

# FAREHAM

BOROUGH COUNCIL

## AGENDA

### PUBLIC PROTECTION POLICY DEVELOPMENT AND REVIEW PANEL

**Date:** Tuesday, 9 September 2014

**Time:** 6.00 pm

**Venue:** Collingwood Room - Civic Offices, Fareham

**Members:**

Councillor Mrs K Mandry (Chairman)

Councillor J V Bryant (Vice-Chairman)

Councillors Mrs S M Bayford  
Mrs M E Ellerton  
G Fazackarley  
Mrs S Pankhurst  
D L Steadman

**Deputies:** R H Price, JP  
N J Walker



**1. Apologies for Absence**

**2. Minutes** (Pages 1 - 4)

To confirm as a correct record the minutes of the meeting of the Panel held on 22 July 2014.

**3. Chairman's Announcements**

**4. Declarations of Interest and Disclosures of Advice or Directions**

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct and disclosures of advice or directions received from Group Leaders or Political Groups, in accordance with the Council's Constitution.

**5. Deputations**

To receive any deputations of which notice has been lodged.

**6. Public Protection Policy Development and Review Panel Work Programme 2014/15** (Pages 5 - 10)

To consider a report by the Director of Community on the Panel's work programme for 2014/15.

**7. Annual Health and Safety Performance 2013/14** (Pages 11 - 18)

To consider a report by the Director of Community on the Council's annual Health and Safety performance during 2013/14.

**8. Air Quality Action Plan Update** (Pages 19 - 60)

To consider a report by the Director of Community on the Air Quality Action Plan.

P GRIMWOOD  
Chief Executive Officer

Civic Offices  
[www.fareham.gov.uk](http://www.fareham.gov.uk)  
1 September 2014

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# FAREHAM

BOROUGH COUNCIL

## Minutes of the Public Protection Policy Development and Review Panel

**(to be confirmed at the next meeting)**

**Date:** Tuesday, 22 July 2014

**Venue:** Collingwood Room - Civic Offices, Fareham

**PRESENT:**

Councillor J V Bryant (Vice-Chairman in the Chair)

**Councillors:** Mrs S M Bayford, Mrs M E Ellerton, G Fazackarley,  
Mrs S Pankhurst, D L Steadman and N J Walker (deputising for  
Mrs K Mandry)



**1. APOLOGY FOR ABSENCE**

An apology for absence was received from the Chairman, Councillor Mrs K Mandry.

**2. MINUTES**

It was AGREED that the minutes of the meeting of the Public Protection Policy Development and Review Panel held on 3 June 2014 be confirmed and signed as a correct record.

**3. CHAIRMAN'S ANNOUNCEMENTS**

There were no Chairman's Announcements.

**4. DECLARATIONS OF INTEREST AND DISCLOSURES OF ADVICE OR DIRECTIONS**

There were no declarations of interest or disclosures of advice or directions made at this meeting.

**5. DEPUTATIONS**

There were no deputations made at this meeting.

**6. PUBLIC PROTECTION POLICY DEVELOPMENT AND REVIEW PANEL WORK PROGRAMME 2014/15**

The Panel considered a report by the Director of Community on the Panel's work programme for 2014/15.

It was AGREED that:-

- (a) the programme items as set out in Appendix A to the report be confirmed; and
- (b) the progress on actions since the last meeting, as set out in Appendix B to the report, be noted.

**7. ANNUAL REPORT ON FAREHAM PARKING ENFORCEMENT SERVICE**

The Panel considered a report by the Director of Environmental Services on the Fareham Parking Enforcement Service.

Members received a presentation from the Head of Parking and Enforcement illustrating various aspects of the report, including Overview of the service and details of On/Off-Street Enforcement, Correspondence in/Out 2013/14, Challenges and Sample of Reasons Accepted, Current Stage of PCNs Served 13/14 - 7619, Performance Summary by Year, Enforcement Budget Details, Off-Street Issues, On-Street Issues and Issues by Ward.

It was AGREED that the contents of the report be noted.

## **8. EMERGENCY PLANNING - PRESENTATION**

The Panel received a presentation from the Head of Parking and Enforcement on Emergency Planning. The presentation included an overview of the Council's emergency planning responsibilities, together with details of the annual exercise carried out in December 2013 and actions carried out in connection with the severe weather experienced during 2013/14 and a fire which occurred at GEA Searle involving hazardous materials.

It was AGREED that the Head of Parking and Enforcement be thanked for his presentation.

(The meeting started at 6.00 pm  
and ended at 6.40 pm).



# FAREHAM

## BOROUGH COUNCIL

### **Report to Public Protection Policy Development and Review Panel**

**Date**                    **9 September 2014**

**Report of:**            **Director of Community**

**Subject:**              **PUBLIC PROTECTION POLICY DEVELOPMENT AND REVIEW  
PANEL WORK PROGRAMME 2014/15**

#### **SUMMARY**

The Work Programme for the year agreed by the Panel at its meeting on 11 March 2014, submitted to the Council on 24 April 2014 and subsequently reviewed by the Panel at its meetings on 3 June 2014 and 22 July 2014, is attached as Appendix A.

Members are now invited to further review this Work Programme for the year 2014/2015.

#### **RECOMMENDATION**

- (a) that the programme items as set out in Appendix A be confirmed; and
- (b) that the progress on actions since the last meeting as set out in Appendix B be noted.

## **INTRODUCTION**

1. At the last meeting of the Panel, on 3 June 2014, members reviewed the Work Programme for 2014/15, which was submitted to the Council at its meeting on 24 April 2014. The Work Programme is attached as Appendix A to this report.
2. The Panel is requested to note that 'Annual Health and Safety Performance 2013/14' has been moved from 22 July 2014 to 9 September 2014.
3. The progress on actions since the last meeting of the Panel is attached at Appendix B, for information.
4. There are no significant risks associated with this report.

## **WORK PROGRAMME 2014/15**

5. The Panel is now invited to:-
  - (i) confirm the programme items as set out in Appendix A; and
  - (ii) note the progress on actions since the last meeting as set out in Appendix B.

### **Background Papers:**

None.

### **Reference Papers:**

None.

### **Enquiries:**

For further information on this report please contact Martyn George (Ext 4400).



**PUBLIC PROTECTION POLICY DEVELOPMENT AND REVIEW PANEL – WORK PROGRAMME 2014/15**

<b>Date</b>	<b>Subject</b>	<b>Type of Item</b>	<b>Training Session/Workshop</b>
3 June 2014	Work Programme 2014/15	Information/Consultation	
	Services Falling Within the Public Protection Remit	Presentation	
	Update on Police Reorganisation		
22 July 2014	Work Programme 2014/15	Information/Consultation	
	Annual Report on Fareham Parking Enforcement Service		
	Presentation on Emergency Planning		
9 September 2014	Work Programme 2014/15	Information/Consultation	
	Annual Health and Safety Performance 2013/14		
	Air Quality Action Plan Update		
11 November 2014	Work Programme 2014/15	Information/Consultation	
	Traffic Management Programme		
13 January 2015	Preliminary review of work programme for 2014/15 and preliminary draft work programme for	Monitoring/Programming	

<b>Date</b>	<b>Subject</b>	<b>Type of Item</b>	<b>Training Session/Workshop</b>
	2015/16		
10 March 2015	Review of annual work programme for 2014/15 and final consideration of draft work programme for 2015/16	Monitoring/Programming	
	Food Standards Agency Food Safety Service Plan	Consultation	

To be assigned/possible items for 2015/16:

**Public Protection Policy Development and Review Panel – 9 September 2014  
Progress on Actions Since Last Meeting**

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<b>Date of Meeting</b>	<b>22 July 2014</b>
Subject	Public Protection Policy Development and Review Panel Work Programme
Type of Item	Programming.
Action by Panel	<p>The Panel considered a report by the Director of Community on the Panel's work programme for 2014/15.</p> <p>It was AGREED that:-</p> <p>(a) the programme items as set out in Appendix A to the report be confirmed; and</p> <p>(b) the progress on actions since the last meeting, as set out in Appendix B to the report, be noted.</p>
Outcome	Complete
Link Officer	Paul Doran
Subject	Annual Report on Fareham's Parking Enforcement Service
Type of Item	Monitoring
Action by Panel	<p>The Panel considered a report by the Director of Environmental Services on the Fareham Parking Enforcement Service.</p> <p>Members received a presentation from the Head of Parking and Enforcement illustrating various aspects of the report, including Overview of the service and details of On/Off-Street Enforcement, Correspondence in/Out 2013/14, Challenges and Sample of Reasons Accepted, Current Stage of PCNs Served 13/14 - 7619, Performance Summary by Year, Enforcement Budget Details, Off-Street Issues, On-Street Issues and Issues by Ward.</p> <p>It was AGREED that the contents of the report be noted.</p>
Outcome	Complete
Link Officer	Kevin Wright

Subject	Emergency Planning - Presentation
Type of Item	Monitoring
Action by Panel	<p>The Panel received a presentation from the Head of Parking and Enforcement on Emergency Planning. The presentation included an overview of the Council's emergency planning responsibilities, together with details of the annual exercise carried out in December 2013 and actions carried out in connection with the severe weather experienced during 2013/14 and a fire which occurred at GEA Searle involving hazardous materials.</p> <p>It was AGREED that the Head of Parking and Enforcement be thanked for his presentation.</p>
Outcome	Complete
Link Officer	Kevin Wright

# FAREHAM

## BOROUGH COUNCIL

### Report to Public Protection Policy Development and Review Panel

**Date**                    **9 September 2014**

**Report of:**            **Director of Community**

**Subject:**                **ANNUAL HEALTH AND SAFETY REPORT**

#### **SUMMARY**

This report reviews how the Council as an employer and provider of services works to continually monitor and improve health and safety performance for the benefit of all concerned by summarising the Council's health and safety performance during the period 2013/14.

#### **RECOMMENDATION**

The Public Protection Policy Development and Review Panel is asked to note:

- (a) the work undertaken to maintain health and safety standards and, where necessary, improve health and safety performance for the benefit of all concerned during 2013/14; and
- (b) that the Council as an employer continues to achieve a standard of health and safety management within its activities that meets statutory requirements and demonstrates competence in health and safety management.

## **INTRODUCTION**

1. Protecting the health and safety of employees is governed by health and safety laws which place a duty on the Council in its capacity as an employer and on Members, the Chief Executive, Directors and managers in particular, all of whom have collective and individual responsibility for managing health and safety - including both criminal and civil liability should these duties be breached.
2. Within Fareham Borough Council it is established good practice that health and safety is integrated into the main governance structure and that the Chief Executive's Management Team and Members are kept informed of health and safety performance on an annual basis. This report provides a summary of Fareham Borough Council's health and safety performance during 2013 (1 April 13 - 31 March 14).

## **MANAGEMENT OF HEALTH & SAFETY**

3. The need to manage health and safety is well recognised by elected members, the Chief Executive Officer, Directors and all managers who, via management systems and practices, continue to pursue the control of health and safety risks in order to support the Council:
  - Comply with its responsibilities as an employer
  - Implement the Council's Health and Safety Policy
  - Maximise the well-being and productivity of its employees
  - Prevent injury, ill health or worse to its employees and others
  - Avoid damage to the Council's reputation in the eyes of its customers
  - Minimise the likelihood of enforcement actions by the enforcing authorities (e.g. Health & Safety Executive (HSE) and Fire Authority) whilst at the same time avoiding consequent penalties, and
  - Provide a safe and healthy place for its employees to work.
4. Measuring performance is one of the key tasks of effective safety management and monitoring accident data is one method that gives an indication of performance as well as providing the opportunity to learn from mistakes and to improve both risk management systems and the control of particular health and safety risks.

## **ACCIDENTS**

5. An accident can be defined as an unplanned event which caused (or could have caused) injury to persons, damage to property or a combination of both. In addition to the internal reporting of accidents, the Council has legal obligations under the Reporting of Injuries, Diseases & Dangerous Occurrences Regulations (RIDDOR), to report to the Health & Safety Executive certain types of defined accident, which are generally those that result in more serious injuries or absence from work that arise 'out of or in connection with work'.
6. There was only one incident occurring within the Council that necessitated a report to the HSE under RIDDOR. This is referred to later in the report.

## ACCIDENT DATA

7. Excluding reported near-miss and miscellaneous events, there were 51 injury-causing incidents recorded during the period 1 April 2013 - 31 March 2014 - an increase of 6 on the total (45) for the same period in 2012/13.
8. Of this total, 37 incidents involved employees of the Department of Streetscene, (6 more than in 2012); the Department of Community Services witnessed 1 incident, a reduction of 4 on the previous year (5); 7 occurred to employees within the Department of Regulatory & Democratic Services, an increase of 3 on the previous year (4), and 6 to employees of the Department of Finance and Resources – an increase of 2 on the 2012 total. The Department of Planning and Environment had no incidents reported during 2013.
9. The area with the greatest area of risk and consequently the highest number of accidents was the Department of Streetscene. Given the overall statistics it is worth taking a closer look at Streetscene.

## STREETSCENE

10. The 37 injury causing accidents which occurred within the Department of Streetscene represents a 4% increase on that of 2012 and involved approximately 30% of the (average) Streetscene workforce of 120 employees.
11. However, this total should be considered in terms of the department's services, which include (among others) the collection and disposal of all forms of waste, vehicle maintenance, street cleansing and grounds maintenance – effectively the Council's highest risk operational activities. Because of the high numbers, this department's accident data warranted further examination and revealed:
  - 24 involved operatives carrying out various waste collection activities.
  - 3 occurred to operatives involved in street cleaning activities.
  - 8 involved operatives engaged in grounds maintenance activities.
  - 2 involved operatives carrying out vehicle maintenance activities,

Accidents in the waste collection services increased from 17 in 2012, to 24 in 2013. Analysis of the data identified the work operations involved and the primary cause of injury to be as shown in the Table below. (Note: Figures in brackets refer to 2012 data.) Table showing Work Group & Primary Cause of Accident

WASTE	Struck by moving object	Lifting, Handling, Pushing, Pulling	Slips, Trips, Falls on same level	Contact with fixed object or machinery	Attack by animal	Trapped by equipment	Defective equipment	TOTAL
Recycling	(1)	(2)	-	-	2	1	-	3 (3)
Refuse	3	1(2)	4(1)	1(3)	1	-	1	11 (6)
Special: Glass/bulk/health	2(1)	(1)	-	-	-	1	-	3 (2)
Garden	1	(1)	2(1)	1	-	(1)	-	4 (3)
Bin Delivery	1	(1)	-	-	-	-	-	1 (1)
Trade waste	(2)	1	1	-	-	-	-	2 (2)
<b>TOTAL</b>	<b>7(4)</b>	<b>2(7)</b>	<b>7(2)</b>	<b>2(3)</b>	<b>3</b>	<b>2(1)</b>	<b>1</b>	<b>24 (17)</b>

12. The vast majority of waste collection operations involve physically handling a range of waste containers such as wheeled bins, Euro bins, waste bags (household and garden) etc. Over a twelve-month period the number of handling operations is, to put it mildly, substantial. For example, there are approximately 48,000 waste handling actions per week and some 20,000 lifting actions per fortnight associated with refuse/recycling and garden waste collections alone. It is, therefore, a reflection of good training and systems of work that there were only 2 accidents associated with manual handling in 2013/14 - a reduction of 5 over the same period in 2012/13.
13. 'Trips, slips and falls' accounted for 7 accidents – 5 more than in 2012. Four were due to trips whilst negotiating bins at roadside kerbs and one was due to tripping over an unseen pothole on returning to the vehicle. When handling a bin an operative slipped on a gravelled surface and another lost his balance and fell whilst manoeuvring a bin around a corner. It is difficult to establish with any certainty why slips and trips have increased.
14. There were 7 incidents of employees being 'struck by a moving object' – 4 more than in 2012. Three occurred when loading/unloading bins onto/from the refuse collection vehicle (RCV) hoist mechanism resulting in employees being hit by falling bins. The hoist mechanisms were checked by the vehicle fitters and all functioned correctly and the bins checked for defect of which there was none - it is likely, therefore, that the bins were not properly located on the hoist prior to the lift commencing. As a consequence, employees were reminded of the instructions for bin loading. Four other 'struck by moving object' incidents occurred as follows: employee attempted to arrest the fall of a stack of bins and was injured whilst doing so; foliage sprung back striking employee when emptying a garden waste bag; a wooden wardrobe door fell onto employee when collecting a Euro bin from its storage shed, and an impatient driver mounted the pavement to pass the RCV striking a glancing blow to the employee as he drove past. The latter incident was reported to the police.
15. Of the remaining incidents within the waste group;
  - two insect and one dog bite accounted for the 'animal attacks' (the latter not serious);
  - a garden waste operative came into 'contact with' a thorn hidden in amongst grass clippings
  - a refuse collector sustained muscle injury when the Euro bin stopped suddenly causing 'contact with' the bin.
  - a similar event to the latter occurred to a Healthcare operative whose hand became 'trapped' in the bin handle, whilst a
  - recycling operative's finger got 'trapped' between the bin handle and wheel arch of the RCV, and finally
  - an incident resulted in arm muscle strain to a RCV driver when the vehicle's power steering system failed ('defective equipment').

### Street Cleansing

16. The Street Cleansing section recorded 3 accidents. There were two primary causes attributed to the three incidents but the consequences were not serious and all resulted in only minor injury. No additional measures or controls had to be



implemented that were not already in place.

#### Grounds Maintenance

17. Eight incidents were recorded within the Grounds Maintenance service, this is an increase of two on the previous year's total. None of the incidents resulted in serious injury.

#### Vehicle Maintenance

18. Two incidents were recorded for the Transport Repair Unit as shown. This is the same number of incidents as occurred in 2012.
19. One incident resulted in a minor burn injury. The other occurred when pulling off a metal side plate from skate board apparatus as part of a repair and a sharp edge went through the protective gauntlet cutting the middle finger. Over the next few days the finger became painful and required hospital treatment culminating in an operation to the finger. Fourteen working days were lost as a consequence of this incident which necessitated a report to the Health & Safety Executive under RIDDOR. Additional measures and controls were implemented to prevent a recurrence.

#### **EMPLOYEE NEAR-MISS & MISCELLANEOUS INCIDENTS**

20. During the year, 6 additional incidents were reported for which a definitive work-related cause could not be identified. Another incident was recorded as a 'near-miss' when a vehicle mounted a pavement and narrowly missed striking a refuse operative (reported to Police). A small fire in the rear of a RCV accounted for a further incident. The final incident was an inappropriate reversing manoeuvre and retrieval of debris during waste collection - resulting in the Council's Disciplinary Code of Practice being invoked.

#### **VIOLENT INCIDENT REPORTS**

21. The total of reported incidence of 'violence' increased from five in 2012 to 15 in 2013 and occurred to employees of the following work groups:
- Building Services 2
  - Health & Regulatory 2
  - Revs & Bens 4
  - Refuse Collection 4
  - Housing 2
  - Car Parks 1
22. Three of the incidents resulted in minor physical injury to employees (dog bites). One Police report advised a cautionary approach when dealing with a potentially violent resident. One resulted in damage to property through vandalism and one involved a laser light being directed into a RCV driver's eyes. All other incidents involved verbal abuse or threatening/aggressive behaviour toward employees.

## **INCIDENTS INVOLVING MEMBERS OF THE PUBLIC & CONTRACTORS**

23. The Council's primary concern is directly associated with accidents to employees. However, in the current economic and 'conditional fee' climate, where incidents involving members of the public or contractors carrying out work on Council premises are reported they are recorded for insurance purposes. Twenty one such reports were received but none of the incidents was attributed to any fault or negligence related to the Council's undertakings.

## **POLICIES AND SYSTEMS REVIEWS**

24. All departments completed a health and safety audit, action plans were progressed and completed during the year.
25. As part of the monitoring of health and safety management, a programme of quarterly workplace H&S inspections was undertaken in conjunction with UNISON representatives. Matters highlighted were discussed with managers prior to reports being finalised and issued to the Director and subsequently reported to the Health & Safety Committee.

## **CONSULTATION**

26. The Council has a duty to consult union appointed health and safety representatives and within the Council this is achieved on a quarterly basis via the Council's Health and Safety Committee which acts as the formal platform for dealing with all matters affecting employee health and safety.
27. The Committee consists of departmental managers and trade union representatives, and in 2013, was under the chairmanship of the Director of Regulatory & Democratic Services with Member participation by Councillor Cartwright.
28. Minutes of meetings are publicised using the Council's 'intranet' with hard copies made available to the Depot and other work groups without direct access to electronic communication.

## **HEALTH & SAFETY TRAINING**

29. During the year, health and safety training was limited to first aid requalification, induction for new employees, and specific task related training due to the development of the new corporate computer based training programmes (e-learning). The Skillgate eLearning system was launched in July 2013 and has been extensively used since. The Regulatory eLearning modules incorporate a range of Health & Safety topics.

## **EMPLOYEE HEALTH**

30. Promoting and raising awareness of health related issues to employees can benefit the Council by reducing absenteeism and increasing productivity and motivation. During the year 136 employees took up the offer of flu vaccinations; 131 attended the biennial health checks undertaken by a qualified nurse, which aim to help employees understand their health and identify potential health risks.

## **HEALTH AND SAFETY EXECUTIVE (HSE)**

31. An Inspector from the HSE carried out a follow up inspection of the Streetscene Waste Management health and safety systems. On completion, the Inspector reported that he was very happy that Fareham's high standards had been maintained. Anecdotally, he was again extremely complimentary about the service, indicating that Fareham remained well ahead of all the other authorities in Hampshire. There was no other workplace intervention or visit by HSE Inspectors during 2013.
32. Apart from the incident identified earlier in this report, there was no other reportable accident or incident requiring HSE involvement during the year.

## **ZURICH MUNICIPAL INSURANCE (The Council's Insurers)**

33. Zurich Municipal Insurance (ZM) completed a risk improvement survey of the current risk management policies and practices specific to the Council's transport, combined liability and property management operations. The purpose of the survey was to identify the existing control measures and establish ability to reduce insurance based losses to the Council.
34. Fareham Borough Council is meeting the required standards and officers are working to further improve and develop existing procedures in respect of inspection regimes and recordkeeping. ZM acknowledged the ongoing work that is being done within the Council in managing these risks.

## **OBSERVATIONS**

35. Analysis of accident reports established that not all reported 'accidents' were attributable to a specific work-related cause. The total figure for actual injury causing accidents at work was 51 – an increase of 6 on the previous year's total of 45. It is important to note that all accidents were of a minor nature with no serious injury attached.
36. It is disappointing to note the slight increase in the number of accidents within the Waste Collection section from 17 in 2012/13 to 24 in 2013/14. The reason for this increase is difficult to pinpoint with accuracy but it is hoped that a proposed programme of training planned to be implemented in the latter part of 2014 for the whole of the Streetscene Department will refresh employee awareness of the health and safety aspects of their work and in so doing contribute to accident prevention and reduction.

## **RISK ASSESSMENT**

37. Failure to comply with health and safety law may have serious consequences for the Council, members and all individual employees. Sanctions may include fines, imprisonment, or both. Addressing health and safety issues likely to affect employees is not viewed as a regulatory burden, but an opportunity to reduce risk to the Council, members, and its employees from potential sanctions whilst at the same time benefitting from reduced costs associated with lower employee absence/turnover rates, fewer accidents and the lessening of the threat of legal action.

## **CONCLUSIONS**

38. The need to be aware of workplace health and safety issues and the ability to manage them sufficiently is very much embedded in the Council as evidenced, for example, by the positive outcomes following the HSE waste management inspection and the Council's insurers audit referred to in this document.
39. The Council can be assured that much has and will continue to be achieved by its managers to encourage a proactive approach to managing health and safety during 2014/15 so that the Council, its managers and employees achieve a standard of health and safety that not only continues to meet statutory requirements but also demonstrates competence in health and safety management.

### **Background Papers:**

None.

### **Reference Papers:**

None.

### **Enquiries:**

For further information on this report please contact Ian Rickman (Ext 2401).

# FAREHAM

## BOROUGH COUNCIL

### **Report to Public Protection Policy Development and Review Panel**

**Date**                    **9 September 2014**

**Report of:**            **Director of Community**

**Subject:**              **AIR QUALITY ACTION PLAN UPDATE**

#### **SUMMARY**

The mandatory air quality review and assessment process, which commenced in 1998, has resulted in the declaration of two Air Quality Management Areas (AQMAs) in Fareham, one for a section of Gosport Road, Fareham and one for Portland Street, Fareham. Both AQMAs are due to high levels of nitrogen dioxide from vehicular exhaust emissions.

Where an AQMA is declared, the local authority must then produce an Air Quality Action Plan (AQAP) to seek to improve air quality within the area. A joint AQAP was approved by the Executive on 8 December 2008 for both AQMAs and by the Department of Environment Food and Rural Affairs (Defra) in November 2009. An Air Quality Steering Group chaired by the Executive Member for Public Protection meets on a regular basis to progress and monitor the actions contained in the AQAP.

The Council must undertake annual reviews of the air quality in the Borough including an update on the progress of the AQAP. Since the last report to the Panel in September 2013, the Council has submitted to Defra an Air Quality Progress Report 2013, which has been approved. The 2014 Air Quality Progress Report, which again is being compiled by the Environmental Health Partnership, is to be submitted to Defra shortly as required by the Environment Act 1995.

#### **RECOMMENDATION**

That the Panel notes the content of this report and the progress that has been made to date in respect of Local Air Quality Management (LAQM).

## INTRODUCTION

1. Air pollution is said to be Britain's forgotten environmental and public health crisis. Long term exposure to air pollution is estimated by the Committee on the Medical Effects of Air Pollutants (COMEAP) to cause 29,000 premature deaths each year in the UK at an average loss of life of 11.5 years. This makes air quality one of the most serious public health risks facing the country.
2. Unlike smoking, alcohol abuse or obesity, there is no direct link between personal behaviour and personal consequence. It is usually an invisible problem, with many diffuse causes. Defra has legal responsibility for improving air pollution, though many of the required measures fall under the control of local authorities.
3. Historically, the main air pollution problem in both developed and rapidly industrialising countries has typically been high levels of smoke and sulphur dioxide emitted from the combustion of sulphur-containing fossil fuels such as coal, used for domestic and industrial purposes. These days, the major threat to clean air is now posed by traffic emissions.
4. Petrol and diesel-engined motor vehicles emit a wide variety of pollutants including carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>), which have an increasing impact on urban air quality. The World Health Organisation (WHO) in October 2013 classified diesel exhaust as carcinogenic for humans based on sufficient evidence that exposure is associated with an increased risk for lung cancer. A European study has suggested that living near busy roads could be responsible for 15 - 30% of all new cases of asthma in children.
5. The Sunday Times on 6 July 2014 reported that Oxford Street in London has the world's highest concentration of nitrogen dioxide recording a peak level in March of 463 ug/m<sup>3</sup> and averaging 135 ug/m<sup>3</sup> in the year to date, three times above the annual mean air quality objective for nitrogen dioxide of 40 ug/m<sup>3</sup> and an hourly mean of 200 ug/m<sup>3</sup>. The cause of these high levels of nitrogen dioxide is the fact that the street is almost permanently congested with diesel buses and taxis.
6. Air pollution has a range of effects on health. However, air pollution in the UK on a day-to-day basis is not expected to rise to levels at which people need to make major changes to their habits to avoid exposure; nobody need fear going outdoors but they may experience some noticeable symptoms depending on which of the following population groups they are in:-
  - (a) Adults and children with lung or heart conditions - it is known that when levels of air pollutants rise, adults suffering from heart conditions and adults and children with lung conditions are at increased risk of becoming ill and needing treatment. Only a minority of those who suffer from these conditions are likely to be affected and it is not possible to predict in advance who will be affected. Some people are aware that pollution affects their health; adults and children with asthma may notice that they need to increase their use of inhaled reliever medication on days when air pollution are higher than average.
  - (b) Older people - older people are more likely to suffer from heart and lung conditions than young people and so it makes good sense for them to be aware of current air pollution conditions.

- (c) General population - at very high levels of air pollution some people may experience a sore or dry throat, sore eyes or in some cases a tickly cough, even healthy individuals.
  - (d) Children - children need not be kept from school or prevented from taking part in sports and games. Children with asthma may notice that they need to increase their use of reliever medication on days when levels of air pollution are higher than average.
7. Due to the potential impact on human health, ambient concentrations of certain pollutants in the UK are measured continuously using 127 automatic monitoring stations known as the Automatic Urban and Rural Network (AURN), which provide high resolution hourly information. The results are used to provide regional daily air quality forecasts. The Daily Air Quality Index (DAQI) describes the level of air pollution and provides recommended actions and health advice. The index is numbered 1 - 10 and divided into four bands, low (1) to very high (10). Health messages, depending on the banding, include reducing strenuous outdoor activity; reducing physical exertion and increasing the use of reliever medication.

### **NATIONAL VERSUS LOCAL AIR QUALITY ASSESSMENT**

8. The European Union sets air pollution limits for its member states. These are legally enforceable limits to the number of days or hours of particular pollutants may exceed particular limit values in a given year. The EU has no implementation body to implement measures to meet the targets directly; member states hold responsibility for implementation. However, the EU does have a limited enforcement capability in the form of the infraction or infringement process, a process for fining member states who fail to comply with EU directives. The Localism Act 2011 allows the Government to pass such fines onto local authorities.
9. For the purpose of monitoring and reporting national air pollution to the European Commission, the UK has been divided into 43 zones, including Portsmouth Urban Area and Southampton, in accordance with EU Ambient Air Quality Directive 2008/50/EC and Directive 2004/107/EC, which set legally binding national limit values for concentrations of pollutants in the outdoor air where the public has access.
10. Part IV of the Environment Act 1995 requires local authorities in the UK to review air quality in their area against the air quality objectives set out in the 2007 UK Air Quality Strategy and designate Air Quality Management Areas (AQMAs) if improvements are necessary. Where an AQMA is designated, local authorities are also required to develop an Air Quality Action Plan (AQAP) in pursuit of the objectives. These plans contribute to the achievement of the national air quality limit values mentioned in paragraph 8 above.
11. The national annual mean nitrogen dioxide limit value and the local annual mean nitrogen dioxide objective value are the same, that is, an annual mean of  $40\mu\text{g}/\text{m}^3$ . Initially this had to be achieved by 1 January 2010. As stated, the Government has a responsibility to achieve the limit value everywhere in the UK where the public has access whereas local authorities have to work towards achieving the Air Quality Strategy objective and this only applies where there is relevant exposure, such as the houses close to the A32 in Fareham.
12. At present, there is a widespread exceedence of the national annual mean limit value

for nitrogen dioxide and many of these exceedences are not included in local AQMAs as there is no relevant exposure e.g. dual carriageways with no houses nearby. It appears that the European Standard for diesel vehicles has yet to solve the nitrogen dioxide problem; the results of laboratory techniques did not reflect reality of how people drive cars in urban area. In addition, the dramatic increase in the number of diesel vehicles on the road due to the taxation policy has affected the anticipated improvement in nitrogen dioxide levels.

13. Based on 2012 data, the UK exceeded the national annual mean EU limit value for nitrogen dioxide in 38 out of the reporting 43 zones including the Portsmouth Urban Area. Applications for many of these areas including the Portsmouth Urban Area have been submitted to the European Commission to extend the time for compliance to 2015. However, time extensions have not been applied for in respect of 16 zones including Southampton as they are not expected to comply until at least 2020 and, in the case of Greater London, not until 2025. Southampton City Council has recently set up a Scrutiny Inquiry Panel into air quality issues in the city which is likely to last for 6 months. This is due to Southampton being one of the 16 zones for non-compliance with the nitrogen dioxide annual mean objective and the results of a 2014 update of the World Health Organisation's (WHO) document entitled "Ambient Air Pollution in Cities Databases". Southampton appears to be ranked amongst the most polluted cities in the UK in terms of particulates.
14. Defra undertook a major consultation on the future of Local Air Quality Management last year but has yet to update any guidance. However, Defra has recently stated that it remains committed to local air quality monitoring and assessment but continues to emphasise the need for non-unitary Councils to continue to work with County Councils on transport issues, the source of most air quality problems in this country.

### **UK GOVERNMENT FAILING LEGAL DUTY ON AIR POLLUTION**

15. In May 2013, the UK Supreme Court ruled against the Government in a long running battle with Environmental law firm, Clientearth, on the legality of the national air quality plans to reduce national levels of nitrogen dioxide. This is the first time a UK court has recognised that the government has failed in efforts to meet European air pollution limits. The action centred on the 16 zones that are not able to comply with the national EU limit values for nitrogen dioxide until 2020-25. The Supreme Court declared that there is a breach of the European air quality directive but asked the Court of Justice of the European Union (CJEC) to rule on the precise meaning of certain provisions of the EU Air Quality Directive.
16. In February 2014, the European Commission sent the UK a 'Letter of formal notice' for breaching the nitrogen dioxide limit values in 16 of 43 zones. The UK is the first of the EU's 28 Member States to receive enforcement action on NO<sub>2</sub>. A 'Letter of formal notice' is the first step of the formal five stage infraction process to enforce European laws. Member States are typically given two months to respond to a 'Letter of formal notice' after which the Commission can send a 'Reasoned opinion' (final written warning). Two or more months after that the Commission can choose to refer the case to the CJEU for a ruling. Thereafter, if the Member State fails to comply with the CJEU's ruling, the Commission can return to the CJEU seeking lump sum and daily fines against the Member State. Mayor Johnson has estimated these fines could total £300m per annum per pollutant for London alone. Defra has also written to the Councils within the 16 zones explaining the infraction process.



17. On 10 July 2014, Clientearth's case against the UK Government for breaching the nitrogen dioxide limits was heard by the CJEC in Luxembourg. The CJEC's judgement is expected before the end of 2014. It will be binding on the UK courts. The case will then return to the UK Supreme Court in early 2015 for a final ruling. They may look to squash the current UK national air quality plans and insist on more ambitious remedial plans to reduce nitrogen dioxide levels from traffic eg providing a national network of low emission zones across the country etc.

## **WORLD HEALTH ORGANISATION AND PUBLIC HEALTH ENGLAND**

18. In 2005, the WHO produced a set of Air Quality Guidelines for various pollutants including nitrogen dioxide. These guidelines mirror the current EU national limit value and the local authority Air Quality objective of an annual mean of 40ug/m<sup>3</sup>.
19. However, in 2013, WHO produced a report on a major review of the evidence on the health aspects of air pollution (REVIHAAP). This provides stronger evidence of the health impacts of various pollutants. It concluded in respect of nitrogen dioxide, that new epidemiological studies reported associations with both short and long-term exposure to the pollutant. They provide support for reducing the current WHO nitrogen dioxide guidelines and in turn, the annual mean value.
20. In November 2013, the WHO announced that it had classified outdoor air pollution as carcinogenic to humans.
21. In March 2014, WHO published an update of its Ambient Air Pollution in Cities Databases. It contains the results of outdoor particulate monitoring from around 1600 cities in 91 countries. The database covers the period from 2008 to 2013 and purports to be representative of human exposure. Only 12% of the people living in cities reporting on air quality reside in cities where this complies with WHO air quality guideline values. About half the of the urban population being monitored is exposed to air pollution that is at least 2.5 times higher than the levels WHO recommends. The latest available data has prompted WHO to call for greater awareness of health risks caused by air pollution, implementation of effective air pollution mitigation policies and close monitoring of the situation in cities worldwide.
22. From April 2013, responsibility for public health in Hampshire transferred from the NHS to the County Council, as part of the Government's reforms to health services. The establishment of "health and wellbeing" boards as part of the reorganisation of the NHS aims to raise the prominence of air quality at local level. These boards will ensure "more joined-up services from the NHS and local councils". Public health matters including air quality fall under their remit.
23. Public Health England (PHE) has to report to the Department of Health on public health outcome indicators, one of which is air pollution. That is, the fraction of all-cause adult mortality attributable to anthropogenic particulate air pollution (measured as fine particulate matter, PM<sub>2.5</sub>) expressed as a percentage of annual deaths from all causes in those aged 30+. This pollutant is not investigated as part of the local authority review and assessment process (LAQM). Its report in April 2014 "Estimating Local Mortality Burdens associated with Particulate Air Pollution" suggests that in 2010, the figure for Fareham was 5.6%, compared to the average for Hampshire County Council of 5.40%; England at 5.40%; 5.90% for Portsmouth; 6.3% for Southampton; 4.60% for the Isle of Wight; 5.3% for Gosport; 5.8% for Eastleigh; 4.8%

for New Forest; 5.4% for Havant; 5.6% for Basingstoke & Deane; 5.9% for Rushmoor; 5.3% for Winchester; 5.4% for Hart; and 5.2% for East Hants.

24. In an article in Environmental Health News in July 2014, Sotiris Vardoulakis, Head of Air Pollution and Climate Change, Public Health England, stated that following the widespread air pollution experienced across the UK in March/April 2014, “air pollution will be a priority for the Public Health England in 2014/15” providing “additional support for local authorities in addressing public health issues related to air pollution”.

### **AIR QUALITY MANAGEMENT AREAS (AQMAS) IN FAREHAM**

25. In June 2005, following several years of mandatory review and assessment of air quality in the Borough of Fareham using monitoring results from nitrogen dioxide diffusion tubes, the Council undertook a detailed assessment of the air quality on the heavily congested Gosport Road Fareham, in respect of the annual mean objective for nitrogen dioxide of  $40\mu\text{g}/\text{m}^3$ .
26. The information and processes used for the detailed assessment included:-
- Traffic data from Hampshire County Council including manual and automatic traffic counts;
  - Background concentrations of nitrogen dioxide using maps produced by Defra and local monitoring data; and
  - Modelling methodology known as ADMS-Roads dispersion model.
27. The detailed assessment concluded that the annual mean nitrogen dioxide concentrations at certain receptors on Gosport Road, Fareham would exceed the annual mean objective of  $40\mu\text{g}/\text{m}^3$ . Therefore, an AQMA was declared for a section of this road on 1 April 2006. A map of this AQMA is attached as Appendix A.
28. A further AQMA was declared on 1 December 2007 for Portland Street Fareham following a similar detailed assessment of the air quality in the area. A map of this AQMA is attached as Appendix B.

### **SOURCE OF NITROGEN DIOXIDE EMISSIONS**

29. As required by the Environment Act 1995, further assessments of the air quality within the AQMAS were undertaken within a year of the declaration of the same. These assessments concluded that the AQMAS were correctly declared and the main sources of the elevated nitrogen dioxide levels at the sensitive receptors were cars and heavy goods vehicles at the Gosport Road AQMA and cars and buses at the Portland Street AQMA.

### **CONTINUOUS MONITORING OF NITROGEN DIOXIDE LEVELS**

30. A continuous nitrogen dioxide monitor enables the accurate monitoring of levels of a pollutant within a specific area and the results of which can then be used to assess the impact of any local air quality improvement measures that may be contained in a related AQAP. The annual average concentrations for nitrogen dioxide at the Gosport Road monitor were  $33\mu\text{g}/\text{m}^3$  in 2008;  $36\mu\text{g}/\text{m}^3$  in 2009;  $42\mu\text{g}/\text{m}^3$  for 2010;  $33\mu\text{g}/\text{m}^3$  in

201; 35 ug/m<sup>3</sup> in 2012; and 34 ug/m<sup>3</sup> in 2013. The first whole year annual average concentration for nitrogen dioxide at the Portland Street monitor since its installation was 35 ug/m<sup>3</sup> in 2013.

31. Signs have been placed on the units showing their purpose and live information from the units is on the Council's website.
32. The Council currently has 49 diffusion tubes at various locations in the Borough to provide monthly and subsequently annual mean nitrogen dioxide concentrations for all sites. The tubes are now located mainly on the facades of properties to reflect relevant exposure. They are left for a month before being analysed by a laboratory for nitrogen dioxide concentrations. They are a relatively cheap method of obtaining information on possible hot spots for nitrogen dioxide levels.
33. The Council recently assisted Hampshire County Council in providing nitrogen dioxide diffusion tubes in the Yew tree Drive area of Whiteley during a year-long trial opening of the bus gate. The tubes were changed monthly over a five month period. This was in association with a planning condition in respect of air quality monitoring and the effect of the opening of the bus gate on local air quality.

#### **AIR QUALITY ACTION PLAN (AQAP)**

34. Where local authorities have designated an AQMA, they have a duty under the Environment Act 1995 to produce an AQAP. This plan must set out what measures the authority intends to introduce in pursuit of the Air Quality Objectives.
35. A joint AQAP for the Council's two AQMAs was approved by the Executive on 8 December 2008 and by Defra in November 2009. The AQAP looks to reduce congestion on the A32 so as to reduce the levels of nitrogen dioxide associated with exhaust emissions at sensitive receptors.
36. Partners in the development of the AQAP included Fareham Borough Council, Gosport Borough Council, Hampshire County Council, the local bus operator First Group, local interest groups such as The Fareham Society, local residents and taxi drivers.
37. The improvement actions contained in the AQAP include the following:-
  - To improve the emission standards of the Fareham Borough Council fleet, e.g. the purchase of Euro V vehicles, the trialling and purchasing of a fuel saving device; the purchase of a hybrid vehicle for the parking team etc;
  - To seek a reduction in emissions from the local bus fleet, e.g. to increase the number of Euro III/IV/V buses;
  - To continue to implement the Fareham Borough Council sustainable work travel plan, e.g. provision of a cycle allowance for employees; encouraging staff to join in the My Journey Commuter Challenge 2014; a salary sacrifice scheme for the purchase of a bike introduced as part of the Total Reward Employment package in December 2010 etc;
  - To provide "Turn off your engine" signs at the bus station - signs placed in

every bus bay for the attention of the drivers;

- To erect signs on the A32 alerting vehicle drivers to the areas of congestion and poor air quality in an attempt to get them out of their cars and to walk or cycle or use public transport - meetings taken place with HCC regarding wording, type of banner, cost, location of lamp columns etc;
- To provide an alternative to the light rapid transit system between Fareham-Gosport-Portsmouth - the phase 1 Eclipse Bus Rapid Transit (BRT) system opened on 22 April 2012 and this will be extended during the development of Welborne;
- To implement the road network measures detailed in the LTP3 e.g. Newgate Lane improvements, BRT etc;
- To undertake improvements to the Quay Street roundabout in conjunction with the development of the old foundry site – completed;
- Develop a Quality Bus Partnership for the A32 e.g. Euro V Eclipse busway buses;
- Provide a bus/rail interchange facility at Fareham railway station to allow for the further progression of the BRT scheme beyond Fareham;
- Promotion of school and work travel schemes, e.g. Fareham Borough Council car share scheme; Travel Gosport Car Share Scheme; Hampshire County Council car share scheme and work/school travel work etc;
- Air quality and planning conditions, e.g. planning development control to continue to consult with Environmental Health and appropriate conditions attached where necessary. Examples include the Quay Street retail development; the Bus Rapid Transit scheme; Parker Foods site; HMS Daedalus; reopening of the Yew Tree Drive bus gate etc.
- Yew Tree Drive bus link to Whiteley - completed and now open again to traffic (not HGVs) as a trial;
- Promotion of public transport, cycling and walking as alternatives to the car, e.g. Big Green Commuter Challenge, My Journey Commuter Challenge, Fareham Borough Council website, air quality and health leaflet etc;
- To continue to publicise air quality information on the Council's website, e.g. live nitrogen dioxide monitoring data on the Council's website.
- Local Development Framework development e.g. air quality and the impact of the development of Welborne.

38. Appendix C provides a progress update of all the AQAP improvement actions.

## **AIR QUALITY ACTION PLAN - STEERING GROUP**

39. The AQAP was approved by the Executive on 8 December 2008 with the recommendation that a member led steering group be developed to pursue the improvement actions. The group is chaired by the Deputy Executive Leader and Executive Portfolio holder for Public Protection, Councillor Trevor Cartwright. Councillor Mrs K Mandry, Chairman of PPPD&RP, Councillor Evans, Executive Member for Strategic Planning and Environment and Councillor Davies, are all members of the group. This group meets quarterly and continues to receive updates and monitors progress in respect of the actions from the following officers, who are responsible for reporting progress for specific sections of the AQAP:-
- Public transport - Alison Hull, Hampshire County Council, Principal Transport Officer, Passenger Transport, Economy, Transport & Environment Department;
  - Road Network Infrastructure - Steve Faulkner, Transport Planner, Hampshire County Council;
  - Sustainability - Mark Chevis, Fareham Borough Council, Senior Planner (Strategic Sites and Design) and Sustainability Officer (20 hours per month);
  - Promotion/publicity - Heather Cusack, Fareham Borough Council, Principal EHO Team Leader Environmental Protection;
  - Monitoring - Heather Cusack, Fareham Borough Council, Principal EHO Team Leader Environmental Protection.
40. The Council applied to Defra for air quality grants for the AQAP and £4,400 was received for 2008/9 and £12,600 for 2009/10. A contribution of £5,000 from this funding allowed the waste management department to purchase at a discounted cost of £7,000, two fuel saving devices known as an Eco Drive Assistant which limits engine revving. This funding will also be used to display green travel awareness type banners/posters on the A32, buses etc. Where appropriate, lamp columns are due to be replaced by the PFI contractor in Fareham later this year. These lamp columns will be strong enough to take the banners without extra cost to the Council. However, officers will have to apply for appropriate planning permission to erect the banners. Approximately, £1,400 was spent on the Big Green Commuter Challenges in 2011 and 2012. The AQAP steering group was also assisted by NHS Hampshire in the production of an air quality and health leaflet which has been placed on the Council's website and has been distributed to various GP surgeries etc.

## **PORTLAND STREET AQMA AND THE REDEVELOPMENT OF THE QUAY STREET ROUNDABOUT**

41. As required by the Environment Act 1995, a further assessment of the Portland Street AQMA in 2009 concluded that the main contributor to the nitrogen dioxide levels in the AQMA is local traffic and cars and buses are both responsible for 15% - 20% of the total nitrogen dioxide concentrations.
42. During 2011, the Quay Street roundabout was redeveloped in association with the construction of the food retail store on the old foundry site. The new roundabout was opened in November 2011. It is a new type of traffic light junction for Hampshire with

traffic lights placed on the roundabout as well as on a number of approaches to it.

43. The new layout takes traffic heading from Gosport to the M27 straight through the middle of the roundabout away from the houses on Portland Street. It is hoped that the resulting "throughabout" in close proximity to the Portland Street AQMA, will assist in reducing nitrogen dioxide levels and lead to the revocation of the latter.

### **ECLIPSE BUSWAY**

44. The South Hampshire Bus Rapid Transit (BRT) phase 1 route, now known as the Eclipse busway, was opened on 22 April 2012. It is a 3.4km long dedicated off-road busway between Redlands Lane Fareham and Tichborne Way Gosport, using the former railway corridor. It is hoped that the use of this busway by commuters to and from Gosport will reduce pollution levels on Gosport Road, Fareham.
45. Eclipse, Hampshire's new priority bus network, will ultimately link key towns and destinations in South East Hampshire, providing a viable alternative to car travel. Bus services that already serve the Gosport peninsula will use the traffic free busway for part of their journey, avoiding the most congested part of the A32 in Fareham, to improve journey time and reliability. The buses using the busway will connect Fareham town centre to Fareham railway station, Gosport town centre and Gosport ferry. Future phases of the BRT scheme linking Fareham with the Welborne development, Portsmouth and Havant will depend on future funding availability.
46. Seventeen Euro V buses have been specially built for the Eclipse route. They are low emission, easily accessible buses with both audio and on-screen next stop announcements and free on-board WiFi. They are also fitted with Drive Green technology with driver training to encourage environmentally sensitive driving and lower emissions. Real time bus arrival information is also available at the high quality waiting facilities on the new route. At peak times, a bus is now expected up to every 6 minutes. Cyclists are also using the busway in ever increasing numbers.
47. The first and second year passenger targets for the Eclipse busway have been achieved. Passenger numbers on the E1 & E2 Eclipse busway routes are up 24%. There has been a rise in commercial fares of over 27% which indicates that there are fare paying passengers who travel at peak times who are using the buses in increasing numbers and possibly leaving their cars at home.
48. Nearly all of the 55 buses based at the Hoeford depot have been fitted with real time information technology for use in the future when further bus stops in the local area are updated. A real time information screen is also fitted at the bus station terminus points in Fareham and Gosport.

### **BUS LANES**

49. Independent of the Eclipse busway, two new dedicated bus lanes opened in Fareham in April 2012 as part of the Hampshire County Council's Fareham Town Access Plan. The latter is aimed at improving bus travel by providing better connections from the town centre to other destinations.
50. It is hoped that the new bus infrastructure and the Eclipse busway scheme will improve journey times and make bus travel a more attractive alternative to the car

thereby helping to reduce congestion and reduce pollution on local roads. The bus lanes are operational 7 days a week, 24 hours a day.

51. Since September 2013, the end of the Western Road bus lane approaching Station Roundabout has been drawn back to allow two lanes of traffic to again feed onto the roundabout and The Avenue section of the bus lane has been removed. Late in 2014, the Western Way bus lane will become an off-carriageway bus lane to return the two lanes westbound to normal traffic.
52. A "bus gate" was opened in June 2014 to create a bus only exit, controlled by traffic signals from Western Road, westbound, onto Western Way. This will allow access for buses direct onto the A27 for westbound services. This will effectively remove all the westbound bus services from the Market Quay roundabout, giving lane space back to traffic and Gosport bound services. This will ensure journey time reliability for public transport service which is currently experiencing significant delays at the roundabout and remove queuing buses from the Portland Street AQMA.

#### **PORTLAND STREET AQMA MONITORING UNIT**

53. A section 106 agreement with the Quay Street retail developer in 2011 provided funding for the operation of a continuous nitrogen dioxide monitor in this area for at least 3 years. The monitoring unit was installed and became operational on 20 April 2012, just prior to the opening of the Eclipse busway. Real time information from this unit is available on the Council's website similar to the existing unit on Gosport Road.
54. Results from this monitoring will be used in the future review and assessment of the local air quality. It will be used to assess whether or not the Portland Street AQMA can be revoked in the next 2 - 3 years.

#### **MY JOURNEY COMMUTER CHALLENGE 2014**

55. In May 2014, the Council took part in the month long My Journey Commuter Challenge 2014 run by Sustrans. The aim of the Challenge was to reduce the number of journeys undertaken by a single person in a car. During the Challenge, arrangements were made for Sustrans' local bike doctor to come to the Civic Offices to offer a basic bike servicing and repair service for employees in the new bike store area.
56. Fareham Borough Council staff came third in the large organisation category. Overall, 1650 people took part, saving 313,373 car miles and £45,870 on regular car based commutes, in the month long challenge.

#### **ELECTRIC VEHICLE CHARGING POINTS**

57. In July 2014, Hampshire County Council, in conjunction with the Council, installed two electric vehicle charging points in two car parking spaces in the Civic Way surface car park. These two points are to be part of a network of rapid charge points to be developed by the County Council using £315,000 Government funding. It is hoped that the network will provide charge points within 30 miles of each other.

## **WELBORNE**

58. Welborne is a major new community being planned for the north of Fareham which will include up to 6000 homes, workplaces, schools, green space, shops and local community services. New roads and utilities infrastructure will also be required to support the new community.
59. Both the Development Sites & Policies (DSP) plan (Local Plan Part 2) and the Welborne Plan (Local Plan Part 3) have been submitted to the planning inspectorate, with enquiry in public due at some point over the summer. The DSP Plan includes a policy on BRT which safeguards the proposed route through the Borough as well as setting a policy framework for improvements to the strategic road network (Newgate Lane, Stubbington bypass etc).
60. The Welborne Plan has a number of detailed transport policies including setting broad transport principles, providing access to the strategic road network, the parameters for an internal spine network, public transport, encouraging sustainable choices and walking and cycling.
61. The Council is currently working on a Design SPD which will cover issues such as the importance of pedestrian and cycle routes in new developments, proximity to facilities and links to the movement network. The SPD will emphasise that layout and location of new development can have a major role in residents' choices to use the private car. This is currently in production and due for a period of consultation towards the end of the Summer.

## **AIR QUALITY PROGRESS REPORT 2013**

62. The Fareham and Gosport Environmental Health Partnership produced an air quality progress report in 2013 as required by the government. The report was approved by Defra and is published on the Council's website.
63. The monitoring data for 2012 indicated that the annual mean nitrogen dioxide objective was achieved at all monitoring locations except two, one in the Gosport Road AQMA and one in the Portland Street AQMA.
64. Although the AQMAs could not be revoked, these two sites only marginally exceeded the annual mean objective. It is hoped that further monitoring will show a further downward trend as shown in the majority of sites, with the continued use of the Eclipse busway and the Quay Street "throughabout".
65. Appendix D provides an executive summary of the 2013 report and appendix E is the approval information from Defra.

## **FUTURE REPORTS**

66. The next annual air quality progress report is due in 2014. Financial savings have again been made as this year's report is being compiled by officers of the Fareham and Gosport Environmental Health Partnership. As stated above, this report will include a latest update of the AQAP.



## **CONSULTATION**

67. The air quality 2013 Progress Report is on the Council's website together with all the other air quality reports approved by Defra.
68. Live unratified results from the air quality monitoring stations are available via the air quality page on the Council's website.
69. Several air quality related items have been published in the last two years including Fareham Today, Summer and Winter editions 2011 and Spring and Summer editions 2012.

## **RISK ASSESSMENT**

70. Under the Environment Act 1995, Fareham Borough Council must continue to undertake reviews and assessments of air quality, to declare AQMAs as appropriate and action the AQAP in pursuit of achieving the air quality objective for nitrogen dioxide at all locations. Obviously, the government can take appropriate measures to enforce these requirements.
71. The Council is no longer able to apply for air quality grants from Defra for monitoring activities and will have to rely on planning agreements as a means of obtaining funding for the same in the future.

## **CONCLUSION**

72. The Council, subject to funding, will continue to undertake nitrogen dioxide monitoring in the Borough, using both diffusion tubes and the two continuous monitors on Gosport Road and Portland Street, Fareham, respectively. The three year contract for the operation of these units and one in Gosport will need to be renewed in April 2015 by the Fareham and Gosport Environmental Health partnership.
73. The Council will continue to ensure compliance with the timetable of submissions to Defra in respect of the Air Quality Review and Assessment process under the Environment Act 1995. Consultation will be undertaken as required by Policy Guidance PG(09). The Air Quality Progress Report 2014 will be submitted to Defra shortly. Any comments that the Panel may wish to make in respect of the progress made and actions taken to date can be incorporated into the report prior to it being submitted to Defra.
74. Air quality reports will continue to be reported to the Public Protection Policy Development and Review Panel and the Executive as appropriate. Air quality reports will also be published on the Council's website together with certain monitoring data and the Council will continue to progress the AQAP developed for both AQMAs through the implementation group with its partners including Hampshire County Council, Gosport Borough Council and First Group.

## **Enquiries:**

For further information on this report please contact Heather Cusack (Ext 2398).

## Appendices

- A:** Map of Gosport Road AQMA
- B:** Map of Portland Street AQMA
- C:** Update Table of AQAP Improvement Actions
- D:** Executive Summary of Air Quality Progress Report 2013
- E:** Progress Report 2013 - Reply from DEFRA

### Background Papers:

- Fareham Borough Council – Air Quality Review and Assessment – Stage 1 – December 1998
- Fareham Borough Council – Air Quality Review and Assessment – Stage 3 – November 2000
- Report to Environment Services Committee – 16 March 1999 – Stage 1 Air Quality Assessment
- Report to Health and Environment Committee – 30 November 1999 – Stage 2 – Air Quality Review and Assessment
- Report to Health and Environment Committee – 5 September 2000 – Stage 3 – Air Quality Review and Assessment
- Report to Health and Environment Overview Panel – 17 March 2003 – Air Quality Review and Assessment
- Report to Health and Environment Overview Panel – 9 September 2003 – Air Quality Review and Assessment
- Report to Executive for Decision – 24 March 2003 – Air Quality Review and Assessment
- Report to Health and Environment Review Panel – 2 March 2004 – Air Quality Review and Assessment
- Report to Health and Environment Review Panel – 14 September 2004 – Air Quality Review and Assessment
- Report to Health and Environment Review Panel – 6 September 2005 – Air Quality Review and Assessment
- Report to Executive for Decision – 6 March 2006 – Air Quality Management Area – Gosport Road Fareham
- Report to the Public Protection Panel – 5 September 2006 – Air Quality Review and Assessment
- Report to the Public Protection Panel – 12 June 2007 – Progress Report – Air Quality Review
- Report to the Executive for Decision – 5 November 2007 – Air Quality Management Area – Portland Street Fareham
- Report to the Executive for Decision – 16 July 2007 – Further and detailed air quality report of Gosport Road AQMA
- Report to the Public Protection Review Panel – 4 March 2008 – Draft Air Quality Action Plan
- Report to the Public Protection Review Panel – 13 May 2008 – Progress Report 2008
- Report to the Executive - 16 June 2008 - Air Quality Progress Report 2008
- Report to the Executive - 8 December 2008 - Air Quality Action Plan for the Gosport Road and Portland Street Air Quality Management Areas
- Report to the Public Protection Policy Development and Review Panel - 23 June 2009 - Air Quality Action Plan Update
- Report to the Public Protection Policy Development and Review Panel - 2 March 2009 - Air Quality Action Plan Progress Update

Report to the Executive for Decision – 12 April 2010 – Air Quality Action Plan Progress Update

Report to the Public Protection Policy Development and Review Panel - 14 September 2010 - Annual Progress Report on Air Quality in the Borough and Detailed Assessment between the Two Existing Air Quality Management Areas

Report to the Executive for Decision – 8 March 2011 – Annual Progress Report on Air Quality in the Borough and the Detailed Assessment of Air Quality between the Two Existing Air Quality Management Areas

Report to the Public Protection Policy Development and Review Panel - 13 September 2011 - Air Quality Update

Report to the Executive for Decision – 11 June 2012 – Air Quality Update

Report to the Public Protection Policy Development and Review Panel - 10 September 2013 - Air Quality Update

### **Reference Papers:**

Fareham Borough Council – Local Air Quality Management – Updating and Screening Assessment - Casella Stanger – July 2003

Fareham Borough Council – Local Air Quality Management – Progress Report – Casella Stanger – May 2004

Fareham Borough Council – Local Air Quality Management – Detailed Assessment Report – June 2005

Fareham Borough Council – Local Air Quality Management – Updating and Screening Assessment - 2006

Fareham Borough Council – Local Air Quality Management - Detailed/Further Assessment Report – May 2007

Fareham Borough Council – Local Air Quality Management – Progress Report - March 2008

Fareham Borough Council - Local Air Quality Management - Air Quality Action Plan 2008

Fareham Borough Council - Local Air Quality Management - Further Assessment of Portland Street AQMA 2009

Fareham Borough Council - Local Air Quality Management - USA 2009

Fareham Borough Council - Local Air Quality Management - Progress Report June 2010

Fareham Borough Council - Local Air Quality Management - Detailed Assessment of Mill Road - October 2010

Fareham Borough Council - Local Air Quality Management - Progress Report June 2011

Fareham Borough Council - Local Air Quality Management - USA June 2012

Fareham Borough Council - Local Air Quality Management - AQAP Progress Report June 2012

Hampshire County Council – Local Transport Plan – Air Quality Five Year Strategy  
EMAQ Seminar Papers

Air Quality Management September 2002 Issue 81

EMAQ website ([www.emaq.aeat.com](http://www.emaq.aeat.com))

DEFRA website ([www.defra.gov.uk](http://www.defra.gov.uk))

Policy guidance LAQM.PG(03) February 2003

Technical guidance LAQM.TG(03) February 2003

Progress Report Guidance LAQM.PRG(03) January 2004

Policy Guidance LAQM PG(09) February 2009

Technical Guidance LAQM TG(09) February 2009

Air Quality Bulletins Environmental Management Publishing Ltd

Something in the Air Simon Moore Policy Exchange 2012

Review of evidence on health aspects of air pollution - REVIHAAP - WHO 2013

Air pollution in the UK 2012 – September 2013 – Defra

WHO press release: IARC Outdoor air pollution a leading environmental cause for cancer – 17 October 2013

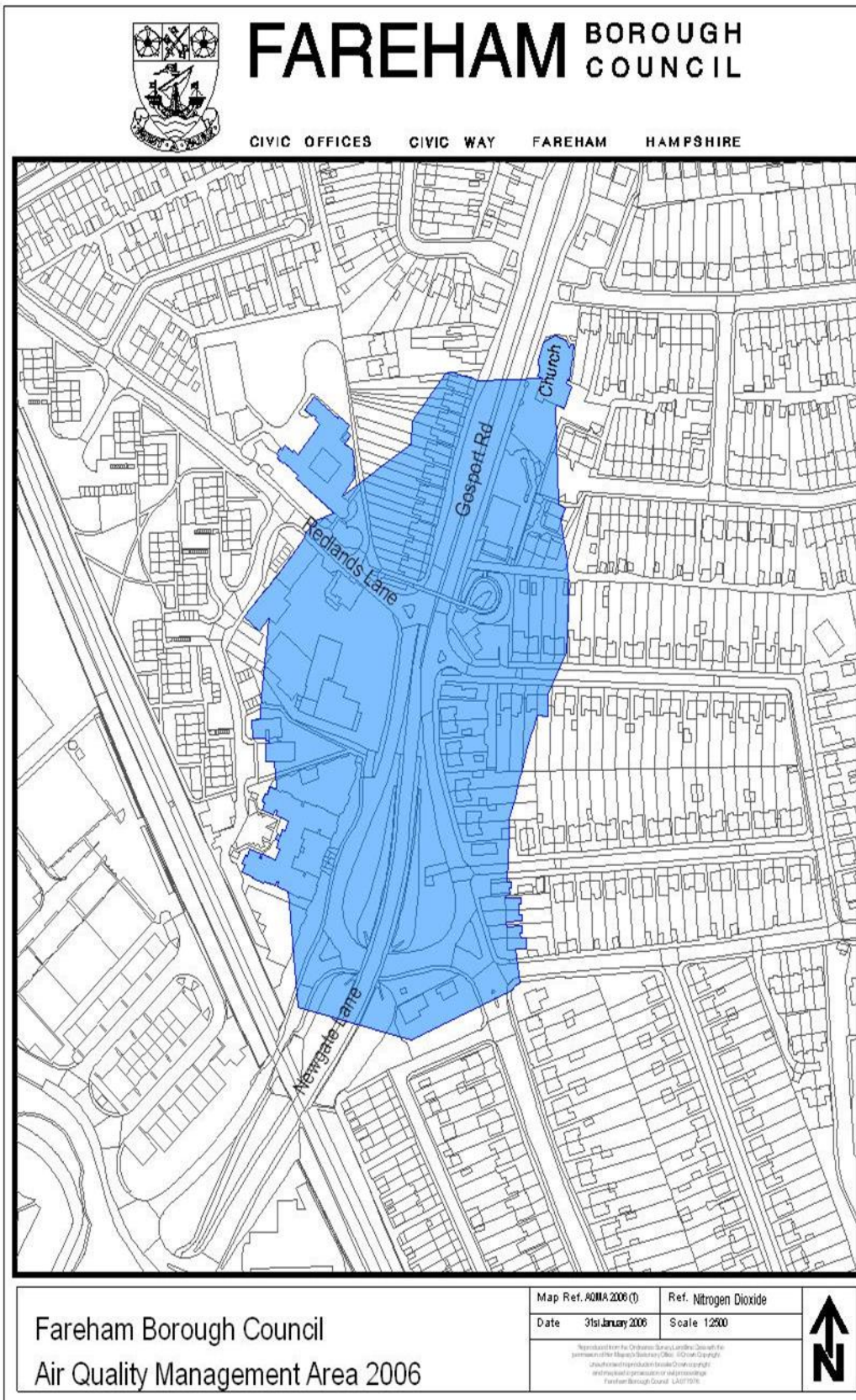
Healthy Air Campaign – ClientEarth

The Clean Air Handbook A Practical Guide to EU Air Quality Law April – Alan Andrews  
ClientEarth 2014

Environmental Health News Vol 29 issue 6 July 2014, The Magazine of the CIEH

Ambient (outdoor) air pollution in cities database 2014 – WHO April 2014

Public Health England – PHE – CRCE – 010: Estimating Local Mortality Burdens associated with Particulate Air Pollution April 2014





MAP OF PORTLAND STREET AQMA

APPENDIX B



Fareham Borough Council Air Quality Action Plan Table (Appendix 6 of the original AQAP) - UPDATE JULY 2014

APPENDIX C

FBC=Fareham Borough Council; HCC=Hampshire County Council; GBC=Gosport Borough Council; TfSH=Transport for South Hampshire  
 PCT=Primary Care Trust; HIOW=Hampshire & Isle of Wight; ECAC=Environmental Control Advisory Committee;  
 LAQM=Local Air Quality Management; SDA=Strategic Development Area  
 Cost: Low - up to £1000; Medium - up to £10000; High - over £10000

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR	
<b>REDUCE VEHICLE EMISSIONS</b>						
1.	To improve the emission standards of Council fleet vehicles by the use of cleaner and alternative fuelled vehicles	FBC	2014/15	To replace two refuse vehicles each year with new Euro compliant vehicles	Two new Euro V refuse vehicles to be purchased in 2013/14	
<b>UPDATE</b>	Following a successful trial by Building Services, Street Scene has procured vehicle tracking devices for the whole vehicle fleet to monitor vehicle speeds, harsh braking and acceleration and vehicle emissions. Fitting was complete March 24 2014.					
	The Carbon Emissions report for 2013/14 is currently being compiled. The draft figures (kg CO <sub>2</sub> e) are as follows:-					
		<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>Annual change</b>	<b>Overall change</b>
	Gas (Scope 1)	351,360	442,251	382,690	-13.5%	+8.9%
	Vehicle fleet(Scope 1)	845,830	865,201	861,461	- 0.4%	+1.8%
	<b>Total scope 1</b>	<b>1,197,191</b>	<b>1,307,452</b>	<b>1,244,150</b>	<b>- 4.9%</b>	<b>+3.9%</b>
	Electric (Scope 2)	1,376,721	1,221,336	1,322,803	+8.3%	- 3.9%
	<b>Total (Scope 1 &amp; 2)</b>	<b>2,573,912</b>	<b>2,528,788</b>	<b>2,566,953</b>	<b>+1.5%</b>	<b>- 0.3%</b>
	Apart from electric usage in 2013/14, the other sources are heading in the right direction.					
	The Council now has 12 Euro V refuse vehicles. The housing maintenance team still has 4 Euro IV vans and street cleaning still has 2 Euro IV vehicles. A fuel saver pack is now fitted to 6 refuse vehicles. Eco drive assistants which limit engine RPM only fitted to two vehicles so far. The purchase of a hybrid van for car park patrols and a refuse vehicle with battery operated hydraulics is still on hold due to funding restrictions.					
2.	To seek a reduction in emissions from the local bus	HCC/Bus operator	2012/13	To increase the % of Euro III/IV/V buses from a baseline in 2008/9 of	The number of Euro III, IV & V vehicles in the local fleet.	

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	fleet (also see action 14)			17% to 33% in 2012/13	
UPDATE	<b>Completed by April 2013.</b>				
<b>NEW 2A</b>	To seek a reduction in emissions from the local bus fleet (also see action 14)	HCC/Bus operator	2015	To increase the % of Euro III/IV/V buses from a baseline in 2013 of 33% to 40% by 2015	The number of Euro III, IV & V vehicles in the local fleet.
UPDATE	<p>New target for original action 2.</p> <p>Dec 2013 - With effect from 6 October 2013 First have added 3 more Euro V buses to the Eclipse fleet. At the same time, they have reduced the buses on the A32 through the Gosport Road AQMA to one bus every two hours with a consequent lessening of emissions at the AQMA.</p>				
3.	To review the regulation of private hire and hackney carriage emissions and where appropriate, integrate improvements into the taxi licensing regime	FBC	2011	Completed.	
UPDATE	<b>Completed.</b>				
4.	To continue to implement the FBC Sustainable Travel Plan (STP)	FBC	2014/15	To deliver those measures identified in the Council's STP Action Plan	Annual progress against the key measures and timeframes set out in the STP (AQAP, 2008). Action updates will make direct reference to these key objectives, citing any changes.
UPDATE	<p>Currently, 25 members of staff have laptops for homeworking. Thirteen employees too advantage of the salary sacrifice cycle purchase scheme in 2013/14, one employee claimed 124 cycling miles for work journeys and 5 employees purchased season ticket travel loans. There are 24 active participants in the FBC car share scheme, 5% of the work force.</p> <p>The Council has just completed work on phase 1 of improvements to the basement to allow for additional bike storage. This involves creating a new access point from the current bike store into the former archives (now relocated) into the basement which will be fitted with additional storage facilities. This will improve security of employees' bikes and equipment. Phase 2 will consider the installation of showers and lockers in the basement area, and a more efficient bike storage solution to allow cyclists to have the facilities to shower, change and store their clothing/equipment in one location.</p> <p>FBC took part in My Journey Commuter Challenge 2014 organised by Sustrans and came third in the large organisation category.</p>				



ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	Portsmouth CC are currently working on an EASIT project, which is a private-public sector partnership involving a wide group of employers that join together to offer all staff travel discounts, discounts on bikes, car sharing information etc. Visit <a href="http://www.easit.org.uk">www.easit.org.uk</a> for more information on the general principles. Whilst Fareham is unlikely to have the critical mass to warrant setting up our own EASIT programme, there is an opportunity to join with the Portsmouth CC scheme if it proves successful.				
5.	To pursue voluntary or VOSA vehicle emission testing in or near the AQMAs	FBC	2009/10	Completed. No action possible at the present time as VOSA does not have mobile resources.	
<b>UPDATE</b>	<b>Completed.</b>				
6.	To seek to reduce emissions from badly maintained vehicles by continuing to promote the smoky diesel hotline	FBC	2009/10	Completed.	
<b>UPDATE</b>	<b>Completed.</b>				
7.	Signing of waiting areas/bus station/bus stops/taxi ranks etc instructing drivers to "Turn off engines" when stationary	FBC/Bus operator	2009/10	Completed.	
<b>UPDATE</b>	<b>Completed.</b>				
8.	To examine the feasibility of erecting signs to identify the AQMAs	FBC/HCC	2014/15	To raise awareness of air quality and inform/educate drivers on A32 Gosport Road that they are entering an AQMA.	Report on both the identified locations and progress in erecting signage along the A32 Gosport Road.
<b>UPDATE</b>	HCC have recently appointed two new Transport planning assistants. Dan Read has been given the task of investigating the situation regarding the lighting columns, and gaining the necessary planning and highway authority permissions to display. Dan will liaise with FBC, GBC, HCC Major schemes and the ferry company to produce some draft messages, and a budget and action programme.				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<b>ROAD NETWORK ALTERATIONS</b>					
9.	To work in partnership with the Gosport Transport and Sustainability Partnership to identify and assist in the delivery of schemes to reduce road congestion on the A32.	GBC	2014/15	The GTSP group and the Gosport LSP no longer exist.	
<b>UPDATE</b>	<p>A32 Air quality and Travel congestion messages</p> <p>HCC have recently appointed two new Transport planning assistants. Dan Read has been given the task of investigating the situation regarding the lighting columns, and gaining the necessary planning and highway authority permissions to display. Dan will liaise with FBC, GBC, HCC Major schemes and the ferry company to produce some draft messages, and a budget and action programme.</p>				
10.	To assist the Highway Authority in promoting and implementing those schemes identified within the Highway Authority's "Strategic Access to Gosport (2010-2026)" (STAG) transport study for the Gosport peninsula.	HCC	2014/15	Completion of key schemes set out in the STAG Implementation Plan. Air quality and AQMA impacts to be assessed qualitatively where possible.	Annual progress towards the programmed 19 schemes listed in the study.
<b>UPDATE</b>	<p><b>April 2014</b> - The Marine Parade cycle schemes are nearing completion. The majority of the works around Lee and car parks are complete. The Salterns promenade scheme is with FBC.</p> <p><b>April 2014</b> - A32 Newgate Lane (northern section) Clearance and utility works have started early 2014. Southern section, Peel Common Roundabout, and Stubbington bypass remain in design and investigation. Further public consultations on the Newgate Lane (south), Peel common Roundabout and Stubbington Bypass proposals are proposed in the summer of 2014</p> <p>HCC has commissioned a cycle route investigation from Fareham to the proposed site of Welborne, and onwards to Wickham. It is anticipated that this route will follow the current cycle network to Broad cut, with off road verge conversion into the Industrial Estate, and improvements to the existing Bridleway leading onto Pook Lane. Temporary measures will be put in place to aid crossing over the A32 pending any future changes to Junction 10. An informing design and cost exercise will be undertaken on improvement and conversion of the footway on the western side of the A32 to shared use through to Wickham. (<b>April 2014</b>) – preliminary designs have been complete and outline costs are around £240k. The report has highlighted issues of land ownership to resolve.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>HCC and FBC officers will also be undertaking a desktop study to identify off-road routes to connect both of the residential and employment centres of Whiteley and the proposed site of Welborne. It is anticipated that the routes will consist mainly of improved bridleways, and provide a shorter, realistic and sustainable connection between the two centres. The outcomes of this investigation will be used to inform Welborne Master planning, and future HCC schemes. <b>(April 2014)</b> Preliminary investigations demonstrated that this is difficult to achieve, though some fore planning has been positive. The railway and river present significant difficulties, and limit connection options. Further discussions to be held with Development planning and Countryside service which will focus on Mayles Lane and Tapenage where the Whiteley Bridleway emerges.</p> <p>HCC has commissioned a route and junctions transport study of the A27 corridor from Windhover to Delme. As part of these investigations a supplementary report is being drafted that considers the needs of on-road and off-road cyclists, plus enhancing connections to existing cycle networks and key destinations.</p> <p>FBC are reviewing their non-residential parking standards.</p>				
11.	To implement those ITS improvements within FBC as detailed in the LTP2 to reduce congestion and improve air quality in the AQMAs	HCC	2012	Deleted - ITS improvements are STAG scheme 5 so will be combined with Action 10.	
<b>UPDATE</b>	<b>Deleted.</b>				
12.	To undertake appropriate improvements to the Quay Street roundabout in conjunction with the nearby retail development and negotiate with the developer a financial contribution for future air quality monitoring in the area	HCC FBC Developer	2012	Completed	
<b>UPDATE</b>	<b>Completed.</b>				
13.	To develop the climbing lanes between junctions 11 and 12 of the M27	HA	2008	Completed	

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<b>UPDATE</b>	<b>Completed.</b>				
<b>PUBLIC TRANSPORT IMPROVEMENTS</b>					
14.	Develop a Quality Bus Partnership for the A32 including a reduction in emissions from local buses	HCC Bus operators	2010/11	Completed. See new action 19a.	
<b>UPDATE</b>	<b>Completed.</b> Target achieved as bus patronage rose by 11% between 2003/4 and 2009/10.				
15.	Provide a bus/rail interchange facility at Fareham rail station	HCC/ Transport for South Hampshire (TfSH)	2014/20 (subject to funding)	HCC to develop a transport interchange at Fareham rail station.	Provision of a transport interchange at Fareham rail station.
<b>UPDATE</b>	<p>The existing Western Way bus lane was shortened in September 2013 to ease traffic flow. This has had some success and complaints about the bus lane have reduced.</p> <p>The proposed Western Way Bus lane is in advance design, and will utilise the verge space, and return the existing two lanes to normal use. Construction from Easter to October 2014.</p> <p>The proposed Western Road Bus gate was completed in June 2014 and allows direct access for buses onto the A27 for westbound services. This will take 13 buses per hour away from the Portland Street AQMA.</p> <p>The bus/rail interchange facility at the rail station is at the design option stage and will be constructed in 2015/16.</p>				
16.	To provide a suitable alternative to the light rapid transit system linking Fareham, Gosport and Portsmouth	HCC/ TfSH	2011/12	Build and open the BRT system (HCC to develop the BRT phase 1 route between Gosport and Fareham by 2011/12)	Annual progress against the key measures and timeframes set out for the BRT phases.
<b>UPDATE</b>	<p><b>ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013</b></p> <p>This target was met with the opening of the Eclipse busway Sunday 22 April 2012. Action target and indicator will be updated again once any further phases are clarified eg Fareham to Strategic Development Area.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>The Draft Welborne Plan has now been produced. It has some very interesting transport concepts, including all-moves junction 10 of the M27, as well as junction improvements in North Fareham. There are numerous references to the importance of linkages for the BRT as well as additional pedestrian and cycle links to Fareham. A FBC planner working on this project is to attend the April 2014 meeting of the AQAP group.</p> <p>The Better Area Bus Fund (nearly £1.6m of government funding awarded to TfSH in 2012) has provided funding for bus lanes on the Brockhurst roundabout together with new signalisation and a bus contraflow at the Crossways junction. The bus lanes are now operational but improved passenger waiting facilities are still to be provided.</p>				
17.	To monitor the progress of providing real time information (RTI) at bus stops in Fareham and Gosport	HCC	2011/12	To have 100% RTI (Real Time Information) when the BRT opens. All 14 sites along Phase 1 of the BRT to be fitted with RTI.	Annual reporting of progress in line with meeting the target.
<b>UPDATE</b>	<p><b>Completed. See new action 17a.</b></p> <p>This particular target was met with the opening of the Eclipse busway on Sunday 22 April 2012.</p>				
<b>New 17a</b>	To monitor the progress of providing real time information (RTI) at bus stops in Fareham and Gosport	HCC	2014/15	To upgrade 16 bus stops off the Eclipse busway along the routes of the E1 & E2 buses with Eclipse style shelters, CCTV and RTPI (bus,train and ferry)	Reporting of progress at AQAP meetings in line with meeting the target.
<b>UPDATE</b>	<p>New target agreed at the 16 April 2013 AQAP meeting.</p> <p>In summer 2014 LSTF funding is being used to upgrade 13 stops off the Eclipse busway along the routes of the E1 &amp; E2 with Eclipse style shelters, CCTV and Real Time Passenger Information. A further 7 stops may be improved at a later date. New Bus Information Departure Screens have been provided at both Fareham and Gosport bus station and are now operational. The Avenue bus stop on Redlands Lane has been fitted with an Eclipse style shelter for the benefit of students attending Fareham College.</p>				
18.	To provide bus priority measures as part of the Vision for West Street	TfSH	2014/15	Undertake traffic modelling to establish feasibility of scheme, qualifying air quality impacts where possible.	Reported progress of feasibility traffic modelling and air quality impact review. Subsequent indicators for project implementation to be determined post traffic modelling.

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<b>UPDATE</b>	<p>The existing Western Way bus lane was shortened in September 2013 to ease traffic flow. This has had some success and complaints about the bus lane have reduced.</p> <p>The proposed Western Way Bus lane is in advance design, and will utilise the verge space, and return the existing two lanes to normal use. Construction from Easter to October 2014.</p> <p>The proposed Western Road Bus gate was completed in June 2014 and allows direct access for buses onto the A27 for westbound services. This will take 13 buses per hour away from the Portland Street AQMA.</p> <p>The bus/rail interchange facility is still under consideration but there is no indicative date for interchange work due to lack of funding. Station roundabout design and alternate proposals for the bus lanes are being investigated by HCC. These will be presented to FBC members as the solutions are taken past concept into feasibility design. HCC are to work with South West Trains and FBC to discuss a travel plan for Fareham station. <b>(April 2014 - Halcrow (H2MHILL)</b> have produced the final version of the station travel plan which has been circulated.</p>				
19.	To work with local bus operators to provide improved services for people working in Whiteley via the now complete Yew Tree Drive bus link	HCC	2009/10	Complete. Further work is not expected to increase public transport over existing.	
<b>UPDATE</b>	<p><b>Completed.</b></p> <p>Planning permission for a year's trial for cars to use the Yew tree Drive bus gate was given in September 2013. A need for an air quality and noise assessment was included in this permission. FBC assisted with the air quality monitoring exercise over 5 months at 12 diffusion tube sites.</p> <p>On May 6 2014, a shopping bus for Whiteley was introduced which will be funded by the Whiteley businesses and run between Fareham and Whiteley.</p>				
19A	Increase numbers of people using local bus services	HCC/First	2011/13	Increase annual bus patronage on BRT services operating between Gosport bus station and Fareham bus station by 10% after one year and an aggregate 15% after two years	Annual number of passenger trips using BRT services
<b>UPDATE</b>	<b>Completed</b>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>To celebrate the Eclipse 2<sup>nd</sup> birthday First decorated Fareham bus station with balloons on 23<sup>rd</sup> April, and provided free breakfasts to passengers. First have provided the following passenger figures: In 2012, the Eclipse services carried 1,424, 580 passengers; in 2013, it carried 1,865,946 passengers and so far in 2014, more than 91,000 passengers, a grand total of more than 3,313,000 passengers across the 2 years. At the year to the end of November 2013 passengers were up by 24% compared with the previous 12 months on E1 &amp; E2. Over this period concessionary fares rose by 21.8% and commercial fares rose by 27.5%. The rise in commercial fares indicates that fare paying passengers who travel at peak times are using the bus in increasing numbers. HCC are again undertaking a survey of bus users on the Eclipse busway in June 2014. They hope to interview 500 passengers.</p>				
20.	<p>To continue to subsidise bus travel beyond the statutory minimum to further encourage bus usage</p>	FBC	2009/10	Completed.	
<b>UPDATE</b>	<b>Completed.</b>				
<b>ALTERNATIVE TRANSPORT IMPROVEMENTS</b>					
21.	<p>To review progress in respect of the FBC Cycle Strategy 2005-11 and the LTP2 and implement those measures likely to have an impact on air quality in the AQMAs</p>	FBC	2014/15	<p>The Cycling Action Plan 2005-11, being in its final year of implementation, is to be reviewed. New targets and indicators will be developed as part of the review. Additionally, the Town Access Plan (TAC) is also being developed through the LDF. Relevant cycling measures from the TAP will also be detailed in future AQAP Reports.</p>	
<b>UPDATE</b>	<p>The Fareham Cycle Strategy 2005-2011 will be updated in due course to represent recent developments in cycleway infrastructure and new initiatives in the Borough. Hampshire County Council have recently confirmed that they will be developing a county-wide cycling strategy which will involve consultation with key stakeholders including FBC, and a formal public consultation later this year.</p> <p>HCC has commissioned a cycle route investigation from Fareham to the proposed site of Welborne, and onwards to Wickham. It is anticipated that this route will follow the current cycle network to Broadcut, with off road verge conversion into the Industrial Estate, and improvements to the existing Bridleway leading onto Pook Lane. Temporary measures will be put in place to aid crossing over the A32 pending any future changes to Junction 10. An informing design and cost exercise will be undertaken on improvement and conversion of the footway on the western side of the A32 to shared use through to Wickham.</p> <p>HCC and FBC officers will also be undertaking a desktop study to identify off-road routes to connect both of the residential and employment centres of Whiteley and the proposed site of Welborne. It is anticipated that the routes will consist mainly of improved bridleways, and provide a shorter, realistic and sustainable connection between the two centres. The outcomes of this investigation will be used to inform Welborne Master planning, and future HCC schemes.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	HCC has commissioned a route and junctions transport study of the A27 corridor from Windhover to Delme. As part of these investigations a supplementary report is being drafted that considers the needs of on-road and off-road cyclists, plus enhancing connections to existing cycle networks and key destinations.				
22.	To continue to promote public transport and alternative travel arrangements such as the Gosport Ferry and local bus services on the FBC website	FBC	2008/9	Completed.	
<b>UPDATE</b>	<p><b>Completed and still active.</b></p> <p>FBC took part in My Journey Commuter Challenge May 2014 organised by Sustrans.</p>				
23.	Promote the development and implementation of work travel plans amongst companies that use the roads in and around the AQMAs particularly through the use and enforcement of planning conditions	FBC/HCC	2013/14	Target to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects.	Indicators to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects
<b>UPDATE</b>	<p><b>ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013</b></p> <p>Through the Better Connected South Hampshire project, Solent Transport are working with a number of employers in Fareham and Gosport to deliver sustainable transport initiatives. These include developers of the Daedalus site, employers affected by road improvements along Newgate Lane and Fareham Rail Station where a station travel plan has been developed.</p> <p>The FBC AQAP steering group has been provided with a copy of the HCC 12/13 Better Connected South Hampshire Highlights so they have an overview of delivery during the first year of the programme. The 13/14 report should be available in October 2014.</p>				
24.	To continue to work with schools in Fareham close to the AQMAs for the development, implementation	HCC	2013/14	Target to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects.	Indicators to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects



ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	and the annual review of School Travel Plans				
<b>UPDATE</b>	<p><b>ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013</b></p> <p>Redlands car use level is still low, with a further decrease to 16.1% (50 pupils) from 19.4% (60 pupils) and walking is still high at 83% (258 pupils). Cycling remains low at 1% (3 pupils). Fareham Academy (previously Neville Lovett) – 2013/14 data car alone use has slightly increased from last year from 14% (94pupils) to 15.2% (99 pupils) and walking has remained approximately the same from 73.6% (493 pupils) to 73.3% (478 pupils). Cycling has been decreasing from 10.1% (68 pupils) to 7.52% (49 pupils). HCC are also working with Fareham College on updating their travel plan for their existing site, which is linking with their plan for the new CEMAST site at Daedalus.</p> <p>In more general terms:-</p> <ul style="list-style-type: none"> <li>- The walking challenge in partnership with Living Streets and Histrionics was launched last month. Schools who are either very proactive or have made a significant modal shift will be considered each month. The reward is a themed walk to school, a themed assembly followed by some further class work. This will be running until March 2015.</li> <li>- Of the five LSTF bids for funding in 2015/16, four of these contain school-based work. One of which is Living Streets, which if successful, would see three Walk to...Coordinators allocated to Hampshire and would work with businesses, schools and communities on encouraging more walking for shorter journeys or part of longer journeys.</li> <li>- In June, we will be looking to launch a booklet for new parents with children starting primary school in September. It will provide a variety of key messages and information on sustainable travel, services available to parents and schools, and reminders about parking and road safety.</li> <li>- The annual scooter challenge took place between 9-13th June 2014.</li> </ul>				
25.	To implement the Town Access Plan proposals where they have an impact on air quality in the AQMAs	HCC/FBC	2014/15	The Town Access Plan (TAP) is also being developed through the LDF. Relevant cycling measures from the TAP will also be detailed in future Air Quality Action Plan Progress Reports.	
<b>UPDATE</b>	The Town Access Plan was adopted in September 2012, along with the Fareham Borough Transport Statement. Designs are completed for the A32 Hoeford Toucan Crossing, Cycle lane exit East St, Wickham Rd Toucan Conversion. Implementation due mid-2013. During 2013, TAP inspired studies of Fareham North – South, and East - West cycle routes will be commissioned, and LSTF funded cycle schemes around Daedalus and Stubbington.				
<b>STATUTORY FUNCTIONS</b>					
26.	To continue to inspect premises and take appropriate enforcement action in respect of the Environmental Permit	FBC	Annual	To ensure that premises are inspected in accordance with the risk assessment regime	DEFRA return

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	risk assessment regime				
<b>UPDATE</b>	All due inspections were undertaken for the year 2013/14. Defra annual return submitted on time as per usual. New permit based on updated guidance developed for Polycast, the foundry in Warsash.				
27.	To use Environmental Permit inspections to encourage the provision of alternative fuels at petrol stations forecourts	FBC	2013/14	Work towards maximising local uptake of alternative fuels, having leafleted all petrol stations	Number for alternative fuelling pumps and evidence of continued Council encouragement.
<b>UPDATE</b>	<p><b>Original target completed.</b></p> <p>Two electric vehicle charging points installed in surface car park in Fareham in July 2014 as part of a Hampshire wide scheme.</p> <p><b>POSSIBLE NEW ACTIONS:-; Alternative fuel campaign; Eco driver training for all essential car users; Low emission pool cars for staff and residents; Pool bikes for staff;</b></p>				
28.	Promote the use of planning policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car	FBC/GBC	2014/15	Implementation of the relevant policies set out in the LDF to influence local and regional air quality.	Examples of where FBC requires higher provision of cycle facilities or lower car parking facilities than the HCC standards for new developments.
<b>UPDATE</b>	<p>The Draft Welborne Plan has now been produced. It has some interesting transport concepts, including all-moves junction 10 of the M27, as well as junction improvements in North Fareham. There are numerous references to the importance of linkages for the BRT as well as additional pedestrian and cycle links to Fareham. Once the evidence on transport issues has been finalised and the Welborne Plan brought forward, the details will be discussed at the next AQMA steering group meeting. Both the Development Sites &amp; Policies Plan (Local Plan Part 2) and the Welborne Plan (Local Plan Part 3) are due to be submitted to the planning inspectorate at the end of May; with enquiry in public due at some point over the summer (planning inspectorate will decide dates). The DSP Plan includes a policy on BRT which safeguards the proposed route through the Borough as well as setting a policy framework for improvements to the strategic road network (Newgate Lane, Stubbington bypass etc.). The Welborne Plan has a number of detailed transport policies including setting broad transport principles, providing access to the strategic road network, the parameters for an internal spine network, public transport, encouraging sustainable choices and walking and cycling.</p> <p>The Council is currently working on a Design SPD which will cover issues such as the importance of pedestrian and cycle routes in new developments, proximity to facilities and links to the movement network. The SPD will emphasise that layout and location of new development can have a major role in residents' choices to use the private car. This is currently in production and due for a period of consultation towards the end of the Summer.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	The Council is also working on a Non-residential Parking Standards SPD which will set parking standards for all new non-residential developments in the Borough. This provides an opportunity to examine the role parking has in people's decision to travel by different means. This is currently in production and due for a period of consultation towards the end of the Summer.				
29.	To ensure that the new LDF incorporates planning policy that will not adversely impact on air quality but furthermore enhances air quality where possible.	FBC	2014/15	Member of the pollution team to continue to attend the LDF officers' meetings	Examples of LDF provisions related to air quality
<b>UPDATE</b>	See 28 above. Ongoing with new Core Strategy policies now being adhered to.				
30.	Regulatory Services will continue to work with the Development Control section to ensure that air quality is taken into account in the planning development process	FBC	2014/15	Structured communication between Regulatory Services and Development Control on plans potentially affecting air quality.	Weekly bulletins, listing planning applications issued to Regulatory Services.
<b>UPDATE</b>	Work is ongoing. Current examples include the planning application for the Daedalus, Coldeast and Longfield Avenue developments and the year long trial opening of the Yew Tree Drive bus link. Environmental Health undertook a five month monitoring programme with diffusion tubes at 12 sites on behalf of Hampshire County Council at Yew Tree Drive with the bus link open in 2014.				
31.	To review the existing FBC parking strategy and implement any measures that may result in reduced congestion in the AQMAs	FBC	2013/14	In line with 2012 update for this Action, once scheme/policy options going forward have been clarified, targets and indicators can be developed.	
<b>UPDATE</b>	<p><b>ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013</b></p> <p>A revised Non-Residential Car and Cycling Parking Standards SPD is currently in preparation, which will apply to new developments in Welborne as well as sites in the rest of the Borough. This follows the County Council's withdrawal of its own standards which formed the basis of previous guidance by FBC, and recent changes in national planning policy which encourage consideration of local circumstances when setting standards.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
32.	To continue to review and consult on air quality in the Borough in line with statutory requirements	FBC	2014/15	To ensure compliance with the DEFRA timetable	(a) To submit Progress Report 2013 (b) To maintain air quality reports on the FBC website
<b>UPDATE</b>	Progress report 2013 compiled in-house by the Environmental Health Partnership and approved by Defra. The AQMAs remain declared. Progress report 2014 will also be compiled in-house. Air quality report to the FBC PPPDR Panel in September 2014.				
33.	To enhance the nitrogen dioxide monitoring network by providing continuous nitrogen dioxide monitors in the AQMAs	FBC	2011/12	Completed	
<b>UPDATE</b>	<p><b>Completed.</b></p> <p>Majority of our 40+ diffusion tubes are now on the facades of residential properties where exposure is relevant. There is no Defra grant available for the ongoing monitoring costs. Therefore, the Council will need to look at other funding sources to carry on monitoring at the Gosport Road site. New cost saving three year air quality monitoring partnership contract signed for three sites, two in Fareham and one in Gosport. New air quality monitor for nitrogen dioxide installed at Portland Street April 2012 with funding from a section 106 agreement. Also, agreed a new three year contract for the purchase of diffusion tubes with a saving of £700. £9,000 still available for AQAP work e.g. A32 banners. £2,000 spent on the administration of the Big Green Commuter Challenges 2011 and 2012 (BGCC) and the air quality leaflets developed by the AQAP steering group and NHS Hampshire in 2011.</p>				
34.	To continue to work in partnership with neighbouring authorities and others for the control of air pollution and continued improvement of air quality e.g. to attend HIOW air quality group	FBC	2014/15	The HIOW air quality officers' group to meet annually as a sub group of the HIOW Environmental Control Advisory Committee (ECAC)	Minutes of meetings
<b>UPDATE</b>	Meeting of the regional air quality group in August 2013 with particular attention on the Defra led LAQM review. Further meeting to take place July 2014. Sustrans organised the My Journey Commuter Challenge in May 2014 and FBC registered to take part. Fareham came third in the large organisation category. Overall 1650 people took part, saving 313,373 miles and £45870 on regular car based commutes.				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR	
35.	To monitor the performance of the AQAP and review actions having regard to the air quality objectives and implement additional actions where necessary	FBC	Annual progress reports to DEFRA	To meet the AQ objective annual mean for NO <sub>2</sub> and ultimately revoke the AQMA for both locations.	Outcomes of the annual LAQM reporting of annual mean improvements. Also set out a position statement within the annual action plan progress report on any required changes to the existing measures and the need for further actions.	
<b>UPDATE</b>	Since the last progress report, the AQAP steering group met on 3 September 2013, 11 December 2013 and 29 April 2014. A visit was made to the Gosport Road monitor by Council members and HCC staff. £9,000 still available for AQAP work e.g. A32 banners.£2,000 spent on the administration of the Big Green Commuter Challenges 2011 and 2012 (BGCC) and the air quality leaflets developed by the AQAP steering group and NHS Hampshire in 2011, now on the website and circulated to GP surgeries etc. Progress report 2013 approved by Defra. Current work includes the monitoring of the effect on air quality of the now opened Quay Street thoroughabout and the Eclipse busway including the use of the new continuous monitoring unit that was installed at Portland Street in April 2012; the production of sustainable travel type A32 banners in Gosport and Fareham on lamp columns; monitoring for the year long trial for the opening of the Yew Tree Drive bus link; Progress report 2014; electric charging points to be installed in a Fareham car park. Annual average concentration for nitrogen dioxide at the Gosport Road monitor: 33 ug/m <sup>3</sup> in 2008; 36 ug/m <sup>3</sup> in 2009; 42 ug/m <sup>3</sup> for 2010; 33ug/m <sup>3</sup> in 2011;35 ug/m <sup>3</sup> in 2012; 34 ug/m <sup>3</sup> in 2013. The first whole year annual average concentration for nitrogen dioxide at the Portland Street monitor since it's installation was 35 ug/m3 in 2013.					
36.	To continue to educate and enforce in respect of domestic, agricultural and industrial smoke nuisances and dark/black smoke	FBC	2013/14	To respond to complaints of smoke and odour	(a)Customer service centre to continue to respond automatically to complaints in the first instance where complaint letters are appropriate (b)Pollution officers to react to more urgent complaints 24 hours a day 365 days a year	
<b>UPDATE</b>	<b>Completed but active.</b> Around 50 complaints a year are received on this subject.					
37.	To monitor as a Council data in respect of NI 194 and implement actions to achieve target set	FBC	2014/15	Whilst NIs 185 and 194 are no longer to be formally reported, the Council is still to report NI 185.		
<b>UPDATE</b>	To reduce the Council's target by 20% by 2020 from a 2012 baseline. This target was agreed by the CXMT in 2013 and then by members of the SP&E Panel in July 2013. The Carbon Emissions report for 2013/14 is currently being compiled. The draft figures (kg CO <sub>2</sub> e) are as follows:-					
		<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>Annual change</b>	<b>Overall change</b>
Gas (Scope 1)		351,360	442,251	382,690	-13.5%	+8.9%
Vehicle fleet(Scope 1)		845,830	865,201	861,461	- 0.4%	+1.8%

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR	
	<b>Total scope 1</b>	<b>1,197,191</b>	<b>1,307,452</b>	<b>1,244,150</b>	<b>- 4.9%</b>	<b>+3.9%</b>
	Electric (Scope 2)	1,376,721	1,221,336	1,322,803	+8.3%	- 3.9%
	<b>Total (Scope 1 &amp; 2)</b>	<b>2,573,912</b>	<b>2,528,788</b>	<b>2,566,953</b>	<b>+1.5%</b>	<b>- 0.3%</b>
	Apart from electric usage in 2013/14, the other sources are heading in the right direction.					
<b>PROMOTION AND PUBLICITY</b>						
38.	To continue to place air quality reports on the FBC website	FBC	2014/15	To ensure that all appropriate bodies are kept aware of LAQM progress	Annually (or as required) e-mail stakeholder bodies and send a message each time there is a website report update.	
<b>UPDATE</b>	Defra approved 2013 air quality progress report on the Council's website.					
39.	To investigate the most effective method of disseminating air quality information to the public and assess the feasibility of employing this method for FBC	FBC	2014/15	To raise awareness of local and national air quality matters	Annual review of information dissemination options in line with UK best practice and discussions with neighbouring authorities.	
	There was a UK air quality alert in April 2014. There is a link on the FBC website to continuous results from our two monitoring stations <b>POSSIBLE NEW ACTIONS:- Local air quality alerts similar to SCC.</b>					
40.	To promote awareness via the FBC website of other air quality information web sites	FBC	2014/15	To provide an up to date, useful and informative public resource for air quality and to raise awareness of local and national air quality matters.	Annual review of the Council website content in line with accepted UK best practice.	
<b>UPDATE</b>	Ongoing process of updating website including links from the air quality page to sustainable travel information.					
41.	Support locally, national campaigns to raise awareness of air quality, alternative transport choices etc	FBC	2014/15	To support where appropriate, a national air quality campaign at least once a year via the FBC website	Evidence of this action	
<b>UPDATE</b>	FBC took part in My Journey Commuter Challenge 2014 organised by Sustrans. Environmental Health gave a talk on air quality to a local group in Portchester in May 2014.					

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<b>POSSIBLE NEW ACTIONS:-Air quality day; Bike campaign; Radio campaign; CAT presentation</b>					
42.	To promote the use of alternative fuels eg LPG, hybrid	FBC	2011/12	Now combined with Action 27	
<b>UPDATE</b>	<p><b>Deleted.</b></p> <p>Two electric charging points installed in Fareham car park in July 2014.</p> <p><b>POSSIBLE NEW ACTIONS:- Alternative fuel campaign; Eco driver training for all essential car users; Low emission pool cars for staff and residents;</b></p>				
43.	To produce a leaflet on the AQAP and distribute to libraries, GP surgeries etc	FBC	2011/12	Completed	
<b>UPDATE</b>	<b>Completed.</b> Leaflet distributed to local GP surgeries, libraries etc. in October 2012.				
44.	To liaise closely with the PCT in respect of identifying any linkage between areas with poor air quality and ill health	FBC HCC PCT	2009/10	Deleted as now covered with Action 43.	
<b>UPDATE</b>	<b>Deleted.</b> Efforts have been made but at present there does not appear to a need nor resources to take this any further at present.				
45.	To continue to promote energy awareness and efficiency in the Borough	FBC	2011/12	Completed	
<b>UPDATE</b>	<p><b>Completed.</b></p> <p>The Council is promoting both Switch Hampshire and Solent Green Deal as methods of reducing fuel bills for residents. Switch Hampshire (run by HCC) is aimed at getting people on better energy tariffs through collective buying power. This will not really reduce emissions as it is not designed for this purpose, but it will, in theory, make people more aware of the energy usage.</p> <p>Solent Green Deal is a partnership project led by Portsmouth CC and is promoted by FBC. The Green Deal is a national project to get property owners to upgrade the efficiency of their homes at, in theory, no extra monthly cost. It works by having an initial assessment of a property which will</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>highlight certain measures that can be undertaken through Green Deal finance. Measures will only be available under the Green Deal if their repayment costs are less than the projected saving on energy bills after the installation is complete. The assessment is £180 up front, but this is redeemable if a Green Deal measure is taken up.</p> <p>Two electric charging points installed in Fareham car park in July 2014.</p>				
<b>IMPROVEMENTS IN THE QUALITY OF LIFE AND HEALTH</b>					
46.	To reduce car dependency and facilitate transport choice by encouraging alternatives to the car alongside changes in working arrangements through the Smarter Choices regime of the LTP3.	HCC	2014/15	Target to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects. Examples such as LTP3 policy objectives such as 7,10,11 &12.	Indicators to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects. Examples such as LTP3 policy objectives such as 7,10,11 &12.
<b>UPDATE</b>	<p>In 2012/13, through the “My Journey” Personal Travel Planning project, over 1,000 residents in Gosport have accepted the Sustainable Travel Challenge, pledging to try a non-car alternative for a regular journey for a small reward. The project has consequently reached more households, and the feedback used by the County Council and transport operators to inform future investment decisions. A similar exercise is to be undertaken in Fareham during 2014. <b>Apr 2014 update</b> – A major promotional exercise is planned for Summer 2014 with travel advisors and my Journey publicity across the town for the duration of the Household interview period.</p> <p>Adult cycle training - <b>Apr 2014 update</b> - This is not being continued through into 14/15 due to restricted budget and low take up.</p> <p>My Journey Commuter Challenge - <b>Apr 2014 update</b> – The 2014 Challenge is took place in May 2014.</p> <p>Transport for South Hampshire in partnership with Southampton, Gosport and Cosham Job Centre Plus have been operating pilot projects offering free public transport and travel advice to young job seekers where travel, and the cost of transport, have been identified as barriers to employment. The project intends to broaden transport horizons and support the use of public transport. Since the start of the project 700 free Solent Travel Cards have been distributed to 500 young people. During the pilot period each month between 40% and 49% of young people participating in the scheme accessed work. Full evaluation is being carried out in August but early analysis seems positive. <b>Apr 2014 update</b> - Between Dec 2013 and Mar 2014, travel advisors were operating out of the Fareham and Havant job centres where take up of their services was well received. Data on the number of individuals supported will be provided when it becomes available.</p>				
47.	To continue to promote cycling and walking as healthier alternatives to the car on the FBC website	FBC	2011/12	Deleted as now covered with Action 46	



ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
UPDATE	Deleted. <b>POSSIBLE NEW ACTION:- Pool bikes for staff</b>				
48.	To implement Environmental Sustainability Strategy (ESS) and ensure that NO <sub>2</sub> is considered in the development of the FBC Sustainability Strategy	FBC	2013/14	To implement FBC's ESS	(a) Appoint an ESS coordinator (b) Progress of the ESS action plan
UPDATE	<b>Completed.</b> See action 4.				

**EXECUTIVE SUMMARY OF AIR QUALITY PROGRESS REPORT 2013**

Fareham Borough Council has undertaken this 2013 progress report in fulfilment of the Local Air Quality Management process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents.

Two Air Quality Management Areas (AQMAs) are still currently in place at Gosport Road and Portland Street for nitrogen dioxide. Following the conclusions of this report it is recommended that the present AQMA declarations should remain.

The monitoring data for 2012 has indicated that the annual mean NO<sub>2</sub> objective was achieved at all monitoring locations except two, site G7 (193 Gosport Road) and PS3 (Portland Street). These sites only marginally exceeded the annual mean objective and it is hoped that further monitoring will show a further downward trend as shown in the majority of sites and in the AQMAs with the opening of the new Bus Rapid Transit route and the conversion of the Quay Street roundabout to a "throughabout". The beneficial effects of these developments will not have been fully realised in this round of review and assessment and are expected to reduce local congestion and emissions over the next 2-3 years.

The 2012 NO<sub>2</sub> diffusion tube results show a slight increase compared to 2011; however, the overall trend shows a regional decrease in ambient NO<sub>2</sub> concentrations. It is not believed that more monitoring sites will be needed; instead the Council will continue to monitor the existing sites to investigate where the results are a short-term deviation driven by meteorological and other regional factors.

## APPENDIX E

### AIR QUALITY PROGRESS REPORT 2013 - APPROVAL REPORT FROM DEFRA

The report provides update with respect to air quality management in the Borough. The Council currently has two declared air quality management areas at Gosport Road and Portland Street, both declared for exceedences of the nitrogen dioxide objective. The Council has examined monitoring data for 2012. Results have shown that areas of exceedence are within the AQMAs. The report concludes that a Detailed Assessment is required at this point.

The Progress Report includes an update on progress of the Air Quality Action Plan. The report shows that significant progress has been made on a number of actions. Updated timescales are presented where actions are on-going. The Council should consider prioritising the remaining actions in order to achieve maximum benefit with available funds. The Council is also encouraged to quantify the impact of the Action Plan implementation on local air quality. The Council expects that continued actions highlighted in the report will lead to revocation of the AQMAs in the future. The Council could start collecting evidence of what is driving pollutant reduction in the coming years.

On the basis of the evidence provided the conclusions of the Progress Report are accepted. The Council should have regard to the commentary of the appraisal report in future reports and amend the current report where appropriate.

### PROGRESS REPORT

The Progress Report sets out new information on air quality obtained by Fareham Borough Council as part of the Review & Assessment process required under the Environment Act 1995 and subsequent Regulations.

The Review and Assessment Progress Report covers the minimum requirements for reporting on monitoring and new local developments. It also covers some of the recommended additional elements including:

- a log of relevant planning applications
- information on air quality planning policies
- progress with the LTP

On the basis of the information provided by the local authority, the report is considered acceptable for monitoring data and new local developments.

### Commentary

The report is well structured and covers all of the minimum requirements and some of the recommended additional items of the information specified in the Guidance.

The following specific items are drawn to the local authority's attention to help inform future work. It is strongly recommended that the local authority note these items for future reporting purposes and amend their current report where appropriate:

1. As was highlighted in the 2012 USA review report, the 'relevant exposure?' column of Table 2.1 is not being handled correctly. If there is relevant exposure ("Y") within 10m of the kerbside outside of major conurbations (TG(09)), the

distance should be provided in brackets. If there is no relevant exposure (“N”) distance should not be provided.

2. The links to online AQMA maps are broken on p.9 and p.11 and should be amended prior to publication.
3. It is recommended that (if available) ‘inlet height’ and ‘site height’ columns are added to Tables 2.1 and 2.2 respectively in accordance with the Progress Report templates available from the LAQM website<sup>1</sup>.
4. In Table 2.4, the 99.8<sup>th</sup> percentile should be reported in brackets where data capture is <90% at the Portland Street monitor (2012).
5. Table 2.5 states that data for site 11NL has been annualised even though data capture is >90%. It is assumed that this is a typo and should therefore be amended prior to publication.
6. Typo on p.48 referring to “Farnham” should be amended prior to publication.
7. Typo on p.87 referring to the action of “Prepare and submit, in line with the requirements of LAQM, an Air Quality Progress Report in 2013...” should be amended to “2014” prior to publication.

## **ACTION PLAN PROGRESS REPORT**

The Action Plan Progress Report sets out new information on air quality obtained by Fareham Borough Council as part of the Review & Assessment process required under the Environment Act 1995 and subsequent Regulations.

The 2013 Action Plan update report has reviewed progress with the implementation of the Action Plan. The report presents detailed information on progress with each measure to date and includes updated information on the indicators and targets to be used to measure progress. A specific update is provided on the Eclipse Busway which opened in 2012 and is hoped to encourage bus transport as a favoured mode over personal vehicles. Early signs suggest a 10% increase in bus use, as well as benefits on numbers of cyclists.

The annual AQAP progress report submitted by Fareham Borough Council is consistent with the guidance contained in LAQM.TG(09), LAQM.PG(09) and presents an update on progress on the implementation of the AQAP.

## **Commentary**

The following specific items are drawn to the local authority’s attention to help inform future work:

1. Significant progress has been made in a number of actions, and updated timescales are presented where actions are on-going. It is recommended that remaining actions could be prioritised in order to achieve maximum benefit with available funds.
2. The Council are considered to be demonstrating a strategic approach, and are working with a number of stakeholders to progress against the stated actions, which is supported.

3. The Council should now attempt to quantify the impact of plan implementation on local air quality. It is noted that the Council is hoping that continued actions highlighted in the APPR will lead to revocation of the AQMAs in the future. This is supported, and it will therefore be of benefit to the Council to start collecting evidence of what is driving pollutant reductions in the coming years.

