

Essex County Council


Maldon District Council in partnership with Essex County Council

Draft Air Quality Action Plan 2020 - 2025

In fulfilment of Part IV of the
Environment Act 1995

Local Air Quality Management

January 2020

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Foreword

I am very pleased to introduce our 2020-2025 Air Quality Action Plan. It sets out how the Council will contribute towards improving air quality in Maldon.

While air quality has improved significantly since the smogs of the 1950s and 1960s, poor air quality continues to significantly affect people's health at significant public cost. There are real opportunities for us to proactively address the health impacts of air quality. Over the past year we have completed the Full Council Transformation programme which will deliver savings of £1.8m over three years. We must continue to transform the way we live and work, be more sustainable and reduce our contribution to poor air quality. You might have seen that the latest Quality of Life survey by the Halifax has reported that Maldon District is the fifth best place to live in the UK. The survey was put together based on 26 different factors that home buyers may look when choosing a home. These include safety, access to green space, wellbeing, lifestyle and affordability.

This action plan sets out how we will work towards meeting national air quality objectives for nitrogen dioxide. We can't achieve this alone. Air Quality sees no boundaries and so we need to work with residents and businesses, other councils, and various partnerships and charities. Working together we will continue to change the way we all live, travel and do business to make Maldon one of the cleanest districts and most attractive places to live, work and visit.

*Councillor A S Fluker
Leader of the Council*

Maldon District Council

Position	Name	e-Signature	Date
Leader of the Council	Cllr A S Fluker		
Deputy Leader of Essex County Council Cabinet Member for Infrastructure	Cllr K P Bentley		

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1 Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework (LAQM). It outlines the action we will take to improve air quality along Market Hill between 2020 and 2025.

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

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

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

This Air Quality Action Plan has considered the full range of sources of air pollution and has been developed with Essex County Council. A non-charging Clean Air Zone (CAZ) is proposed to be implemented along Market Hill and Maldon High Street.

A Clean Air Zone is a geographical area where a range of coordinated actions are applied for the purpose of reducing pollution and improving and maintaining air quality.

Clean Air Zones apply a progressive approach to emission control and the proposed Class B zone and associated measures will reduce emissions from all vehicles with a particular focus on heavier vehicles such as buses and HGVs which due to the steep gradient of Market Hill, emit a disproportionate amount of pollution.

This plan sets out a progressive approach to prevent the worsening of air quality and to ensure that the environmental improvements are long lasting. Measures to promote sustainable transport and reduce private car use have been proposed.

During the delivery of plan, air quality will continue to be monitored and measures may be updated, or new measures developed where necessary. This plan is a live document but will be formally reviewed every five years and progress on individual measures will be reported within Maldon District Council's Air Quality Annual Status Report.

2 Summary of Proposed Clean Air Zone

The proposed Class B Clean Air Zone will be of non-charging nature. Measures will be implemented using both a voluntary approach and through regulatory and enforcement regimes.

The result will be a cleaner transport fleet operating in Maldon. People and businesses will still be able to access the Town Centre but in a way that reduces the environmental impact of their journeys.

Table 3.1 sets out the classes of vehicles, proposed vehicle standards and the approach to reducing emissions. Appendix G contains a map showing the extent of the proposed Clean Air Zone.

Table 3.1 – Proposed Class B Clean Air Zone

Vehicle Class	Vehicle Standard	Proposed Approach	Section of CAZ
Buses	Ambition for all buses operating within the CAZ to be Euro VI / CVRAS standard Most appropriate vehicles for the CAZ	Voluntary agreement with commercial bus operators Supporting commercial bus operators to meet emission standards	Whole of Zone
Hackney Carriage & Private Hire Vehicles	Licensing restrictions on age & emissions	Licensing regime	Whole of Zone
Heavy Goods Vehicles (HGV)	Enforcement of existing 7.5t Weight Restriction	Effective regulatory and enforcement mechanism to be developed	Market Hill
	Non-compulsory requirement for use of Euro VI HGV vehicles	Voluntary approach Engagement with local businesses	Maldon High Street

Maldon District Council anticipates that the implementation of the Clean Air Zone and the ongoing communications will raise awareness of air quality and to encourage individuals and businesses to consider the modes of transport they use and to encourage the take up of ultra-low emission vehicles.

3 Air Quality Priorities

3.1 Priority 1 – Reduction of Emissions

Buses

Buses not only offer a solution to poor air quality by taking personal cars off the road but also provide an invaluable service for those unable to drive and for school transport. However, it is important that the most appropriate vehicles are used for routes that operate along Market Hill. Maldon District Council will work with commercial bus operators to identify the most appropriate vehicles for the Clean Air Zone and encourage them to use these vehicles.

In addition, the Council will work with Essex County Council to bid for grant funding and search for other funding streams to retrofit commercial buses that operate in the Clean Air Zone with technology that meets the Clean Vehicle Retrofit Accreditation Scheme (CVRAS) that reduces emissions of a Euro III bus to a level offered by a new Euro VI bus.

Regionally, there has been success with gaining funding for retrofits such as this. In 2015, Colchester Borough Council was granted £194,000 to retrofitting 10 commercial buses and in 2017, Essex County Council was awarded with £1,072,500 for retrofitting 60 commercial buses with a further award in 2019 of £387,064 for retrofitting 20 commercial buses.

Licensed Hackney Carriages and Private Hire Vehicles

Currently, Maldon District Council has no emission or aged based licensing restrictions for Hackney Carriages or Private Hire Vehicles. Through the licensing regime, age and emission limits will be proposed for licensed Hackney Carriages and Private Hire Vehicles.

- From January 1st, 2021, licensed vehicles can continue to be licensed until they reach 12 years of age or 15 years for a purpose built taxi.
- From January 1st, 2021, all newly licensed vehicles will be of a Euro 6 standard for both petrol and diesel vehicles.
- From January 1st, 2026, all newly licensed vehicles will be of an electric hybrid or ultra-low emission standard.

Heavy Goods Vehicles

Market Hill currently has a 7.5t weight restriction which due to resources has not been enforced. The Traffic Regulation Order (TRO) allows for several exemptions including for vehicles to use Market Hill to deliver to properties on or adjacent to the road. Despite this, it is probable that heavy goods vehicles are using Market Hill as a through route which is a contravention of this order.

Developing Suitable Routes for HGVs

Maldon District Council and Essex County Council will attempt to encourage local supermarkets and businesses to use the cleanest vehicles on the most appropriate local routes. There are only two routes between the north of Maldon and the south of Maldon, Market Hill and the A414 bypass. The bypass is the appropriate route for heavy goods vehicles, both rigid and articulated to use.

Weight Restriction Enforcement

Where 7.5t vehicles continue to use Market Hill as a through route, Maldon District Council and Essex County Council will identify potential means of enforcement by examining the feasibility of using smart cameras but also alternatives such as writing to operators of vehicles and to take up discussion with the DVSA and traffic commissioners into operating a pilot scheme for studying traffic movements and potential enforcement processes. The feasibility of enforcement by Trading Standards and the commercial unit of Essex Police will be considered as a backup or an alternative, where resources allow.

Refuse and Recycling Vehicles

Maldon District Council will change the routing of its operational refuse and recycling vehicles to stop these HGVs from using Market Hill as part of a through route. An exception will only be made for collections from properties on Market Hill.

Haulage Satellite Navigation Services

Haulage specific satellite navigation units can identify potential vehicle restrictions and obstacles. The software creates routes appropriate for the vehicle being used.

Essex County Council is working with providers of dedicated haulage satellite navigation service to ensure that HGVs are routed along appropriate routes.

3.2 Priority 2 – Local Authority Policy and Infrastructure

Maldon Transport Strategy

Essex County Council have acknowledged the need for a transport strategy for Maldon. There is a commitment to deliver a functional transport strategy which will support air quality in addition to reducing congestion and having a positive effect on the towns economy. To inform the strategy a robust evidence base will be required to determine travel patterns and will inform a review of signage and routing across the wider area.

After implementation of the Clean Air Zone, the impact will be assessed and if appropriate, a study will be undertaken to determine the feasibility of introducing traffic management interventions on Market Hill:

- Make Market Hill a one way only route (northbound, downhill).
- Introduce a bus gate on Market Hill. A bus gate would improve journey times and the reliability of public transport whilst reducing traffic from private cars.

These interventions have been modelled to provide significant air quality improvements along Market Hill, but it will be necessary through ongoing air quality monitoring to determine if further intervention will be necessary and to identify the magnitude of potential vehicle displacement that could impact on public transport and local roads.

Promotion of the existing 'free bus service'

The free bus service on the '288' route that operates from the Tesco store along a route incorporating Heybridge and the Town Centre contributes to sustainable transport principles and has the potential to attract more users through improved marketing and information to residents in Maldon and Heybridge and users of the Blackwater Retail Park and Lidl car parks.

Air Quality Strategy

The Maldon District Council Design Guide: Assessing Air Quality and Emission Impacts from Development provides the Council with a framework for assessing new development and eight air quality actions. This guide is to be updated to become a formal Air Quality Strategy to cover the district of Maldon.

3.3 Priority 3 - Smarter Choices

The Council proposes to provide deliver campaigns through educational packages and information to residents regarding domestic woodburning, air quality notifications, indoor air quality, clean air walking and cycling routes, provide a trial of electric bikes and to undertake a real-time air quality monitoring study on Market Hill.

4 Air Quality Action Plan

4.1 Action Plan Measures

Table 4.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments	Priority	Focus	Resource Implications
1	Voluntary Class B Clean Air Zone	Promoting Low Emission Transport	Clean Air Zone	MDC			Compliance with the NO ₂ Air Quality Objectives	High		2021	Target Pollution Reduction is the cumulative effect of Measures 2, 3, 4, 5 & 6	Priority 1 – Reduction of Emissions	Reduction in emissions Reduction of car use	Signage approx. £3000 MDC Officer time and resources Promotion & Marketing
2	Work to find suitable funding streams and bid for grant funding to support retrofitting of buses travelling on routes along Market Hill	Vehicle Fleet Efficiency	Vehicle Retrofitting Programmes	MDC			All buses operating on market Hill to be of a Euro VI or retrofitted to CVRAS standard	High		Ongoing Project	Retrofitting buses with Selective Catalytic Reduction Technology (SCRT) approved by Clean Vehicle Retrofit Accreditation Scheme ensures that legacy fleet vehicles comply with CAZ standards	Priority 1 – Reduction of Emissions	Reduced emissions from buses	MDC Officer time and resources Funding streams TBC
3	Work with commercial bus operators to make voluntary agreement to operate the most suitable vehicles on routes that use Market Hill	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	Commercial bus operators			N/A	High		Ongoing Project	Data from e-ticketing systems will identify dead mileage Identify if single-decker buses can be used where operationally possible	Priority 1 – Reduction of Emissions	Reduced emissions from buses	MDC Officer time and resources
4	Hackney Carriage & PHV Emissions Standards	Promoting Low Emission Transport	Taxi Licensing Conditions	MDC			All licensed vehicles to be of a Euro VI standard	Medium		2021	Introduction of age and emission limits for Hackney carriage and Private Hire Vehicles	Priority 1 – Reduction of Emissions	Reduced emissions from taxis	MDC Officer time and resources Implications to Hackney Carriage and Private Hire Operators have not been costed.
5	Enforcement of 7.5t Weight Restriction on Market Hill	Transport Planning and Infrastructure	Other	ECC			Commencement of enforcement	Medium		Ongoing Project	The feasibility of using smart cameras will be examined but also alternatives such as writing to operators of vehicles / take up discussion with the DVSA and traffic commissioners into operating a pilot scheme for studying traffic movements and potential enforcement processes. Letter drops to nearby business parks. The feasibility of enforcement by Trading Standards and/or the commercial unit of Essex Police to be considered as a backup or an alternative, where resources allow	Priority 1 – Reduction of Emissions	Reduced emissions from HGVs	TBC

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments	Priority	Focus	Resource Implications
6	Council Refuse & Recycling Vehicle Routing	Freight and Delivery Management	Route Management Plans	MDC			Completion of project	Medium		2020	Maldon District Council Refuse & Recycling Vehicles will not use Market Hill unless undertaking collection on Market Hill	Priority 1 – Reduction of Emissions / Priority 2 – Local Authority Policy and Infrastructure	Reduced emissions from HGVs	N/A
7	Development of a Transport Strategy for Maldon	Transport Planning and Infrastructure	Other	ECC MDC			Delivery of strategy and associated actions	High		2022	Feasibility study for implementation of a bus gate / downhill only intervention on Market Hill Undertake a signage and routing review for the wider area to ensure that all vehicle trips use the appropriate route Identify potential locations for dedicated loading bays within Maldon High Street	Priority 2 – Local Authority Policy and Infrastructure	Reduced emissions from all vehicles Reduced car use	ECC Officer time and resources £18,000 for an origin and destination study - Funded Other measures un-costed
8	Haulage Sat Nav Routing	Freight and Delivery Management	Strategic Routing for HGV's	ECC			Completion of project	Low		2020	Work with satnav providers to improve routing for haulage specific satellite navigation units	Priority 2 – Local Authority Policy and Infrastructure	Reduced emissions from HGVs	MDC Officer time and resources
9	Promotion of the existing 'free bus service' operated under the terms of an S106 Agreement and Unilateral Undertaking	Alternatives to private vehicle use	Bus based Park & Ride	MDC			Increased patronage	Low		Ongoing Project	The 288 bus service is a circular route incorporating Tesco, Maldon High Street and areas of Maldon and Heybridge	Priority 2 – Local Authority Policy and Infrastructure	Reduced car use	MDC Officer time and resources
10	Dedicated hackney carriage & PHV EV Charging Point to be provided in a town centre location	Promoting Low Emission Transport	Taxi emission incentives	MDC				N/A		2022	Dedicated charging point for incentivizing the uptake of ULEVs by hackney carriage and private hire operators	Priority 2 – Local Authority Policy and Infrastructure	Reduced emissions from taxis	TBC
11	Update Maldon District Design Guide AQ document	Policy Guidance and Development Control	Low Emissions Strategy	MDC				Low		2021	Development of an Air Quality & Low Emission Strategy for the district of Maldon	Priority 2 – Local Authority Policy and Infrastructure	Improved air quality right across the district	MDC Officer time and resources
12	Park & Stride Initiative	Promoting Travel Alternatives	Promotion of Walking	MDC				Low		TBC	Utilise existing parking provision in Promenade Park to facilitate parking for town centre users with the most suitable access from the south as opposed to Town Centre / Market Hill. Improved pedestrian links between Promenade Park and central Maldon	Priority 2 – Local Authority Policy and Infrastructure	Reduced vehicle use on Market Hill	Delivery will be part of the Maldon and Heybridge Central Area Masterplan project

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments	Priority	Focus	Resource Implications
13	MDC Team Talk	Policy Guidance and Development Control	Other Policy	MDC				Low		2020	MDC officers will routinely be reminded to avoid Market Hill northbound when driving to / from site	Priority 2 – Local Authority Policy and Infrastructure	Reduced car use	MDC Officer time and resources
14	Council Vehicles Upgrade to Electric	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	MDC				Low		No Completion Date Set Aspirational Plans	Upgrading pool of vehicles (parks team, dog warden) with EVs will be considered at time of replacement.	Priority 2 – Local Authority Policy and Infrastructure	Reduced Emissions from Council fleet	Aspirational goal. Not costed.
15	Off road walking and cycling route from Heybridge to Maldon via Heybridge Creek	Promoting Travel Alternatives	Promotion of Cycling	MDC			Construction of scheme	Low		TBC	To implement ECC Maldon Cycle Action Plan for an off-road walking and cycling route from Heybridge to Maldon via Heybridge Creek). In accordance with the Maldon and Heybridge Central Area Masterplan SPD 'Movement and Connections Framework'.	Priority 3 - Smarter Choices	Reduction of Car Use	Delivery will be part of the Maldon and Heybridge Central Area Masterplan project
17	Provision of <i>air</i> TEXT Service for the Maldon district	Public Information	Other	MDC	2020	2020	Provision of service	N/A		Clean Air Day 18 th June 2020	The <i>air</i> TEXT Service provides a free service for the public providing air quality alerts by SMS text message, email and voicemail	Priority 3 - Smarter Choices	Public Health	Initial setup £3000 Yearly subscription £1000
18	Supermarket (Online Shopping) Deliveries in Maldon	Freight and Delivery Management	Route management plans	MDC			Annual monitoring	Low		2021	Work with supermarkets to consider opportunities to enable consolidation or options to divert routes	Priority 3 - Smarter Choices	HGV / LGV	TBC
19	Local Freight Hub	Freight and Delivery Management	Freight Consolidation Centre	MDC			Provision of service	Low		2021	Identify opportunities for a zero-emission delivery system on Market Hill	Priority 3 - Smarter Choices	HGV / LGV	TBC
20	Smart Delivery Bays	Freight and delivery management	Freight Partnerships for city centre deliveries	MDC			Identification of suitable locations	Low		2021	Identify opportunities for provision of click & collect style delivery system in the vicinity of Market Hill	Priority 3 - Smarter Choices	HGV / LGV	TBC
21	Information on Domestic Fuel & Woodburning	Public Information	Via Leaflets	MDC	2020	2020	Completion of project	N/A		Clean Air Day 18 th June 2020	Deliver an educational message about the choosing the right fuel for domestic burning, how to operate fires and wood burning stoves optimally to reduce pollution	Priority 3 - Smarter Choices	Public Health	MDC Officer time and resources
22	Indoor Air Quality	Public Information	Via Leaflets	MDC	2020	2020	Completion of project	N/A		Clean Air Day 18 th June 2020	Providing information to residents about how to improve indoor air quality	Priority 3 - Smarter Choices	Public Health	MDC Officer time and resources
23	Clean Air Walking & Cycling Routes	Public Information	Via Leaflets & Internet	MDC			Completion of project	Low		2020	Providing information to residents about walking and cycling routes away from pollution hotspots	Priority 3 - Smarter Choices	Reduction of Car Use	MDC Officer time and resources

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments	Priority	Focus	Resource Implications
24	Short term study using real time air quality monitoring on Market Hill	Public Information	Other	MDC	2020	2020	Completion of project	N/A		Clean Air Day 18 th June 2020	Identify pedestrian exposure to air pollution on Market Hill	Priority 3 - Smarter Choices	Public Health	MDC Officer time and resources £400 for the hire of two AirBeam2 analysers
25	Electric Bikes Trial	Promoting Travel Alternatives	Promotion of Cycling	MDC	2020	2020	Completion of project	N/A		Clean Air Day 18 th June 2020	Operate a short-term e-bike test ride and demonstration. The gradient of Market presents challenges for those wishing to cycle into the Town Centre via Market Hill. E-bikes can provide assistance on gradients to make the route accessible for all	Priority 3 - Smarter Choices	Reduction of Car Use	MDC Officer time and resources Hire Costs TBC
26	Electric Vehicle Charging Points at Supermarkets	Promoting Low Emission Transport	Alternative refuelling infrastructure	MDC			No KPI. Aspirational Goal	Low		TBC	Aspirational goal of having all supermarkets in the town of Maldon providing EV charging points	Priority 3 - Smarter Choices	Reduction of Emissions	Aspirational Goal
27	School Travel Plans for schools in Maldon	Promoting Travel Alternatives	School Travel Plans		2020	2020	Completion of project	N/A		Clean Air Day 18 th June 2020	Identify school run travel improvements at local schools through Modeshift Stars Education and the 3PR scheme	Priority 3 - Smarter Choices	Reduction of Car Use	ECC / MDC Officer time and resources

4.2 Action Plan Objectives

Table 4.2 sets out the objectives of this action plan.

Table 4.2 – Objectives of the Air Quality Action Plan

Duration	Objective	Reason
Short-term objective	Reduce measured concentrations at relevant exposure within the AQMA to below 60 µg/m ³	To achieve compliance with the one hour objective To improve Public Health
Medium-term objective	Reduce measured concentrations to below 40 µg/m ³ at relevant exposure within the AQMA	To achieve compliance with the annual mean air quality objective To improve Public Health
Long-term objective	Maintain measured concentrations at below 40 µg/m ³ at all locations within the AQMA	To enable revocation of the AQMA

Will the plan achieve these objectives?

Over the five year duration of the Maldon Air Quality Action Plan 2020 – 2025 there will be a direct reduction of emissions from buses, hackney carriages and private hire vehicles.

Heavy goods vehicles will be required to operate along different routes and the proposed transport strategy for Maldon will reduce congestion and promote sustainable transport.

Dispersion modelling predicts that a Class B Clean Air Zone will lead to compliance with the Air Quality Objectives on Market Hill in Maldon. However, implementation is dependent on suitable funding opportunities being available and secured for retrofitting legacy fleet vehicles to Clean Air Zone compliance standards.

Figure 4.1 - Modelled Annual Average NO₂ Concentrations for a Class B Clean Air Zone



4.3 Action Plan Implementation

The Air Quality Action Plan will be appraised annually with progress reported to Full Council.

Updates on individual measures set out in the plan will be reported in the Annual Status Reports (ASRs) produced by Maldon District Council and submitted to Defra as part of our statutory Local Air Quality Management (LAQM) duties.

The Action Plan is proposed to be a live document and subject to review, the steering group may revise measures or recommend new measures.

5 Responsibilities and Commitment

This Air Quality Action Plan was prepared by the Planning and Regulatory Services directorate of Maldon District Council with the support and agreement of the following members, officers, external contributors and departments:

Council Members:

- Cllr Fluker – Leader of the Council, Chair of the Air Quality Steering Group and ward member for Southminster.
- Cllr Channer – Vice-chairman of the Council, ward member for Mayland and Essex County Councillor for Maldon
- Cllr White - Ward member for Purleigh
- Cllr Durham - Ward member for Wickham Bishops and Woodham
- Cllr Morley - Ward member for Tolleshunt D’Arcy
- Cllr Harker – Ward member for Heybridge East

Council Officers and External Contributors:

- Richard Holmes – Director of Service Delivery
- Paul Dodson – Director of Strategy, Performance and Governance
- Lead Specialist, Community
- Strategy Theme Lead Officer
- Tim Savage – Senior Scientific Officer, Chelmsford City Council
- Katie Pudney – Senior Transportation and Infrastructure Planner, Essex County Council
- Tracy Farrell – Environmental Protection
- Essex County Council Transportation and Infrastructure
- Essex County Council Integrated Passenger Transport Unit

The AQAP will be subject to an annual review. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Maldon District Council as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to the Council at:

Environmental Health, Maldon District Council, Princes Road, Maldon, CM9 5DL

Email:

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
ASR	Air Quality Annual Status Report
Bus Gate / Lane	A stretch of road through which only scheduled buses and other authorised vehicles to pass through.
CAZ	Clean Air Zone
CVRAS	Clean Vehicle Retrofit Accreditation Scheme. Certification scheme for retrofit emissions reduction technology that will enable Clean Air Zone (CAZ) compliance of legacy fleet vehicles.
Defra	Department for Environment, Food and Rural Affairs
Dispersion Modelling	The mathematical computation of the dispersal of emissions as they travel through the ambient atmosphere
Euro Emission Standards	European emission standards define limits for exhaust emissions of new vehicles sold in the European Union and EEA member states.
EU	European Union
EV	Electric Vehicle
HGV	Heavy Goods Vehicle (in excess of 7.5t)
LAQM	Local Air Quality Management
LEZ	Low Emission Zone
LGV	Light Goods Vehicle (3.5t to 7.5t)
NAEI	National Atmospheric Emissions Inventory
NO ₂	Nitrogen Dioxide

NO _x	Nitrogen Oxides
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
S106	Section 106 of the Town and Country Planning Act 1990
SPD	Supplementary Planning Document
TRO	A Traffic Regulation Order is a legal tool which allows a local authority to regulate the use of any named road.
Street Canyon	Generally defined as narrow streets where the height of buildings on both sides of the road is greater than the road width, leading to the formation of vortices and recirculation of air flow that can trap pollutants and restrict dispersion

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Essex County Council Bus Lane & Bus Gate Enforcement available at;

<https://www.essexhighways.org/getting-around/bus/bus-lane-enforcement.aspx>

Essex County Council Bus and Passenger Transport Strategy available at;

https://www.essexhighways.org/uploads/docs/DS14_4705_Bus_Strategy_WEB.pdf

Essex County Council Joint Strategic Needs Assessment 2016: A profile of people living in Maldon

available at; <https://data.essex.gov.uk/dataset/joint-strategic-needs-assessment->

Essex Joint Health and Wellbeing Strategy 2018-2022 available at;

<https://data.essex.gov.uk/dataset/essex-joint-health-and-wellbeing-strategy-2018-2022>

Essex County Council Local Bus Service Priority Policy 2015 to 2020 available at;

<https://www.essexhighways.org/uploads/docs/local%20bus%20service%20priority%20policy%202015%20to%202020.pdf>

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Essex County Council Speed Management Strategy and Policies for Essex available at;

<http://bit.ly/2qTIUvg>

Essex Transport strategy: the Local Transport Plan for Essex (2011) available at;

https://www.essexhighways.org/uploads/docs/essex_ltp.pdf

Maldon District Council Air Quality Annual Status Report (2018) available at;

<http://www.essexair.org.uk/Reports/MaldonDistrictCouncil2018ASR.pdf>

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http://www.essexair.org.uk/Reports/Maldon_District_Council_2019_ASR

Maldon District Council Local Development Plan SPD: Vehicle Parking Standards available at;

http://www.maldon.gov.uk/download/downloads/id/17377/maldon_district_vehicle_parking_standards_spd_final_nov_2018.pdf

The Maldon District Design Guide: Assessing Air Quality and Emission Impacts from Development (2017) available at;

http://www.maldon.gov.uk/download/downloads/id/16020/air_quality_technical_document_december_2017.pdf

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