e.g. student to sheltered or social housing |  |
| Woodstoves- DEFRA advice is available need to communicate it- perhaps also through Woodstove shops/fitters |  |

**Notes from group 2**

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| **Traffic** |
| **Ideas** | **Implications, barriers, concerns** |
| Electric / Hybrid Park and ride buses | Need to put into specificationNeed electric infrastructure to charge buses |
| Park and pedal | Launching in spring 2018 from Wincheap |
| Integrated transport - standard bus ticket not valid on park and ride | Two different contracts - potential in next contract |
| Increase buses / usage - need to reduce central car parking - reduce road capacity | Economic impact on city centre - need to be creative |
| “Traffic evaporation” - reducing roads or more challenging |  |
| Provide shopping drop off from city centre back at park and ride | Potential BID project |
| Provide park and ride for visiting coaches | Close coach park near Sainsbury’s? |
| Low emission buses - 470 buses in south east, most in Canterbury are Euro 6 | Note: older buses (polluting?) sold to local bus companies - then drive around district |
| On street electric charging | Challenging for the street “do they want it” and also the appropriate power supply |
| Council fleet - low emission | Very few vehicles |
| Council contractors low emission | Procurement policy |
| Building contractors - low emission | Is the low emission plant available / affordable for local builders to use? |
| General issue is cost | Cost to the council - higher the specification |
|  | Cost to the contractor (purchase electric buses) |
|  | Cost to the bus users in ticket price |
|  | But can we afford not to address air quality |
| There should be a joined-up approach - each measure shouldn’t be taken in isolation |  |

**Notes from group 2**

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| **Development** |
| **Ideas** | **Implications, barriers, concerns** |
| Implement Transport strategy - it’s really good for walking / cycling | In process but implementation may take time - Ruth gave an example of seeking planning permission for 1 year for 200 metre stretch of cycleway |
| Reward walking to school - get children more active | Consider part of 4 hours per week activity? |
| Use electric vehicles to “deliver goods” into city centre shops from delivery hub on edge of towns | Coordination of freight centre / space |
| Park and Ride to stations | Potential in new developments |
| Smooth out traffic flow - reduces stop start and air pollution | KCC considering removing roundabouts and replacing with lightsThen can have a “green wave” around city centre ring road. |
| Ban wood burning stoves if such a problem | Do not think we would want to and can’t - outside regulations |
| All housing developments - electric charging points, solar panels to provide energy | Part of larger developments??? |
| Brighton approach - City centre car parks very expensive. Commuter buses are 2% of traffic but 45% of commuters |  |
| Mitigation measures proposed for developments should be monitored for implementation/effectiveness - see the recent court ruling |  |