

FAREHAM BOROUGH COUNCIL

Minutes of the Health and Public Protection Scrutiny Panel

(to be confirmed at the next meeting)

Date: Thursday, 27 June 2019

Venue: Collingwood Room - Civic Offices

PRESENT:

Councillor G Fazackarley (Chairman)

Councillor Ms S Pankhurst (Vice-Chairman)

Councillors: K A Barton, Mrs T L Ellis, J G Kelly and P J Davies (deputising for Mrs P M Bryant)

Also Present: Councillor T M Cartwright, MBE (for items 3, 6, 9 & 11)



1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Mrs P M Bryant and Miss T G Harper.

2. MINUTES

RESOLVED that the minutes of the Health and Public Protection Scrutiny Panel meeting held on 05 March 2019 be signed and confirmed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

The Chairman reminded Members that discussion took place at the last meeting in respect of the Dog Control Public Spaces Protection Order which was approved by the Executive on 04 March 2019. Members were invited to bring forth to Officers any other areas across the Borough that would benefit from inclusion within the Order.

The Chairman also announced that the Police and Crime Commissioner (PCC) has declined the invitation put forward to him to attend a future meeting of the Panel to answer Members' questions on policing matters. The invitation has been declined on the basis that scrutiny of the PCC is undertaken by the Police and Crime Panel and as Fareham Borough Council is represented on the Panel by Councillor Cartwright, there is no obligation for him to undertake additional scrutiny.

4. DECLARATIONS OF INTEREST AND DISCLOSURES OR ADVICE OR DIRECTIONS

The Chairman declared a personal, non-pecuniary interest in respect of item 8 – Air Quality Report as he is an employee of the First Bus Company. He remained in the room and took part in the discussion.

5. DEPUTATIONS

There were no deputations made at this meeting.

6. EXECUTIVE BUSINESS

The Panel considered the following items of business discharged by the Executive since the last meeting of the Panel.

(1) Dog Control Public Spaces Protection Order

Points for clarification were raised and discussed by Members in respect of this item.

(2) Parking Enforcement

At the invitation of the Chairman, Councillor T M Cartwright, MBE, addressed the Panel on this item.

Points for clarification were raised and discussed in respect of this item.

(3) Review of the Gambling Act 2005 Statement of Principles

There were no points for clarification raised by Members in respect of this item.

(4) Safeguarding Policy

There were no points for clarification raised by Members in respect of this item.

7. EXECUTIVE MEMBER UPDATE

The Panel received a verbal update from Councillor T M Cartwright, MBE, the Executive Member for Health and Public Protection on the Police and Crime Panel and Local Strategic Health issues.

Police and Crime Panel

Councillor Cartwright announced that the next meeting of the Police and Crime Panel will take place on 5 July 2019 and that Members will raise concern at the meeting that the increase in the number of police officers on the streets has fallen far short of the number that was expected by the Panel when it agreed to the increase in the precept earlier this year.

Members enquired whether there is any evidence to suggest that there has been an increase in crime as a result of the decision by Hampshire County Council to introduce part night lighting operations in some residential areas of the Borough. Councillor Cartwright responded to say that he is not aware of any increase, that the initiative is very new and that statistics will probably be made available in due course.

Councillor Cartwright reported on the special CAT meeting that took place recently in response to concerns raised by residents and local businesses about drug use and rough sleeping in the town centre. He advised Members that the Partnership Action Group (PAG) meets regularly to discuss how collaborative working between Partnership Agencies can tackle antisocial behaviour and community safety matters. PAG are already aware of, and working on, many of the issues that were raised at the CAT meeting but are often not able to publicise some of the more confidential aspects of their work.

Local Strategic Health issues

Councillor Cartwright gave an update to Members on the various Health related Panels that he sits on and advised Members that due to concerns about the lack of statutory duties of some of the panels and the relevance of issues they discuss he intends to meet with Officers to discuss which of the Panels he should continue to attend.

Councillor Cartwright went on to report that he attends meetings every three months with Mark Cubban at QA hospital. Updates on the outcomes of these

meetings are given at full Council meetings for Members information. Generally, the hospital is doing well although the issues in A and E still require resolution. As Members are aware, funding has been secured to significantly extend A & E provision at the hospital and, in time, this will help to resolve many of the outstanding issues.

Councillor Cartwright advised that he also attends the Fareham Locality Patient Group meetings that are held every 3 months at Fareham Community Hospital. A wide range of partnership agencies attend the meeting where information is discussed and shared on local issues. Issues discussed at the last meeting surrounded the continued under-utilisation of the hospital. A new working group will be set up to look at how this can be improved.

8. AIR QUALITY REPORT

The Panel received a presentation and considered a report by the Head of Environmental Health which provided an update on Air Quality Directions received from Central Government in response to the submission of the Air Quality Plan and outlined details of the funding allocated to implement the directives. A copy of the presentation is attached to these minutes as Appendix A.

RESOLVED that the Health and Public Protection Scrutiny Panel notes the ongoing work in respect of improving air quality in Fareham.

9. SCOPING REPORT - FAREHAM AND GOSPORT CLINICAL COMMISSIONING GROUP

The Panel considered the priorities for inclusion in the scoping report that will accompany an invitation to the Fareham and Gosport Clinical Commissioning Group Community Engagement Committee to attend a future meeting of the Panel.

Councillor T M Cartwright, MBE, Executive Member for Health and Public Protection addressed the Executive on this item.

Mental health issues were considered to be the main priority at present and Members requested that the scoping report be prepared to ask what is being done in Fareham to address mental health provision and to ascertain where enquiries and concerns can be referred in the event that members encounter or identify someone in need of mental health support.

It was agreed that the scoping report would be drafted and brought to the next meeting for Members approval.

10. SCOPING REPORT - HAMPSHIRE POLICE

The Panel considered the priorities for inclusion in the scoping report that will accompany an invitation to Hampshire Constabulary to attend a future meeting of the Panel.

Response times, attendance at incidents and clarification on which incidents are regarded to be a priority were considered to be the key issues at present. Members requested that these be used to prepare a draft scoping report for approval at the next meeting.

Members enquired whether information regarding crime rates across the wards is available. It was agreed that Officers would source and provide this information if it is available.

11. HEALTH AND PUBLIC PROTECTION SCRUTINY PANEL PRIORITIES

Members were invited to re-consider and re-confirm the Scrutiny priorities for the Panel.

Councillor T M Cartwright, MBE, Executive Member for Health and Public Protection addressed the Panel on this item.

Following discussion, it was felt that issues relating to Community Safety and Enforcement are key priorities for the Panel to address and it was agreed that a scoping report could be brought to the October meeting of the Panel to show what the new Opportunities Plan Team that is led by the Head of Finance and Audit could be covering in connection with Community Safety.

(The meeting started at 6.00 pm
and ended at 7.32 pm).

UK Plan for tackling roadside nitrogen dioxide levels



Air Quality

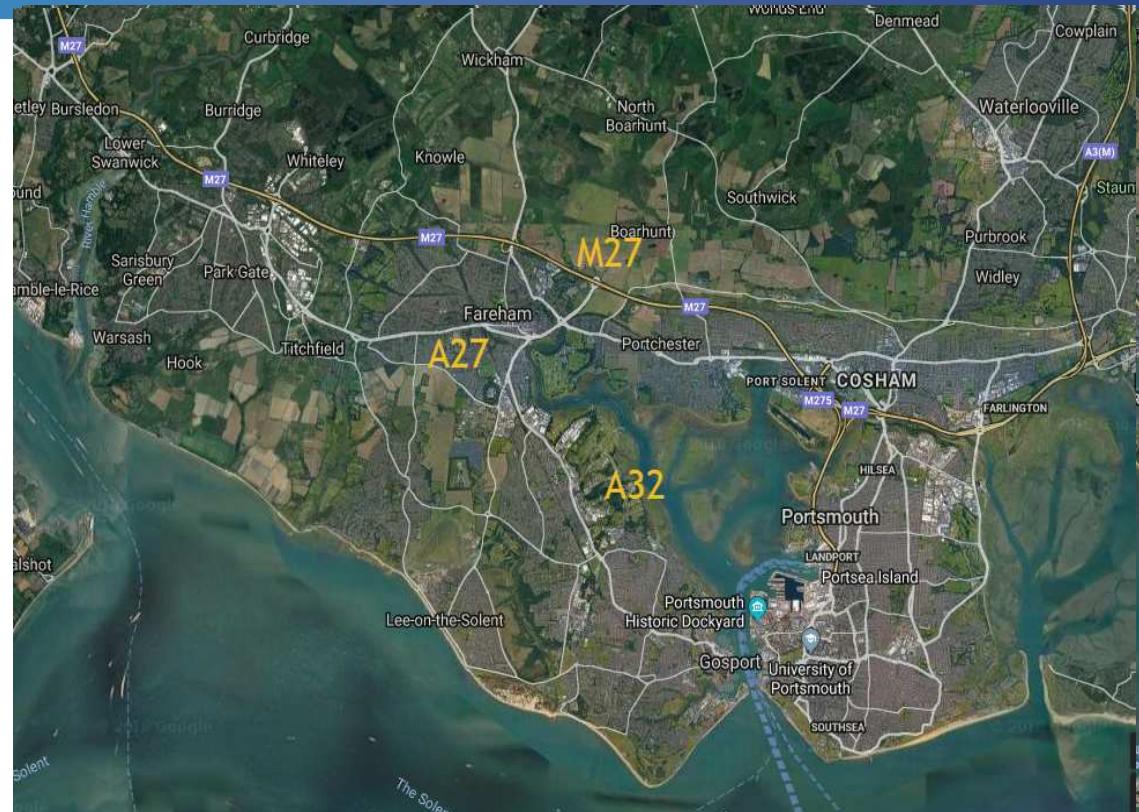
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A27 / A32 NO₂ exposure overview and strategic context

The A32 provides the primary route on and off of the Gosport peninsula, this intersects with the A27 which runs East-West across Fareham, linking the A32 to Junction 11 of the M27.

Under the UK Plan, projections for concentrations of nitrogen dioxide (NO₂) and oxides of nitrogen (NO_x) across the UK in the years 2017 - 2030 inclusive were calculated as part of the Pollution Climate Mapping (PCM) model.

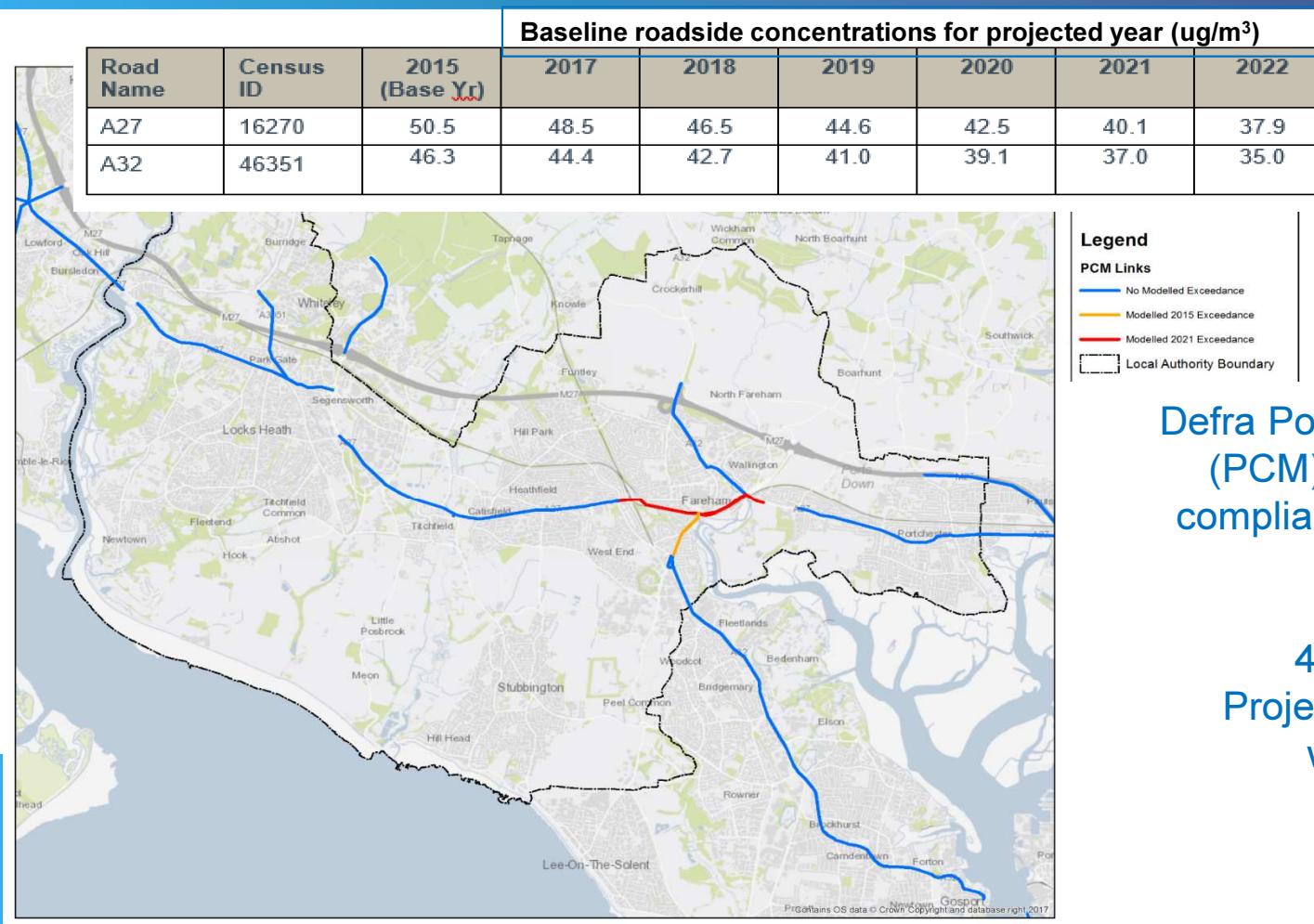
PCM Projects 2021 NO₂ concentrations of 40.1 µg/m³ on the A27. (EU limit 40 µg/m³)



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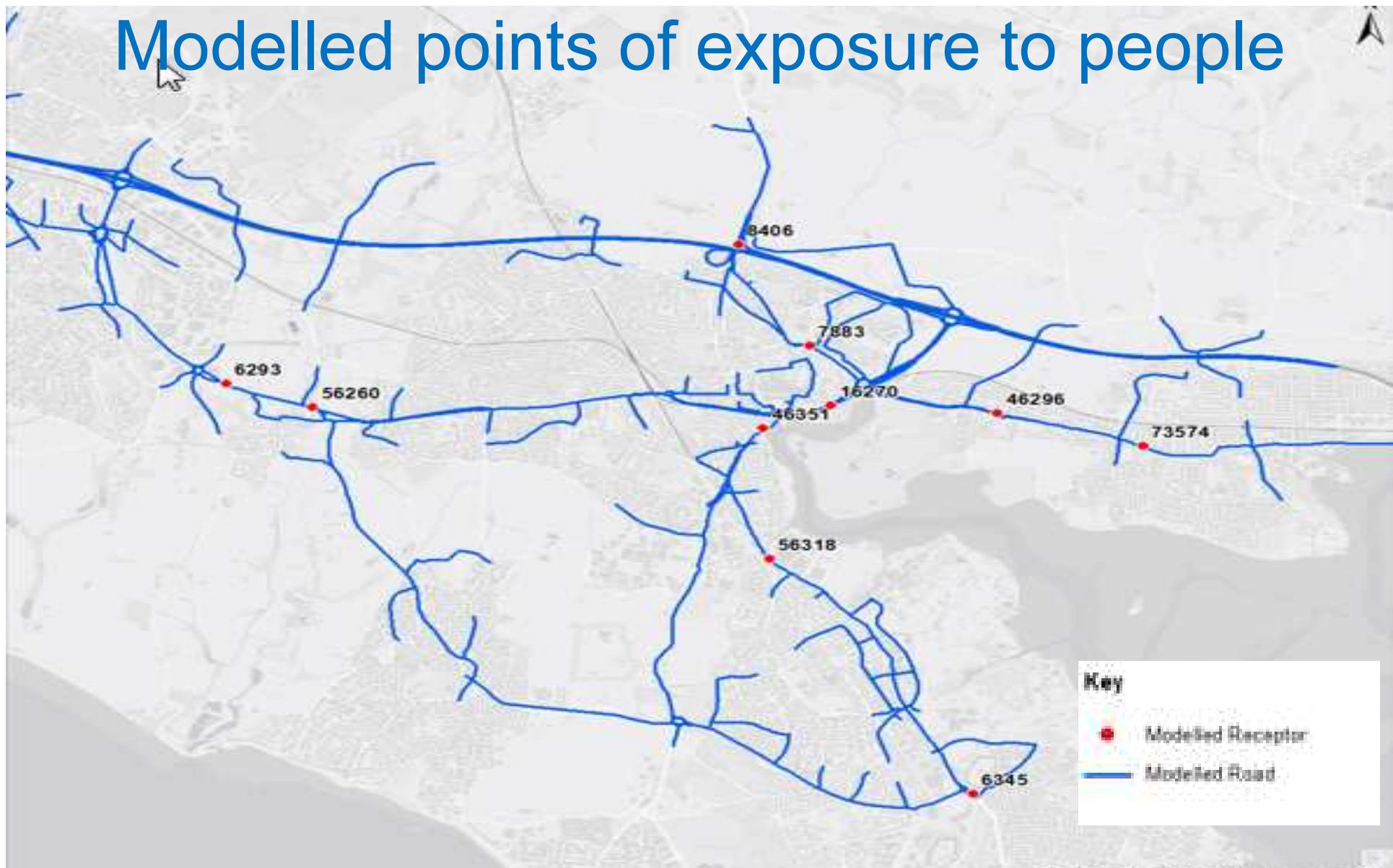


National Modelling – A27/A32



Defra Pollution Climate Mapping (PCM) model used to assess compliance with EU Limit Values
Projects 2021 NO_2 concentrations of $40.1 \mu\text{g}/\text{m}^3$ on the A27
Projects compliance by 2022 without further action

Modelled points of exposure to people



Air Quality Modelling Results

Census ID	Modelled Roadside Annual Mean NO ₂ Concentration (µg/m ³)				
	2017	2018	2019	2020	2021
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6345	38.02	36.45	34.83	33.11	31.61
7883	27.39	26.34	25.28	24.16	23.19
8406	38.40	37.34	36.27	35.13	33.52
16270	44.52	43.25	41.94	40.55	38.58
46296	30.98	29.78	28.55	27.24	25.96
46351	43.46	41.78	40.02	38.15	36.28
56260	42.57	41.75	40.94	40.07	38.15
56318	40.14	38.55	36.93	35.19	33.55
73574	26.27	25.36	24.44	23.46	22.59

Note: Values in bold denote exceedances of annual mean NO₂ EU limit value¹

Point (16720) of modelled exceedance – Bath Lane

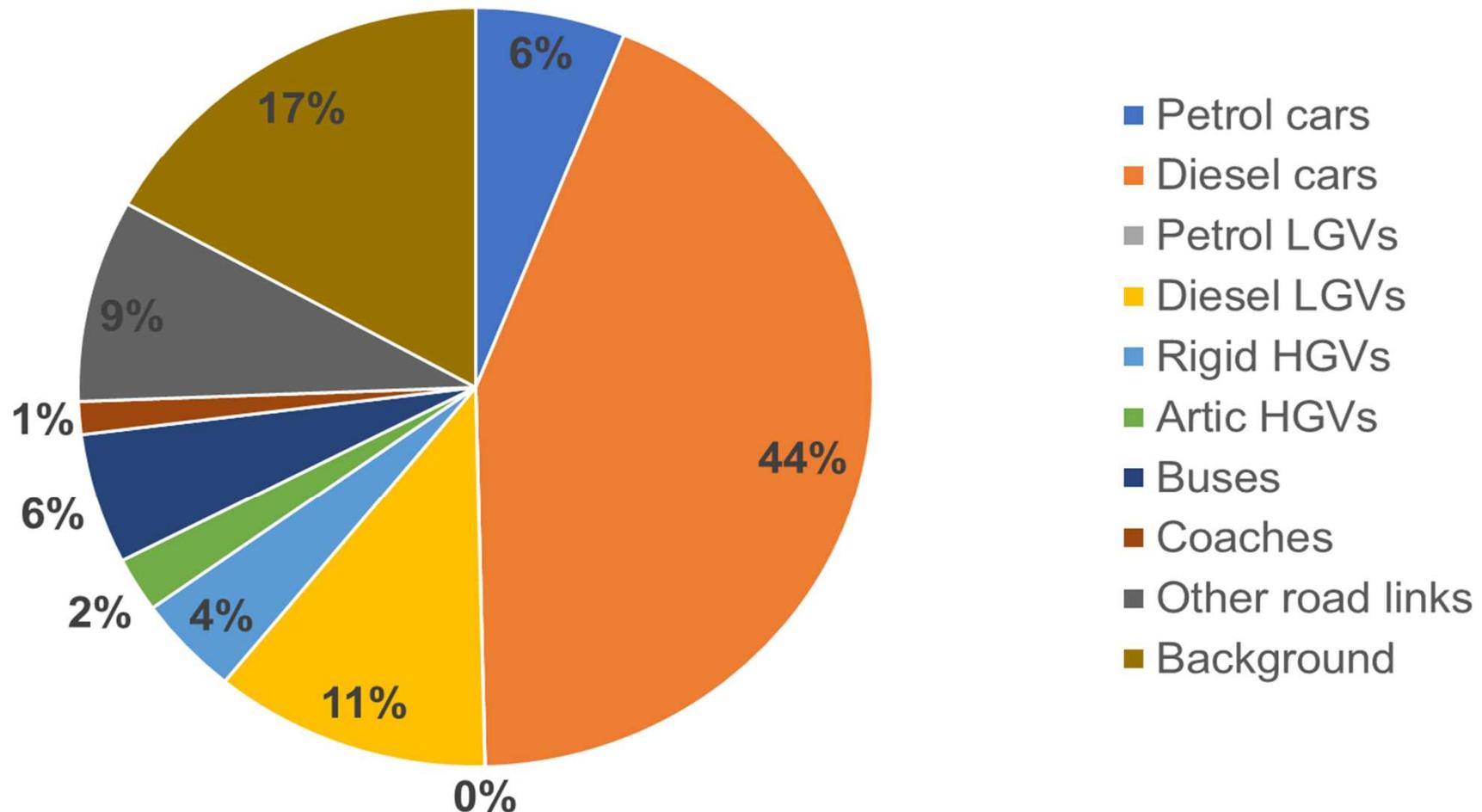
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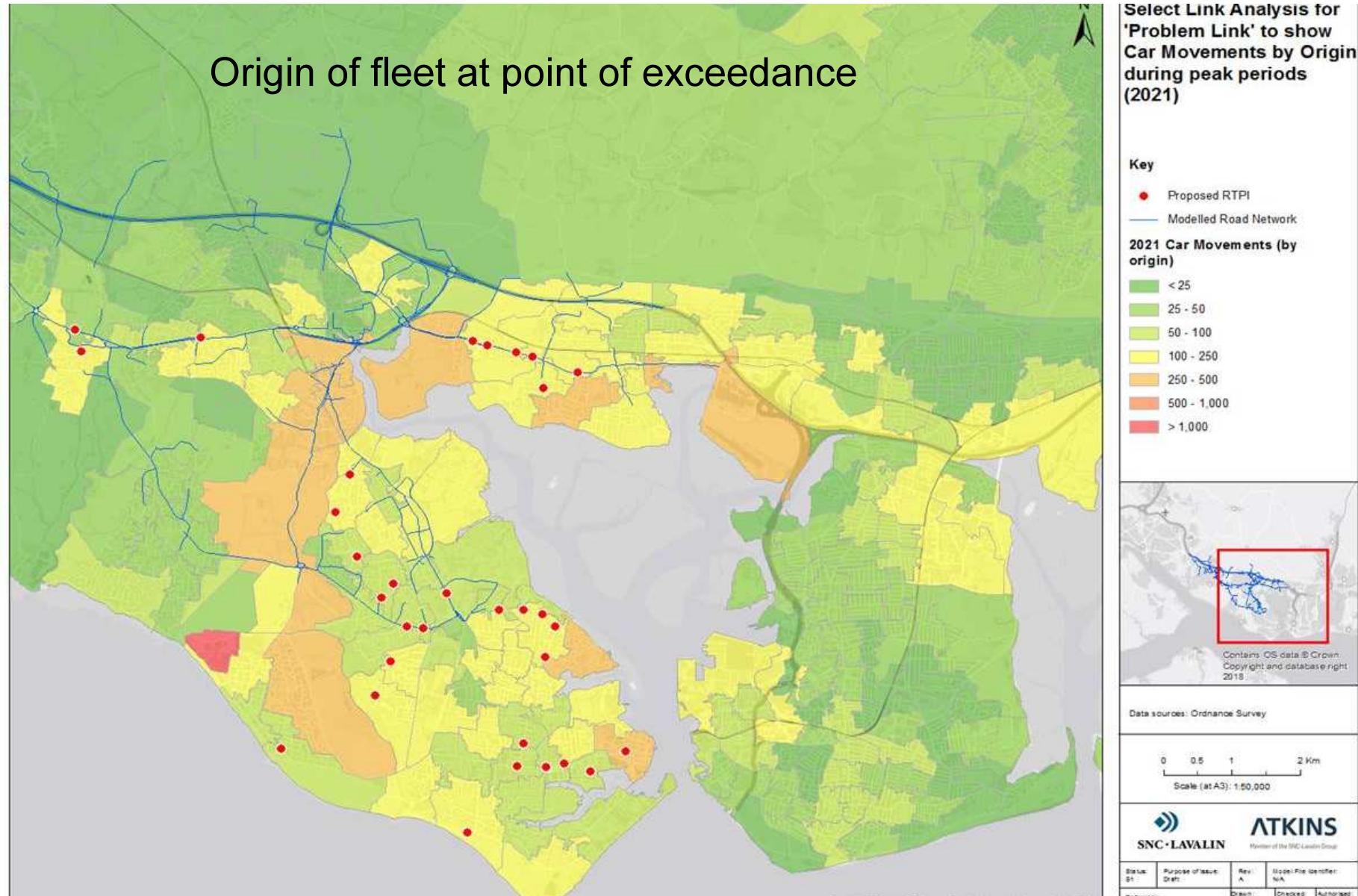


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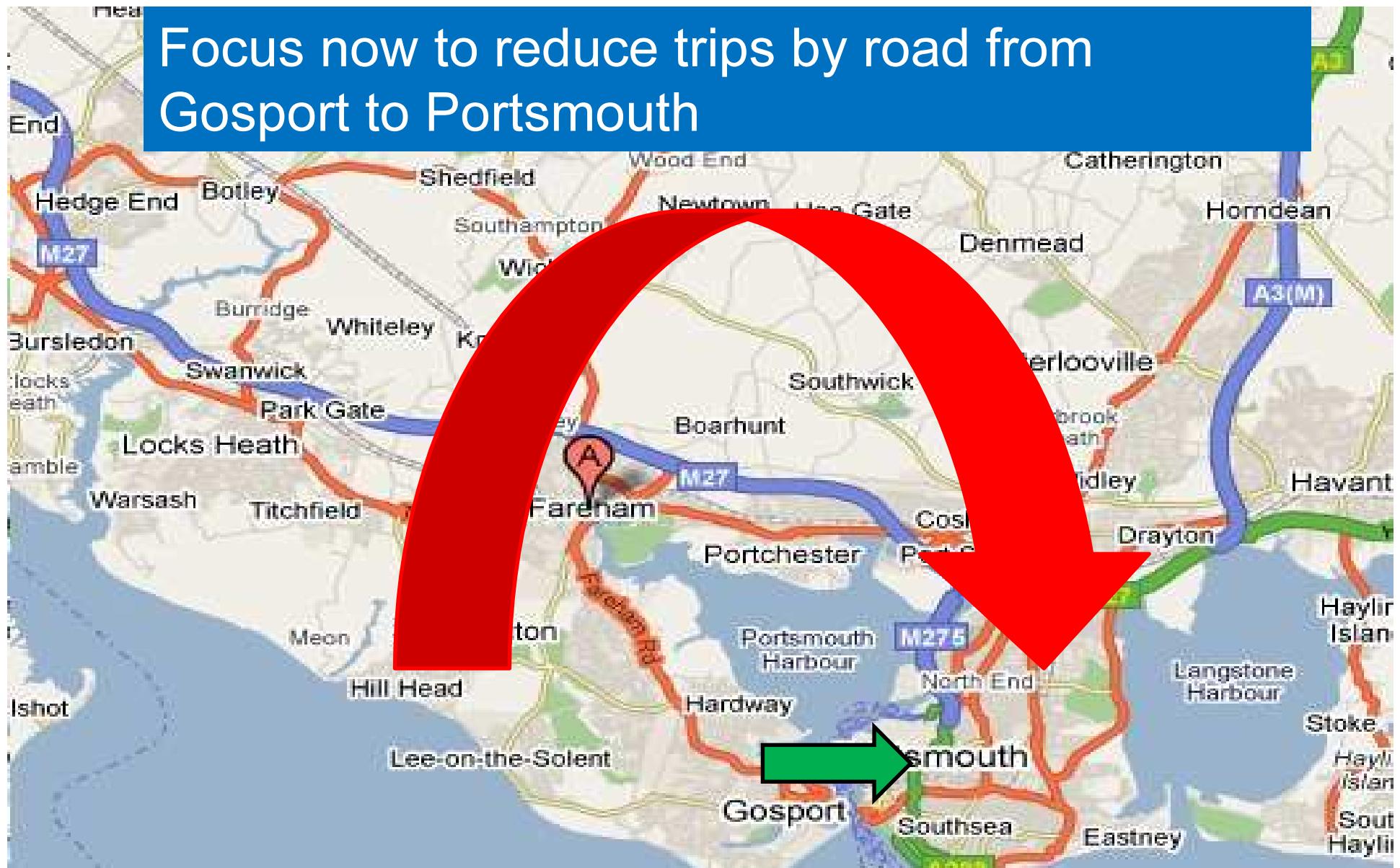
 Hampshire
County Council

Fleet at Bath Lane point of modelled exceedance





Focus now to reduce trips by road from Gosport to Portsmouth



Shortlist of measures submitted at Strategic Outline Case

- 1: Taxi Incentive – Subject of ‘Early Measures’ grant, enhancements being developed
- 2: Bus Retrofitting
- 3: Cycle Infrastructure
- 4: AQ Business Engagement Officer
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Final modelling 40.55ug/m³ in 2020 (Nov 2018)

A - Tackling taxi emissions at source	
B - Tackling bus emissions at source	
C - Walking and cycling Infrastructure & marketing	State aid / out of time to progress
D - Air Quality Business Engagement Officer	Out of time to achieve behavioural change
E - ITS Corridor Strategy Review	
F - Bus & ferry marketing, ticket discounts / app	Issues with match funding/ state aid / time
G - Bus stop info & RTI	
H - Local Travel Plan reviews	Out of time to achieve behavioural change
I - Fleet recognition scheme	Out of time to achieve behavioural change
J - EVCPs	Out of time to achieve behavioural change
K - Bus services	Issues with match funding/ state aid
L - Class A CAZ - (Benchmark)	Out of time to implement

Preferred option

This Final Plan therefore seeks approval to invest £1,409,253.06 in Fareham & Gosport to tackle roadside emissions of Nitrogen Dioxide (NO₂) for the benefit of human health and bring forward compliance with the legal limit to 2020.

This investment will deliver four measures in 2019:

- A taxi upgrade incentive scheme (Fareham Borough Council)
- Cycle infrastructure schemes (Hampshire County Council)
- Real Time Information provision at local bus stops (Hampshire County Council)
- Optimisation of the signalised Quay Street junction (Hampshire County Council)

Implementation of this whole package of measures makes compliance with the legal limit in 2020 likely, bringing forward legal compliance one year from the 'Business as Usual' scenario achieving compliance in 2021.

Preferred option

The preferred option is a package of measures that are deliverable within 2019 and cumulatively have the greatest potential to improve air quality on the non-compliant link and in the wider area:

130

- Incentive to encourage the upgrade of pre-Euro 6 diesel taxis to Euro 6; 
- Cycling measures to bring modest improvements to four key routes within Gosport, including one which serves Fareham station (near to the non-compliant link to the west); 
- RTPI at 55 selected bus stops which do not currently have information to improve the attraction of public transport, bringing benefits to public transport users and encouraging some mode shift to bus; and
- SCOOT signalling at the Quay Street roundabout (to the west of the non-compliant link on the A27)



Measures – Taxi Incentive Scheme

Licencing data shows there are currently 225 pre-Euro 6 taxis and private hire vehicles in the Fareham fleet. Modelling on the link of concern has shown that if these were converted to Euro VI, this would remove the marginal exceedance of the EU Limit value adjacent to the target link of the A27 / Gosport Road between the Quay Street & Delme junction (Census ID 16270) in 2020 and reduce annual mean NO₂ concentrations at all modelled receptors (by up to 0.23 µg/m³). However, this is a grant activity and is dependant on voluntary up-take by local taxi drivers.

If all 225 vehicles took up the scheme at £2,425 each, that would require an additional funding of £388,000 to be awarded. However, Fareham are requesting only an additional £150K at this time which, when combined with the existing grant of £150K, should provide enough funding for approximately 130 taxis to be upgraded. Uptake would be periodically reported to JAQU.

A proportion of the replaced vehicles could be resold within Fareham or Gosport, however as normal family cars they would be doing at least 18,000 miles per annum less than when they were taxis.

Measures – Walking and Cycling

The 19 cycle infrastructure schemes have been subject to an appraisal by WSP, to ascertain potential growth of cycling mode share shifting from private car trips against government targets. The result of this process predicts a significant reduction in local car trips can be expected as a result of encouraging modal shift to cycling through network improvements.

It should be noted that this is an upper estimate based on the delivery of the four complete routes, which have had to have elements prioritised for 2019 delivery, targeting achieving compliance in 2020. Also, this is essentially a voluntary measure that requires individuals to opt to change their travel habits based on an improved cycle network, for which uptake cannot be guaranteed. The other infrastructure gaps not eligible for funding under these terms are required to maximise potential uptake and deliver the predicted modal shift that has been modelled. These other schemes will likely form the basis of future bids, beyond the constraints of this process.

Considering the above, Hampshire County Council as the local transport authority have undertaken a risk assessment review of the process and tools. Whilst reviewers concluded maximum realisation of the modelled scenario was possible, a lower likely impact is considered a more robust and therefore likely outcome.

Should less significant modal shift manifest, it would still be likely to reduce the number of local car trips. As a comparison, if only 10%-20% of the upper level modelling being were to be realised, it could be expected to deliver an associated NO₂ impact comparable with that modelled for maximum up-take of the Enhanced Taxi Incentive. However, high up-take of the taxi incentive requires fewer individuals to change their behaviour than the cycle measure would, to be as effective. These nuances reinforce the need for implementing all four measures that can be implemented in 2019 for 2020 benefit.

The 19 cycle infrastructure improvement schemes along the four route corridors have an estimated cost of £560,000 including detailed design, works, fees and supervision.

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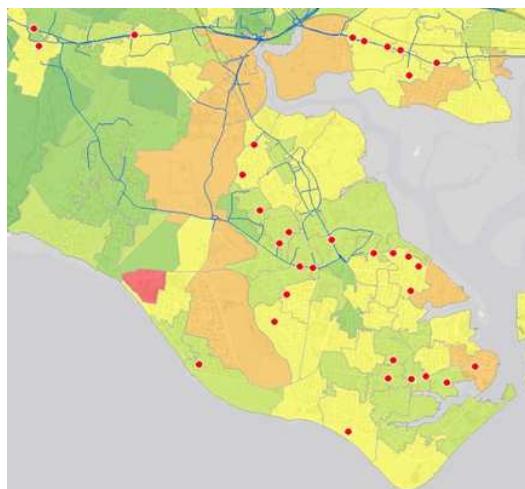


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Measures – Real time passenger information (RTPI)

Bus Stop RTI & QR Codes

55 bus stops across the local area have been identified that do not currently have Real Time Information (RTI). RTI provision is acknowledged as an enabler of increasing public transport uptake, providing greater journey time reliability and information.



Measures - SCOOT

ITS at Quay Street (SCOOT Implementation)

It is proposed to implement SCOOT traffic signal optimisation at the Quay Street junction of the A27 & A32. Since SCOOT optimisation relies upon variable signal stages that respond to vehicular demand, it is not possible to replicate the benefits of this approach in the strategic transport model (SRTM) that relies upon fixed cycle signal operation.

A feasibility study undertaken by Hampshire County Council concludes that the application of SCOOT would reduce congestion. The results from SRTM however show that whilst it reduces congestion at approaches to the roundabout, it would be less likely to influence average vehicle speeds on the A27 / Gosport Road between the Quay Street and Delme junctions (Census ID 16270) and would have a negligible influence on traffic flows. However, it may impact on background NO₂ emissions on this link, which contributes 17% of NO₂ at this location. The impact of this measure on annual mean NO₂ concentrations and user impacts has therefore not been quantified, although as stated it is considered likely it would have a consequential beneficial effect in the area of concern.

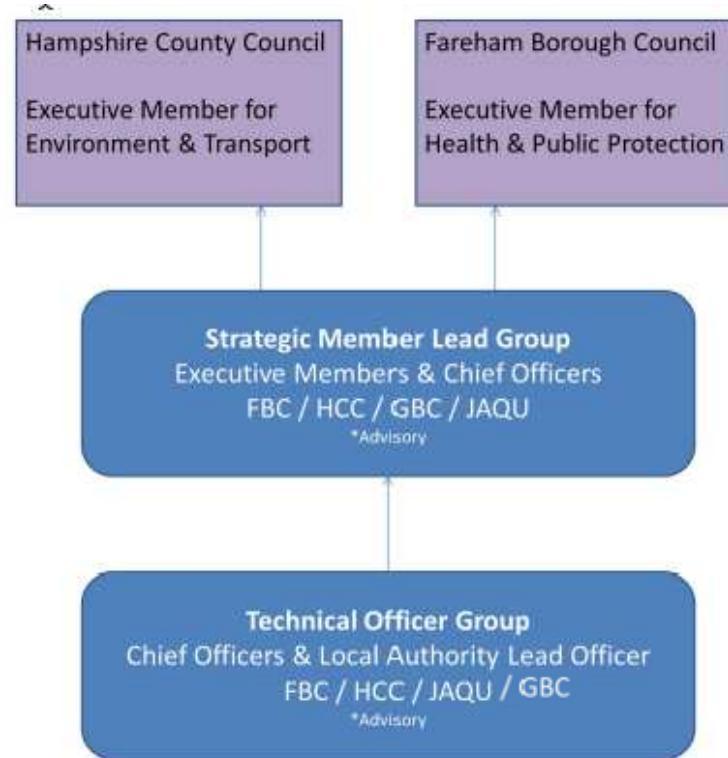


Effect of Measures

Census ID	Modelled 2020 Roadside Annual Mean NO ₂ Concentration (µg/m ³)			
	Do-Min I	Taxi Upgrade Incentive	Cycling Infrastructure ^a	Cumulative (Taxi and Cycling) ^a
6293	38.58	38.35	38.45	38.22
6345	33.11	33.00	32.48	32.37
7883	24.16	24.13	24.04	24.01
8406	35.13	35.02	34.93	34.83
16270	40.55	40.46	40.08	39.99
46296	27.24	27.19	27.04	26.99
46351	38.15	38.04	37.68	37.57
56260	40.07	39.83	39.90	39.66
56318	35.19	35.10	35.05	34.96
73574	23.46	23.42	23.31	23.27

^a Based on a likely upper estimate of the impact of the proposed cycling measure on traffic flows within the study area, which is subject to some uncertainty.

Governance



Risks

- Funding
- Time delay
- Uptake
- Other projects e.g. SMART motorway
- Third parties e.g. cycle measure
- Construction difficulties
- Suppliers



Next Steps

- Comply with latest Ministerial Direction
 - Deliver Measures
 - Deliver measures by 31/12/19
 - Monitoring and evaluation 2020/2021
 - Achieve compliance 2020?

UK Plan for tackling roadside nitrogen dioxide levels



Fareham / HCC Progress
Final Plan / Measures
Update
27 June 2019

Air Quality

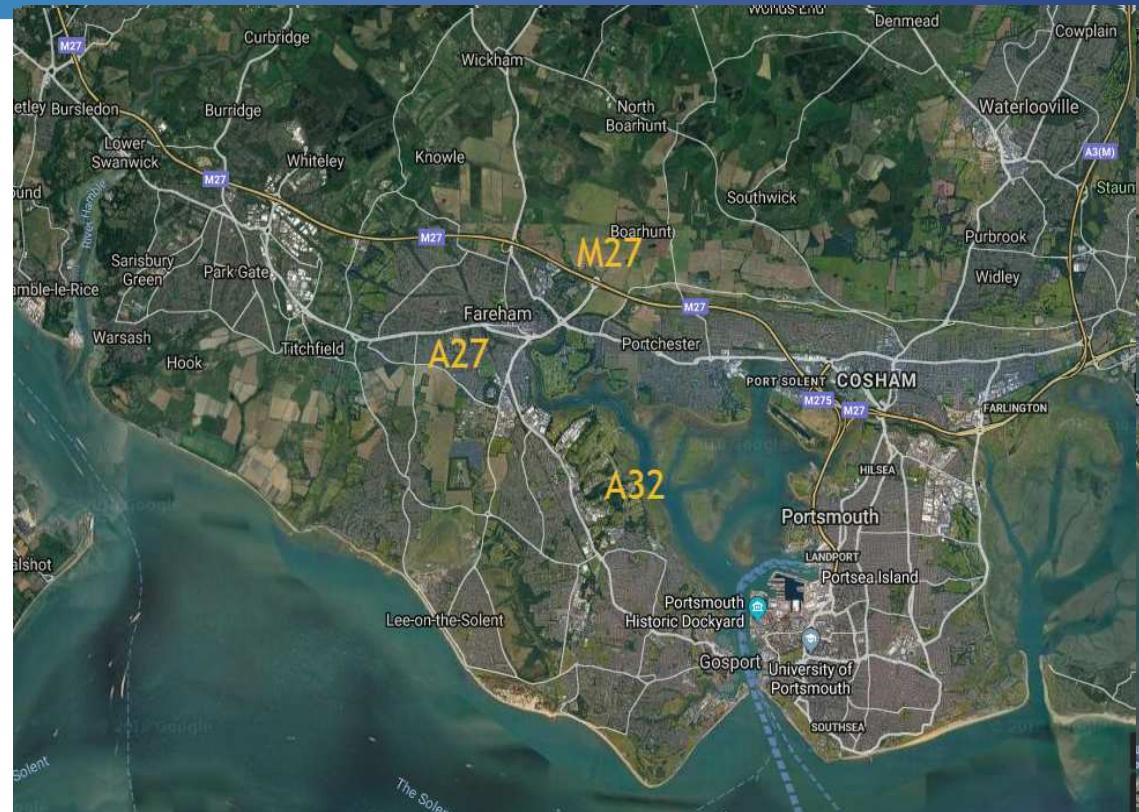
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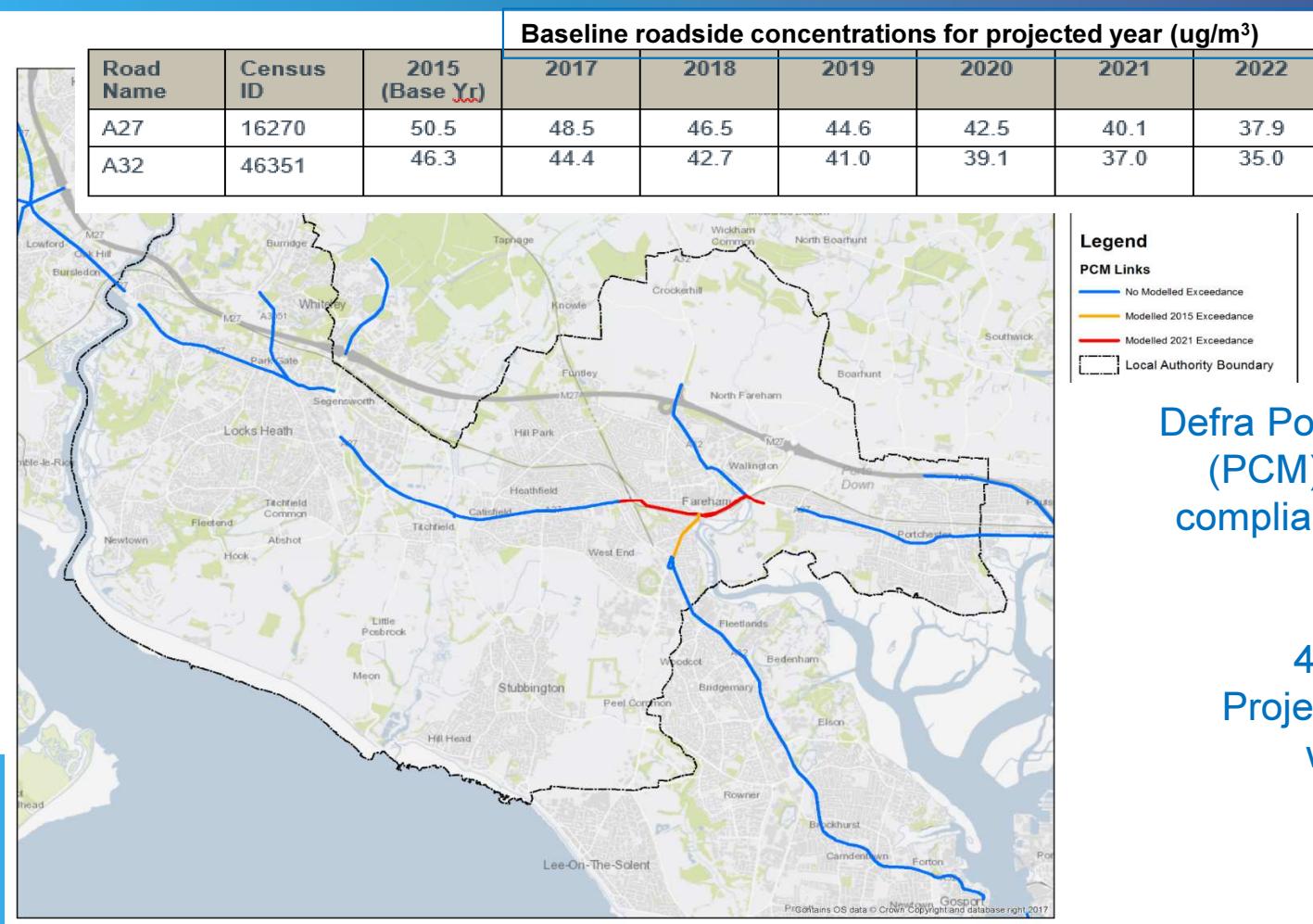
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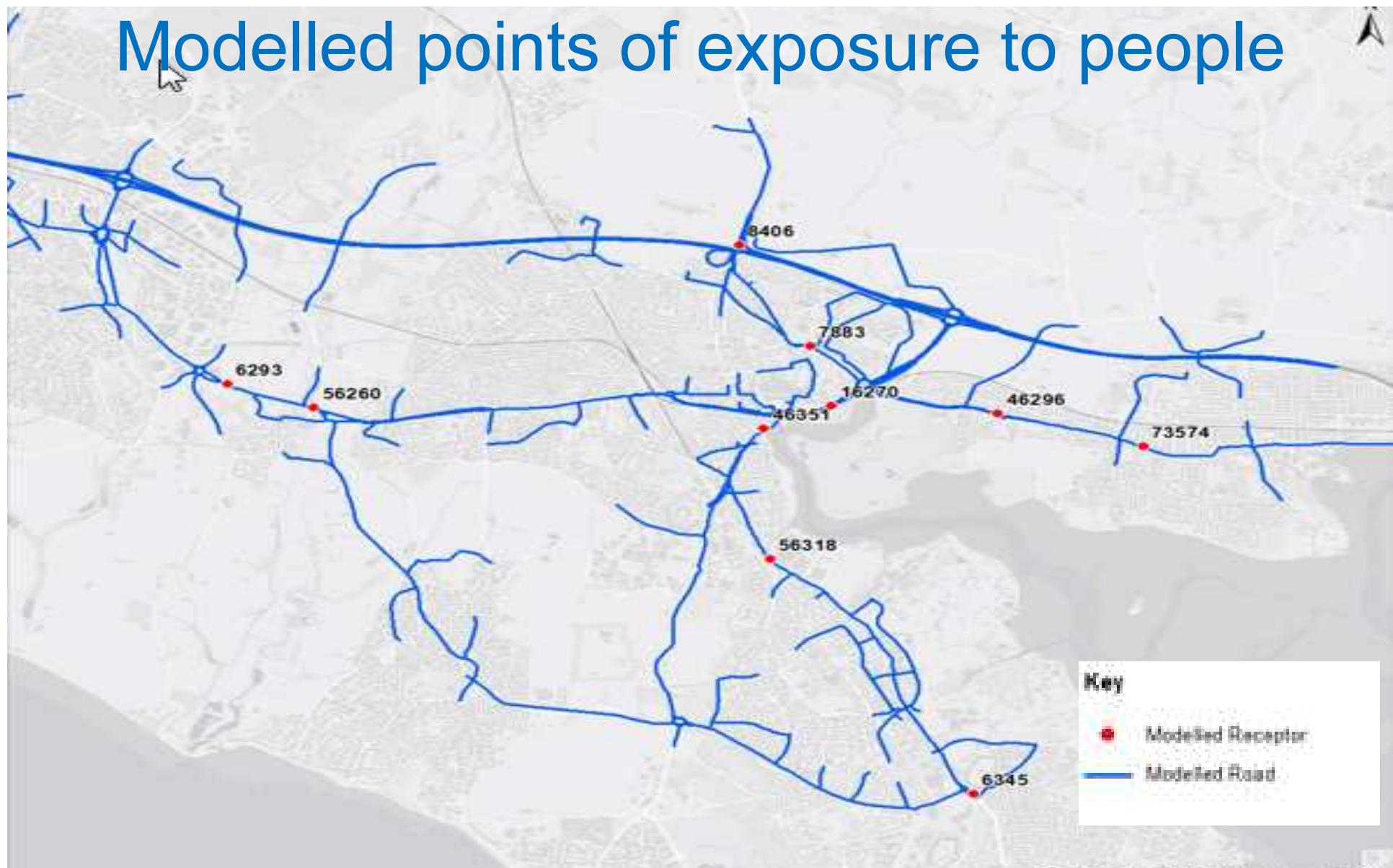


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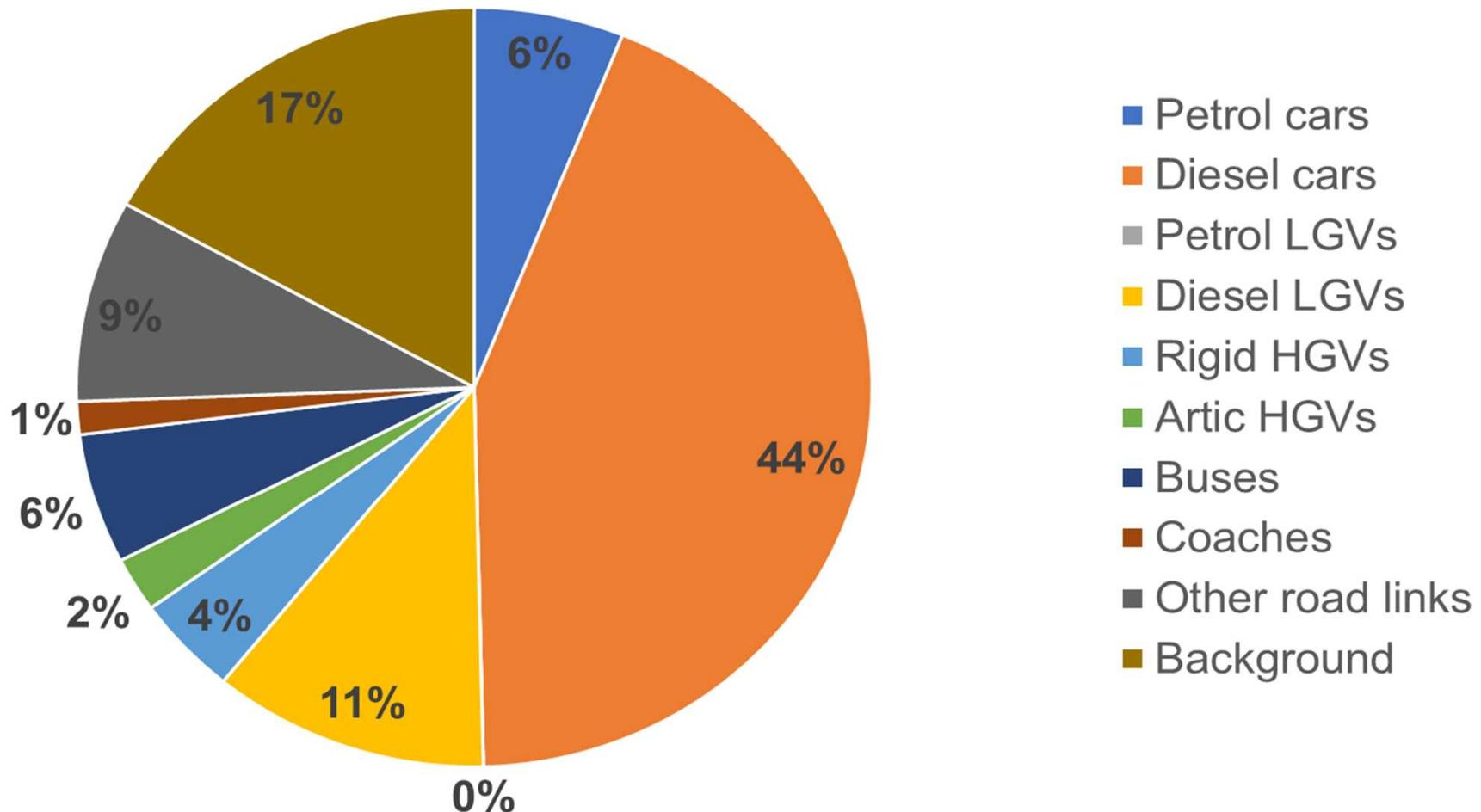
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Fleet at Bath Lane point of modelled exceedance



Origin of fleet at point of exceedance

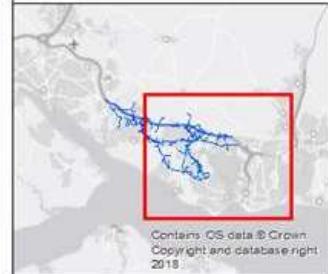
Select Link Analysis for
'Problem Link' to show
Car Movements by Origin
during peak periods
(2021)

Key

- Proposed RTPI
- Modelled Road Network

2021 Car Movements (by origin)

< 25
25 - 50
50 - 100
100 - 250
250 - 500
500 - 1,000
> 1,000



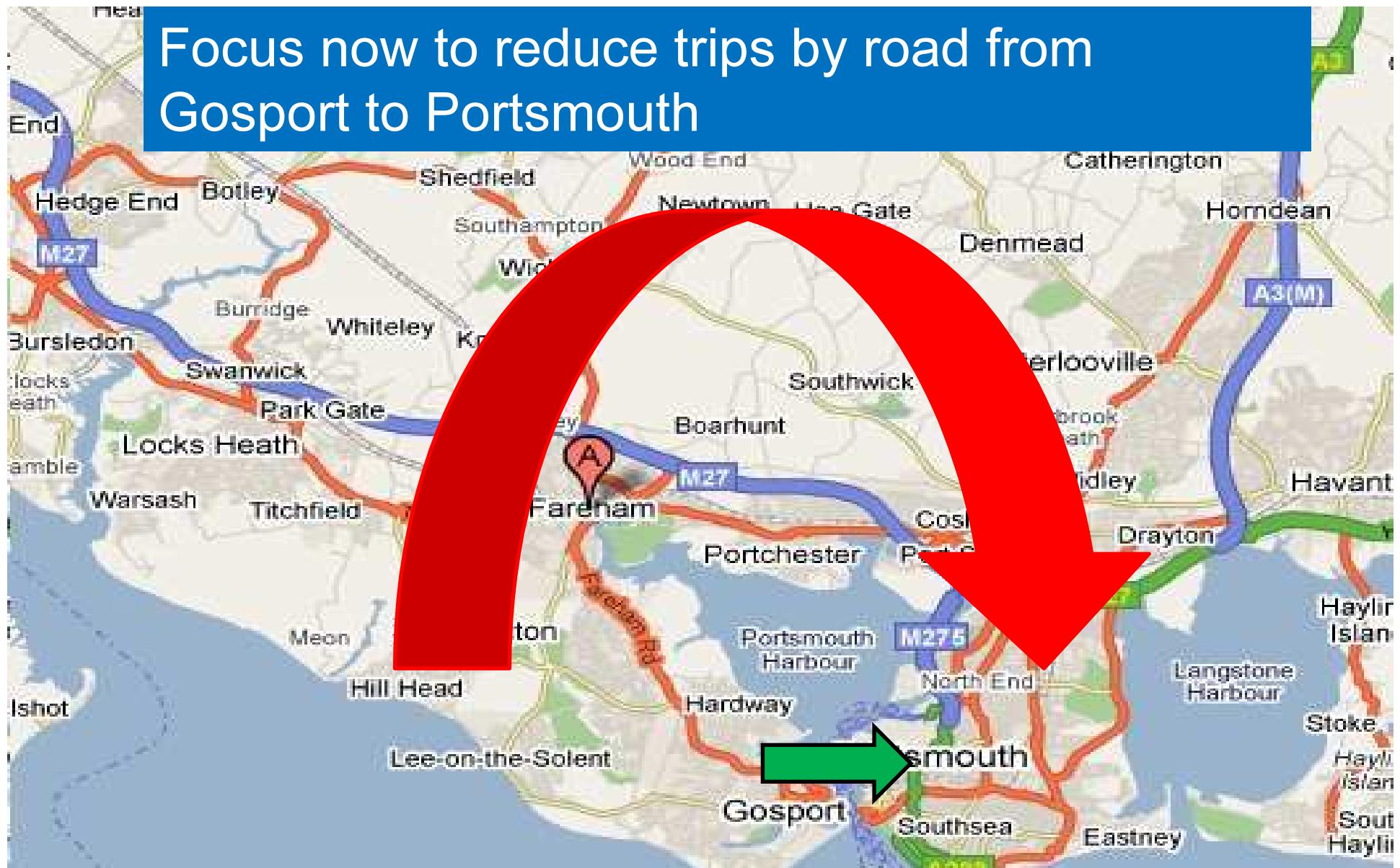
Data sources: Ordnance Survey

0 0.5 1 2 Km
Scale (at A3): 1:50,000

ATKINS
SNC-LAVALIN Member of the SNC-Lavalin Group

Status: Drft.	Purpose of Issue:	Rev:	Model File Identifier:
Reference:	Drawn:	Checked:	Authorised

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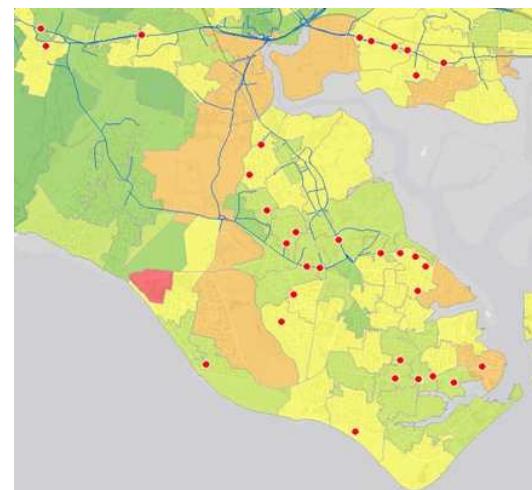


**Hampshire
County Council**

Measures – Real time passenger information (RTPI)

Bus Stop RTI & QR Codes

55 bus stops across the local area have been identified that do not currently have Real Time Information (RTI). RTI provision is acknowledged as an enabler of increasing public transport uptake, providing greater journey time reliability and information.



Measures - SCOOT

ITS at Quay Street (SCOOT Implementation)

It is proposed to implement SCOOT traffic signal optimisation at the Quay Street junction of the A27 & A32. Since SCOOT optimisation relies upon variable signal stages that respond to vehicular demand, it is not possible to replicate the benefits of this approach in the strategic transport model (SRTM) that relies upon fixed cycle signal operation.

A feasibility study undertaken by Hampshire County Council concludes that the application of SCOOT would reduce congestion. The results from SRTM however show that whilst it reduces congestion at approaches to the roundabout, it would be less likely to influence average vehicle speeds on the A27 / Gosport Road between the Quay Street and Delme junctions (Census ID 16270) and would have a negligible influence on traffic flows. However, it may impact on background NO₂ emissions on this link, which contributes 17% of NO₂ at this location. The impact of this measure on annual mean NO₂ concentrations and user impacts has therefore not been quantified, although as stated it is considered likely it would have a consequential beneficial effect in the area of concern.

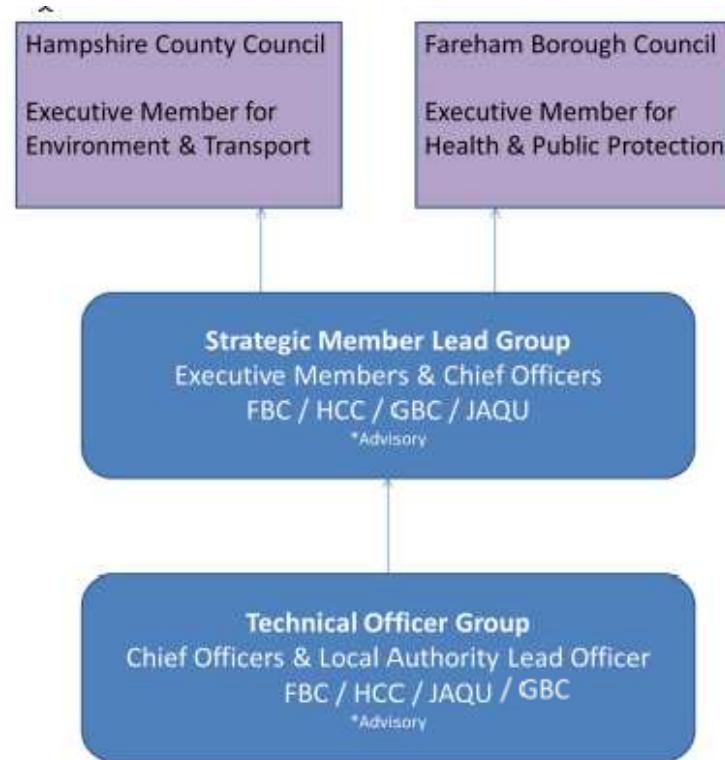


Effect of Measures

Census ID	Modelled 2020 Roadside Annual Mean NO ₂ Concentration (µg/m ³)			
	Do-Min I	Taxi Upgrade Incentive	Cycling Infrastructure ^a	Cumulative (Taxi and Cycling) ^a
6293	38.58	38.35	38.45	38.22
6345	33.11	33.00	32.48	32.37
7883	24.16	24.13	24.04	24.01
8406	35.13	35.02	34.93	34.83
16270	40.55	40.46	40.08	39.99
46296	27.24	27.19	27.04	26.99
46351	38.15	38.04	37.68	37.57
56260	40.07	39.83	39.90	39.66
56318	35.19	35.10	35.05	34.96
73574	23.46	23.42	23.31	23.27

^a Based on a likely upper estimate of the impact of the proposed cycling measure on traffic flows within the study area, which is subject to some uncertainty.

Governance



Risks

- Funding
- Time delay
- Uptake
- Other projects e.g. SMART motorway
- Third parties e.g. cycle measure
- Construction difficulties
- Suppliers



Next Steps

- Comply with latest Ministerial Direction
 - Deliver Measures
- Deliver measures by 31/12/19
- Monitoring and evaluation 2020/2021
- Achieve compliance 2020?