

# FAREHAM

## BOROUGH COUNCIL

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

**Date**                    **10 September 2013**

**Report of:**            **Director of Regulatory and Democratic Services**

**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 2011, the Council has submitted to Defra an Air Quality Progress Report 2011, an Updating & Screening Assessment 2012 and an AQAP Report 2012, all of which have been approved. The 2013 Air Quality Progress Report, which 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

- a) notes the content of this report and the progress that has been made to date in respect of Local Air Quality Management (LAQM);and,
- b) is invited to make any comments or suggestions in respect of the Air Quality Action Plan (AQAP) prior to it being reported to the Executive.

## INTRODUCTION

1. Air pollution is said to be Britain's forgotten environmental and public health crisis. Each year in the UK, 29,000 deaths are attributable to man-made fine particulates, at a cost to the economy of £15 billion a year. In the most vulnerable cases, it can shorten life expectancy by two years. 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.
2. 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. 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.
3. 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.
4. 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**

5. 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.
6. For the purpose of monitoring and reporting national air pollution to the European Commission, the UK has been divided into 43 zones, including one known as the Portsmouth Urban Area, 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.
7. 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 6 above.
8. 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.
9. 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. It appears that the European Standard for vehicles has yet to solve the nitrogen dioxide problem; the results of laboratory techniques did not reflect reality. In addition, the dramatic increase in the number of diesel vehicles on the road has affected the anticipated improvement in nitrogen dioxide levels.
10. Based on 2011 data, the UK exceeded the national annual mean EU limit value for nitrogen dioxide in 40 out of the reporting 43 zones including the Portsmouth Urban Area. Applications for 24 of these areas including the Portsmouth Urban Area were submitted to the European Commission to extend the time for

compliance to 2015. National action plans were produced to indicate how the limit values would be met in these areas by 2015. However, time extensions were not applied for in the remaining 16 areas as they are not expected to comply until at least 2020 and, in the case of London, not until 2025.

11. The "European Year of Air" campaign in 2013 hopes to focus public attention on the air pollution problem in Europe aligned to a general EU review of air quality policy. The difficulties that European Governments are facing to comply with existing targets, with nitrogen dioxide being seen as the most difficult to achieve, mean that they will not welcome more stringent limit values.
12. Defra is currently consulting with interested parties on where the country goes from here in terms of improvements in air quality. It appears that the favoured option would be to consolidate legislation so that local authorities work towards compliance with EU air quality limit values where there is scope for action at local level.

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

13. In 2011, the Commons' Environmental Audit Committee reported that the Government was "putting the health of UK residents at risk" by failing to meet EU standards on air pollution. The Chair of the Committee, Joan Whalley MP, said:- "It is a national scandal that thousands of people are dying from air pollution and the government is taking no responsibility for this. It is often the poorest people in our cities who live near the busiest roads and breathe in diesel fumes, dangerous chemicals and bits of tyre, every day". The Committee went on to say that ministers' "apparent tactic" to avoid fines was to ask the European Commission for repeated extensions to comply rather than curb pollution.
14. 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 has officially declared that there is a breach of the European air quality directive and has referred four questions to the European Court prior to further action which may take up to a year. If the European Court of Justice rules favourably, then the Supreme Court is open to squash the current UK national air quality plans and insist on more ambitious remedial plans.

### **NATIONAL PLANNING POLICY FRAMEWORK**

15. Planning legislation gives local authorities influence over air quality. The National Planning Policy Framework 2012 states that planning policies should sustain compliance with and contribute to EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in AQMAs is consistent with the local AQAP.

16. This is the first time that EU national limit values have been introduced to the planning regime and it means that concerns regarding air quality can be expressed irrespective of whether or not an AQMA has been declared as the limit values relate to any place to which the public have access and not just where there is relevant exposure.

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

17. In 2005, the World Health Organisation (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>.
18. Early in 2013, WHO produced a draft 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.
19. 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.
20. The newly formed Public Health England 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). In 2010, the figure for Hampshire County Council was 5.30% compared to the average for England at 5.60%, 5.90% for Portsmouth and 4.60% for the Isle of Wight.

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

21. 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 40ug/m<sup>3</sup>.
22. 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.
23. 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 ug/m<sup>3</sup>. 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.
24. 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**

25. 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**

26. 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 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 and 35 ug/m<sup>3</sup> in 2012.
27. In 2008, grants of £55,000 from Defra and Hampshire County Council were used to establish a permanent monitor within the Gosport Road AQMA at the junction of Earls Road and Gosport Road Fareham. The monitor became operational in June 2008 and the funding supplemented by a further grant of £12,000 in June 2009, allowed its operation until April 2012.
28. A new three year monitoring and maintenance contract was then signed with a consultant and Gosport Borough Council which covers three monitoring sites, that is, the Gosport Road Fareham unit, the new monitoring unit at Portland Street (see paragraphs 50-52 below) and Gosport Borough Council's unit at Fareham Road, Gosport. Although the purchase and the operation of the new site at Portland Street is funded for three years by a developer section 106 agreement, the new contract has resulted in significant savings to both Councils for the two existing sites. It will also mean that the section 106 funding for the new Portland Street site will continue beyond the proposed three year monitoring period. Since April 2010 there has been no Defra funding available solely for the operation and maintenance of air quality monitoring stations.
29. Signs have been placed on the units showing their purpose and live information

from the units is on the Council's website.

30. 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.

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

31. 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.
32. 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.
33. 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.
34. The original AQAP referred to Hampshire County Council's Local Transport Plan 2006-11 (LTP2) which included a five year strategy in respect of air quality. This has now been superseded by the Local Transport Plan (LTP3). The main aim of the latter is the maintenance of the existing network. The adopted LTP3 contains 14 policy objectives, one of which relates to achieving local targets for air quality and, in respect of the local area strategy for South Hampshire, improving air quality is one of 14 policies specific to the sub region.
35. The LTP3 covers the period 2011-2016. A new LTP3 Implementation Plan has been developed for the period April 2013 - March 2016. It will be refreshed in 2014 and annually thereafter as the levels of funding available to deliver the Plan are established. The successful Transport for South Hampshire's Local Sustainable Transport Fund bid for South Hampshire in 2012 (£17.8m supported by £13.3m of local contributions) entitled "A better connected South Hampshire"; Supporting Growth, Reducing Carbon, Improving Health" will provide money for public transport local infrastructure improvements around Fareham railway station including real time information, Daedalus Enterprise Zone and accessibility improvements in Gosport. £5m of Regional Growth funding has also been secured to attract businesses to the Daedalus Enterprise Zone and £8m of Growing Places funding has also been secured for on and off-site improvements. The offsite infrastructure improvements will include £8.5m of investment to improve the whole length of Newgate Lane, the most direct access from the Zone to the M27 junction 11. The scheme will also comprise works at Peel Common roundabout e.g. improved traffic flows, increase the

capacity of the corridor and the separation of vehicles from pedestrians and cyclists.

36. 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 Big Green Commuter Challenge 2012 and future events such as My Journey Commuter Challenge 2013; 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 GBC 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;
- Local Development Framework development, e.g. air quality and the impact of the development of Welborne;
- 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.

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

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

38. 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.

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 (see paragraphs 49 - 53 for more information). 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**

39. 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.
40. 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.
41. 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**

42. 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.
43. 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.

44. The spring edition of Fareham Today 2012 provided a map of the Eclipse bus route and the summer edition 2012 showed how other bus routes in the Borough connect to the Eclipse busway.
45. Fourteen 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 onboard 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 expected up to every 7 minutes. Cyclists can also use the busway. A survey undertaken by Hampshire County Council on a Friday in September 2012 recorded 790 cyclists between 0700 - 1900 hours including 151 children.
46. 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**

47. Independent of the Eclipse busway, 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.
48. 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.
49. A recent report by Hampshire County Council on the impact of the bus lanes indicates that the bus lanes will be kept in place and further bus priority measures are planned to increase patronage further in and around Fareham. Planned changes include the end of the bus lane approaching Station Roundabout to be drawn back to allow two lanes back on to the roundabout; a bus gate from Western Road, west bound onto Western Way and an off-carriageway bus lane which will return the two lanes westbound to normal traffic.

## **PORTLAND STREET AQMA MONITORING UNIT**

50. 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. A consultant was employed to install, monitor and maintain the unit. The new three year monitoring contract with the contractor and Gosport Borough Council includes the operation and maintenance of this unit.
51. 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.

52. 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.

### **BIG GREEN COMMUTER CHALLENGE (BGCC) 2012/MY JOURNEY COMMUTER CHALLENGE 2013**

53. The BGCC 2012 (14 - 20 May 2012), was a local competition between local Councils, organisations and businesses to reduce car use, congestion and emissions. Workplaces competed against each other to see which one can reduce the most congestion and pollution by cutting their car miles. Participants were asked to consider using a different way to travel to work and to do their work such as walking, cycling, car sharing etc.
54. There were incentives for both organisations and their employees to take part, in the form of trophies and prizes. There were special effort prizes for anyone going that extra mile to save car miles. There was an overall winner, that is, most saved car miles in total and winners in different size categories based on the number of employees. Fareham Borough Council participated as a large organisation.
55. This was the tenth year of the Challenge but the first year that this Council took part. Several employers in the Borough have registered to participate including M&S, Asda, Bhs and an organisation at Cams Estate named TICCS.
56. The Challenge attracted 40 organisations and 1400 took part. Nearly 100,000 car miles were saved in one week. Fareham Borough Council employees saved nearly 1300 miles and 81% of Bhs staff took part in the Challenge.
57. In May 2013, the Council took part in the replacement challenge to the BGCC, that is, My Journey Commuter Challenge run by Sustrans. This was a month long challenge. Fareham Borough Council staff came third in the large organisation category saving 4175 car miles. Overall, 2000 took part saving 265,000 car miles in the month long challenge.

### **AIR QUALITY LEAFLET**

58. The AQAP steering group together with Dr I MacLennan of NHS Hampshire produced a leaflet on the subject of local air quality and its impacts on health with reference to Fareham's two AQMAs. The leaflet was placed on the Council's website and distributed in 2012 to GP surgeries, libraries etc.

### **PROGRESS REPORT 2011**

59. The mandatory Air Quality Progress Report 2011 was reported to this Panel on 13 September 2011 and subsequently submitted to Defra for approval. An executive summary of the report is attached at Appendix D. The report analysed new monitoring data including results for the continuous monitor and the

diffusion tubes; new local developments; planning applications; air quality planning policies; local transport plans and climate change strategies. The report also contained a complete review of the AQAP which is the basis of the AQAP action plan contained in Appendix C of this report.

60. In summary the 2011 Progress Report concluded:-
- i. In respect of the Gosport Road continuous monitor, the annual mean of  $41.8 \text{ ug/m}^3$  exceeded the annual mean objective of  $40 \text{ ug/m}^3$  and was higher than the two previous years data namely  $35.93 \text{ ug/m}^3$  and  $33.04 \text{ ug/m}^3$  respectively;
  - ii. Out of 46 diffusion tubes, only one, located at the junction of Mill Road and Gosport Road, showed an exceedence of the annual mean  $\text{NO}_2$  concentration above the  $40 \text{ ug/m}^3$  objective in 2010;
  - iii. The 2010 dataset showed an increase in ambient background concentrations at all sites and this appears to be consistent with regional findings probably due to the meteorology in 2010 rather than as a result of localised changes;
61. In terms of new local developments that may affect traffic flows and volumes the report included reference to the Quay Street roundabout redevelopment and the Eclipse busway and associated potential improvements in air quality and the development of the Daedalus site that may result in an increase in traffic and air pollution in Fareham and surrounding areas. The air quality assessment undertaken in respect of Daedalus states that residual impacts on air quality are predicted to be adverse but of neutral-minor significance in the long-term and no mitigation measures are proposed.
62. In response to the report, the Panel agreed that:-
- (a) the Executive be requested to incorporate £10,000 into the annual pollution revenue budget (as a growth item) to enable the continued use and operation of the air quality monitor located within the Gosport Road Air Quality Management Area (AQMA) beyond 2012 when the current funding runs out;
  - (b) a copy of the report be sent to Hampshire County Council with a request for it to be noted and taken into account and asked if any funding or budget can be identified to deliver any of the actions detailed in the AQAP; and
  - (c) the officers be requested to arrange for an item to be included in the members' newsletter summarising the contents of the report and advising members of the information available on the air quality website which had been developed.
63. Following the procurement of a new three year monitoring contract by the Fareham & Gosport Environmental Health Partnership, which commenced in April 2012, substantial savings have been made in respect of the operation of

all three sites in Fareham and Gosport. Therefore, the sum referred to in action (c) above is actually £5,000, including the cost of future air quality reports, employing the expertise of air quality consultants as necessary and this should be included as a growth item in next year's budget.

64. Actions (d) and (e) were completed but Hampshire County Council responded that it was unable to fund any air quality monitoring activities.
65. The 2011 Progress Report was approved by Defra in November 2011 and their response is attached in Appendix E.

### **UPDATING AND SCREENING ASSESSMENT (USA) 2012**

66. An Updating and Screening Assessment (USA) is required every three years and the last one was published in 2009. A consultant was employed to provide the report on behalf of the Council in 2012 and this was submitted to Defra and consulted upon as required by the Environment Act 1995.
67. The USA 2012 provided a detailed update with respect to air quality issues in 2011 including reference to all seven priority health based air quality objectives including nitrogen dioxide as laid down by legislation. If the air quality objective for any of these air pollutants is unlikely to be met, a detailed assessment will be required for a certain area. Similar to previous reports, nitrogen dioxide from vehicles was the only pollutant of significance for the Council.
68. The executive summary for this report is shown in Appendix F. The report concluded that in 2011, the annual mean objective for nitrogen dioxide was not exceeded at any diffusion tube monitoring point or at the Gosport Road monitoring station. Defra was informed that monitoring would continue to assess whether or not the results were an indication of a long-term downward trend or a short-term deviation driven by meteorological and other regional factors. Neither AQMA would be revoked at this stage.
69. In respect of the assessment of any changes since the last USA in 2009, to road traffic sources, other transport sources, industrial, commercial and domestic sources and fugitive sources, no further investigation was required. Specific sources included the biomass burner at the Hinton hotel; the waste transfer station at Warren Farm; the old composting site at Down End Road; the poultry farm at Burr ridge; a new permit for a concrete crusher; the new "throughabout" at Quay Street etc.
70. The positive feedback from Defra can be viewed in Appendix G.

### **AQAP PROGRESS REPORT 2012**

71. In 2012, the AQAP action plan referred to in Appendix C was submitted as a separate AQAP progress report to Defra to illustrate how the Council and its partners were making efforts to reduce nitrogen dioxide concentrations in the AQMAs to a level below the annual mean objective of 40 ug/m<sup>3</sup>. Officers of the Council produced the AQAP progress report 2012 and the positive response from Defra can be seen in Appendix H. The report is on the Council's website.

72. The reason why the AQAP progress report was submitted as a separate report in 2012 is that Defra does not want these reports included in any updating and screening report similar to the USA 2012. However, the next two general air quality progress reports, due in 2013 and 2014 respectively, will include updates of the AQAP.

### **CONSULTATION**

73. The air quality 2011 Progress Report, the 2012 USA and the 2012 AQAP progress report are on the Council's website together with all the other air quality reports approved by Defra.
74. The USA 2012 was consulted upon as required by the Environment Act 1995. This involved placing it on the website and writing to all statutory consultees including Defra and residents living in the AQMAs. No responses were received within the consultation time period.
75. Live unratified results from the air quality monitoring stations are available via the air quality page on the Council's website.
76. 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.

### **FUTURE REPORTS**

77. The next annual air quality progress report is due in 2013. Financial savings have 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.

### **RISK ASSESSMENT**

78. 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.
79. 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**

80. 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. A new three year contract for the operation of these units and one in Gosport was signed in April 2012 by the Fareham and Gosport Environmental Health

partnership.

81. 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 2013 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.
82. 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 2011  
**E:** Progress Report 2011 - Reply from DEFRA  
**F:** Executive Summary of USA 2012  
**G:** USA 2012 - Reply from Defra  
**H:** AQAP progress report 2012 - 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

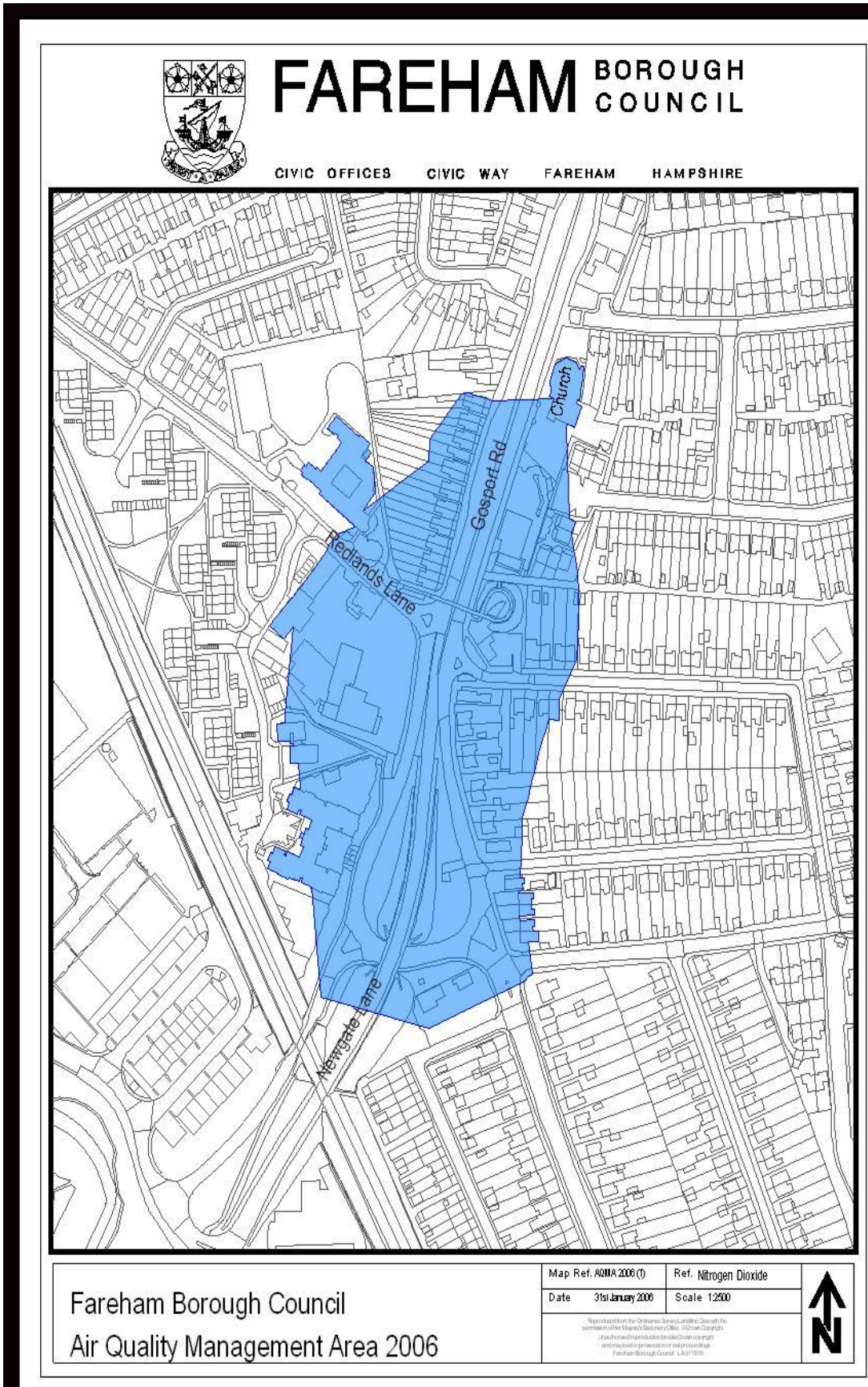
**Reference Papers:**

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

MAP OF GOSPORT ROAD AQMA

APPENDIX A



# FAREHAM BOROUGH COUNCIL

CIVIC OFFICES   CIVIC WAY   FAREHAM   HAMPSHIRE

Fareham Borough Council  
Air Quality Management Area 2006

Map Ref. AQMA 2006 (1)	Ref. Nitrogen Dioxide
Date 31st January 2006	Scale 1:2500

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MAP OF PORTLAND STREET AQMA

APPENDIX B



Portland Street  
Air Quality Management Area

Drawing No.	
Scale	1:750
Date	September 2007

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Fareham Borough Council Air Quality Action Plan Table (Appendix 6 of the original AQAP) - UPDATE JUNE 2013

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	2013/14	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>	<p>The Council has 8 Euro V refuse vehicles, 2 purchased in the 2011/2012. At the June 2012 Executive, approval was given for the purchase of 4 new refuse vehicles. Fuel saver packs purchased using air quality grant money fitted to 2 new vehicles with 15% fuel saving. Six new refuse vehicles scheduled for delivery between Nov 2012 and Dec 2013 will have "Olympus/Elite Fuel Saver pack" specified which will again save up to 15% on fuel consumption. Eco drive assistant has been fitted to two vehicles which limits engine RPM; there is budget available to fit similar devices on 2 new vehicles planned for 2013. The majority of collection vehicles now have electric hoists which reduces fuel consumption. GPS has been procured for 10 of the total refuse fleet vehicles and an evaluation report on this will go to the appropriate procurement group. Consideration is being given to trialling a refuse vehicle with a heavy (1 tonne) battery that will power the hoist and compactor mechanisms with potential to reduce fuel consumption of up to 40%.GPS being trialled in the Building Services section. The housing maintenance team has 4 Euro IV vans. Street cleansing has 2 Euro IV vehicles. An electric truck was purchased in Spring 2011 - known as a Mega truck it has a payload of 400 kg, recharges from a standard plug in 3 hours and has a range of 60 miles. It is being used around the town centre for grounds maintenance, litter collection etc. FBC registered with the low Carbon Vehicle Procurement programme. All drivers now sit a module on driving efficiently as part of their initial training. A "traffic light" system similar to Greenroad technology used by the local First Bus company is being used to monitor driver behaviour. The purchase of a hybrid van for car park patrols and a vehicle with battery operated hydraulics is still on hold due to costs. In respect of undertaking a full review of council fleet to ascertain other potential ways of saving energy, the report produced by the Energy Savings Trust has been received but only covers vehicles of less than 3.5 tonnes and is therefore of limited scope and there are no recommendations not already addressed.</p>				
2.	To seek a reduction in emissions from the local bus fleet (also see action 14)	HCC/Bus operator	2012/13	To increase the % of Euro III/IV/V buses from a baseline in 2008/9 of 17% to 33% in 2012/13	The number of Euro III, IV & V vehicles in the local fleet.
<b>UPDATE</b>	<p><b>Completed by April 2013.</b></p> <p>At present this 33% is made up of 24 III/22 IV/14 V buses. Five more Euro V buses are due for delivery in the summer of 2013. Between the First bus stations at Hilsea Portsmouth and Hoeford Fareham, 10% of the fleet are considered new, modern buses which mean more buses will be cascading down the fleet to replace the Euro O/II buses eg a ZIP bus is to be transferred to the Highlands Road Fareham route. By 2016, all buses will be disability access compliant.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<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.
<b>UPDATE</b>	New target for original action 2.				
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.	
<b>UPDATE</b>	<b>Completed.</b>				
4.	To continue to implement the FBC Sustainable Travel Plan (STP)	FBC	2013/14	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.
<b>UPDATE</b>	<p>The FBC Environmental Sustainability Action Plan (ESAP) was submitted to the Executive in June 2012. The previous plan was rather vague and detailed and it is felt that this action plan is more practical, concise and achievable. It contains reference to the new FBC fleet and eco-friendly vehicles with emphasis on fuel saving, driver training, driver monitoring devices etc. It also contains a revived sustainable travel plan for staff with input from both the personnel and the communications teams. The ESAP continues to be developed and will be submitted to the Executive for approval soon. Current topics of interest include the purchase of four new low emission refuse vehicles; reducing energy consumption in the vehicle fleet; GPS tracking; co-ordinating sustainable travel initiatives for staff; solar panels on Council buildings; installation of Smart meters etc. 6% of staff are registered on the Council's car share database. Currently, 25 members of staff have laptops for homeworking. The Chief Executive's Management Team is currently investigating the provision of new cycling storage, shower and locker facilities to encourage more people to cycle to/from work, possibly using some of the basement space. There is no further progress with obtaining discount season train tickets for staff due to South West Trains not expanding their scheme at present. However, Stagecoach has been contacted regarding discounted bus tickets.</p> <p>In 2012, FBC officially joined PCC, Havant BC, GBC and Groundwork Solent to develop the Big Green Commuter Challenge 2012. The Challenge had it's own website:- <a href="http://www.thebiggreencommuterchallenge.co.uk">www.thebiggreencommuterchallenge.co.uk</a>. Asda, Bhs and M&amp;S and TICCS in Fareham registered to take part in 2012. Bhs did very well in the medium sized category and came third in the group. 81% of their staff took part in the challenge and they saved nearly 900 car miles. 22 (5%) FBC staff took part and saved over 1200 car miles. GBC won the large size category. In total, the Challenge saved nearly 100,000 car miles in a week with 40 organisations and nearly 4000 people taking part. Sustrans organised the My Journey Commuter Challenge in May 2013 and FBC registered to take part. Fareham came third in the large organisation category with 11% of the staff saving over 4000 car miles in</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>their commute to work.</p> <p>Message on internal FBC intranet regarding Liftshare Week October 2012 and Bikes Go Free Week on the Gosport Ferry in July 2013. Six employees took advantage of the salary sacrifice cycle purchase scheme in 2012/13. There are 28 active participants of the FBC car share scheme, 6% of the total workforce. One employee claimed 18 cycling miles. 7 employees purchased season ticket travel loans. The Council set up a pilot group to test the new home working policy in 2011/12. Currently, 25 staff have laptops for home working.</p> <p>An air quality and health leaflet developed by the AQAP steering group is on the FBC website and was distributed to local GP surgeries, libraries etc in the Autumn of 2012.</p>				
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>	<p><b>Completed.</b></p> <p>The summer 2012 edition of Fareham Today contained a bus route map of those routes in Fareham feeding into the Eclipse busway and an article on the new air quality and health leaflet published by the AQAP steering group. The leaflet was circulated to local health centres, GP surgeries and libraries in Autumn 2012.</p>				
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>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
8.	To examine the feasibility of erecting signs to identify the AQMAs	FBC/HCC	2013/14	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>	All new lamp columns in GBC and FBC should be installed by the end of 2013. Work will then be undertaken to obtain the necessary permissions to display the banners.				
<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	2011	The GTSP group and the Gosport LSP no longer exist.	
<b>UPDATE</b>	<b>Completed.</b>				
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	2013/14	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>STAG schemes (Note Figures in brackets relate to STAG scheme number) update:-</p> <p>Completed – Quay Street roundabout (3); Brockhurst roundabout (6); BRT Phase 1 (7) opened 28 April 2012; Stokes Bay cycle route (17); Tichborne Way to Holbrook Leisure centre cycle route (17);</p> <p>Marine Parade East cycle route (17) likely to proceed to construction late 2013 to avoid summer period. Marine Parade West cycle route around Daedalus being reviewed for concept. £200k of matched funding secured from Sustrans - business case being progressed and concept designs being drafted.</p> <p>Advanced design stage – A32 Newgate Lane (northern section) (1a); Newgate Lane (southern section) (1b) and Peel Common roundabout (2); - significant long term programme. Consultation due June 2013.</p> <p>A new three year LTP3 Implementation Plan has been developed by the County Council for the period April 2013 - March 2016. It will be refreshed</p>				



ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>in 2014 and annually thereafter, as the levels of funding available to deliver the Plan are established. The successful Transport for South Hampshire's Local Sustainable Transport Fund bid for South Hampshire in 2012 (£17.8m supported by £13.3m of local contributions) entitled "A better connected South Hampshire: Supporting Growth, Reducing Carbon, Improving Health" will provide money for public transport local infrastructure improvements around Fareham Railway station including real time information, Daedalus Enterprise Zone and accessibility improvements in Gosport. £5m of Regional Growth Funding has also been secured to attract businesses to the planned Solent Enterprise Zone at Daedalus and £8m of Growing Places funding has also been secured for on and off site improvements. The off-site infrastructure improvements will include £8.5m of investment to improve the whole length of Newgate Lane, the most direct access from the Zone to the M27 junction11. This route currently experiences high levels of traffic congestion in both AM and PM peaks. The scheme will also comprise works at Peel Common roundabout, improved traffic flows; increase the capacity of the corridor and separate vehicles from pedestrians and cyclists.</p>				
11.	<p>To implement those ITS improvements within FBC as detailed in the LTP2 to reduce congestion and improve air quality in the AQMAs</p>	HCC	2012	Deleted - ITS improvements are STAG scheme 5 so will be combined with Action 10.	
<b>UPDATE</b>	<b>Deleted.</b>				
12.	<p>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</p>	HCC FBC Developer	2012	Completed	
<b>UPDATE</b>	<b>Completed.</b>				
13.	<p>To develop the climbing lanes between junctions 11 and 12 of the M27</p>	HA	2008	Completed	
<b>UPDATE</b>	<b>Completed.</b>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<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>	<p><b>Completed. Target achieved as bus patronage rose by 11% between 2003/4 and 2009/10.</b></p> <p>The local First bus company purchased 14 Euro V buses for the new Eclipse busway that came into operation in April 2012. These are low emission, low floor buses with comfortable seating, real time information systems and free on-board WiFi. There is a website <a href="http://www.eclipse.bus.co.uk">www.eclipse.bus.co.uk</a>. First have introduced a weekly Fareham/Gosport ticket - FirstWeek Eclipse £19, at a lower price than the previous option for a weekly ticket which was Hampshire wide, the FirstWeek Hampshire at £22 per week. As yet, there is still no Eclipse day ticket available as a separate brand. Passengers can choose from a local single or return or a FirstDay Hampshire ticket for £5.60. 77% increase in bus passengers on the launch of the busway and this has led to a sustained increase of 13 - 20%. Bus route map published in Fareham Today summer edition 2012. The Eclipse busway is very popular with cyclists. A survey undertaken on a Friday in September 2012 recorded 790 cyclists between 0700 - 1900 hours including 151 children. The Eclipse busway delivers a Voluntary Partnership Agreement with quality thresholds for vehicles, which commenced when the busway became operational on 22 April 2012. These buses also serve other parts of the Borough. The majority of bus services will move away from the A32 to use the Eclipse busway with a consequent reduction in emissions along the A32.</p>				
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>Two new bus lanes were introduced on the day the busway opened - 22 April 2012 - on the southbound off-side lane of Portland Street from its roundabout junction with Hartland's Road southwards to a point 25 metres north of its entry onto Quay Street roundabout and on the westbound inside lane of the A27 Western Way from the entry onto the A27 Railway Station roundabout eastwards a distance of 470 metres. The bus lanes will improve bus journey time reliability for the new BRT services as well as the existing local bus services that use these sections of roads. The bus lanes are experimental for up to an 18 month period. The recent report on the impact of the bus lanes indicates that the bus lanes will be kept in place and further bus priority measures are planned to increase patronage further in and around Fareham.</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. Halcrow have been employed to produce the document. The draft travel plan was circulated to FBC members for a short consultation period in April 2013.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
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>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> <p>The Draft Welborne Plan has now been produced. It has some very interesting transport concepts, including al-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.</p> <p>The Better Area Bus Fund (nearly £1.6m of government funding awarded to TfSH in 2012) will provide funding for bus lanes on the Brockhurst roundabout together with new signalisation and a bus contraflow at the Crossways junction. Target date for implementation is summer 2013.</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. This particular target was met with the opening of the Eclipse busway on Sunday 22 April 2012.</b></p> <p>Suggested new target 17a: - Summer 2013 - LSTF funding will be used to upgrade 16 stops off the Eclipse busway along the routes of the E1 &amp; E2 buses with Eclipse style shelters, CCTV and Real Time Passenger information (RTPI - bus, train and ferry). Bus Information Departure Screens will be updated at both Fareham and Gosport bus station. The Avenue bus stop on Redlands Lane will also be fitted with an Eclipse style shelter for the benefit of students attending Fareham College for whom this is a new bus link. Previously students had to travel via Fareham bus station and then walk a mile to the College.</p>				
<b>New 17a</b>	To monitor the progress of providing real time information (RTI) at bus stops in Fareham and Gosport	HCC	2013/14	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>	New target agreed at the 16 April 2013 AQAP meeting.				
18.	To provide bus priority measures as part of the Vision	TfSH	2013/14	Undertake traffic modelling to establish feasibility of scheme,	Reported progress of feasibility traffic modelling and air quality impact review.

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	for West Street			qualifying air quality impacts where possible.	Subsequent indicators for project implementation to be determined post traffic modelling.
<b>UPDATE</b>	It is proposed to submit the before and after figures for the A32/A27 and surrounding roads, along with journey time data to the BRT board to inform comparisons to aid decision on the permanency of the bus lanes or alternative solutions. The raw count data is not necessarily a good indicator as other factors including a country wide reduction in personal vehicle mileage, congestion and modal shift would alter the interpretation of the figures. Additional journey time data which provides better congestion indicators has been sourced. The recent report on the impact of the bus lanes indicates that the bus lanes will be kept in place and further bus priority measures are planned to increase patronage further in and around Fareham.				
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> HCC do not envisage any increase in public transport in and around Whiteley. HCC's bus subsidy was cut by 30% from October 2011 so there will no possible financial input from HCC. HCC proposed a new action 19A below.</p> <p>2013 - HCC are investigating the opening up of the Yew Tree Drive bus link to cars including an assessment of the likely impact on air quality for nearby residents.</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>	<p>First year passenger target for the Eclipse busway achieved. Figures released by First bus group in March 2013 are that passenger numbers on the new E1 &amp; E2 Eclipse busway routes are up 64% compared to the old 82 and 86 buses that used the A32. All Fareham &amp; Gosport corridor services up 10%. First state that ticket sales are still rising. The number of buses on the A32 has been reduced with the opening of the Eclipse busway and those that are on the A32 are significantly slower than the Eclipse buses. The first anniversary of the route was celebrated with buses in both Fareham and Gosport town centre.</p> <p>Other achievements related to the Eclipse route include HCC being named Transport County of the Year; Norman baker MP riding on the busway; to celebrate World book Day (7 March 2013) the prize for the winning Eclipse was a Kindle, which can be used eg buying books with the WiFi</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>service, on the buses; a cycling survey on a dry Sunday in September 2012 noted 790 cyclists on the busway between 0700 - 1900, with children comprising 19% of the riders.</p> <p>First have organised and funded a Fareham &amp; Gosport bus panel, chaired by a non-First person. The inaugural meeting has taken place with a good turnout. Their Customer Charter allows for fare refunds where the Eclipse buses are more than 5 minutes late and other buses in Fareham that are more than 20 minutes late.</p>				
20.	To continue to subsidise bus travel beyond the statutory minimum to further encourage bus usage	FBC	2009/10	Completed.	
<b>UPDATE</b>	<b>Completed.</b>				
<b>ALTERNATIVE TRANSPORT IMPROVEMENTS</b>					
21.	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	FBC	2013/14	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.	
<b>UPDATE</b>	<p>Following a meeting between Cllr T Cartwright, Chair of the AQAP group and Richard Jolley, Director of Planning and Environment, in April 2013 regarding the FBC cycling strategy, FBC will work with HCC on a scoping report for the Council.</p> <p>The Eclipse busway is very popular with cyclists. A survey undertaken on a Friday in September 2012 recorded 790 cyclists between 0700 - 1900 hours including 151 children.</p>				
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>Information regarding the My Journey Commuter Challenge 2013 circulated to FBC staff. Sustrans ran the new My Journey Commuter Challenge in May 2013 and FBC registered to take part. Fareham came third in the large organisation category with 11% of the staff saving over 4000 car miles in their commute to work. FBC and HCC both have a car share scheme.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
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 know. LSTF is now the primary resource mechanism for travel planning projects.	Indicators to be developed once success of LSTF bid is know. LSTF is now the primary resource mechanism for travel planning projects
<b>UPDATE</b>	Consultants PB have been appointed to prepare and deliver workplace travel plans across 8-10 business area in South Hampshire. These will be a combination of large single businesses e.g. Exxon/Mobil Fawley Oil Refinery, area wide travel plan networks (Adanac Business park) and whole town centres. £90k has been provisionally allocated to the development of Workplace Travel Plans along a corridor linking Fareham, Gosport and Portsmouth. Potential sites include the Daedalus development and Gosport Hospital.				
24.	To continue to work with schools in Fareham close to the AQMAs for the development, implementation and the annual review of School Travel Plans	HCC	2013/14	Target to be developed once success of LSTF bid is know. LSTF is now the primary resource mechanism for travel planning projects.	Indicators to be developed once success of LSTF bid is know. LSTF is now the primary resource mechanism for travel planning projects
<b>UPDATE</b>	HCC were successful in securing funding in 2012 for Walk to School Outreach, through the LSTF in partnership with 10 other authorities nationwide and will have a share of a £4.8m. The Bid was submitted by 11 local authorities including ourselves, in partnership with Living Streets and the project is focused on addressing congestion associated with the school run where it has a significant negative impact on congestion, journey times and economic growth. Delivery will be led by Living Streets and 2 Walk to School Coordinators will be appointed for the County, who will identify and tackle local barriers to walking with direct support for schools and implement physical improvements. Neither local school has rated highly enough to be on the list as both schools have high levels of walking and low levels of car use (Neville Lovett - 15.4% car use; Redlands - 18% car use). HCC will be launching the STARS (online travel plan software) shortly with guidance for schools. There are currently no targets in the TfSH school programme.				
25.	To implement the Town Access Plan proposals where they have an impact on air quality in the AQMAs	HCC/FBC	2013/14	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				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	Stubbington.				
<b>STATUTORY FUNCTIONS</b>					
26.	To continue to inspect premises and take appropriate enforcement action in respect of the Environmental Permit risk assessment regime	FBC	Annual	To ensure that premises are inspected in accordance with the risk assessment regime	DEFRA return
<b>UPDATE</b>	All due inspections were undertaken for the year 2012/13. Defra annual return 2013 submitted on time as per usual. New permit for a concrete crusher based in the Borough and new permit based on updated guidance to be drafted 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. New options to be reviewed annually.</b></p> <p><b>POSSIBLE NEW ACTIONS:-Electric vehicle charging point as part of the HCC Town Access plan; Alternative fuel campaign with reference to ESS; 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	2013/14	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>Hampshire Climate Change Officers Group has been working on joint wording for all Local Authorities to use for their web sites regarding sustainable matters. This involves producing leaflets that Council's can then use for all purposes. One of the leaflets will be on "transport &amp; travel". The leaflets discussed at the April 2013 AQAP meeting.</p> <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.</p>				
29.	To ensure that the new LDF incorporates planning policy	FBC	2013/14	Member of the pollution team to continue to attend the LDF officers'	Examples of LDF provisions related to air quality

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	that will not adversely impact on air quality but furthermore enhances air quality where possible.			meetings	
<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	2013/14	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 developments; opening of the Yew Tree Drive bus link. Information provided to planning on the need for possible air quality assessments in the development of the Development Sites & Policies Plan which went out to consultation late 2012.				
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>	A new five year parking strategy was approved by the Executive in late 2012. It is based on economic improvement for the town centre. Positive publicity received from the local media and retailers. Fareham needs to attract visitors in the face from competition at the new development at Whiteley and improved facilities in Eastleigh. There is now no distinction between the car parks in the Borough, that is, there are no short or long term car parks; the car parks are now known as inner or outer car parks and the only time limit is a 24 hour parking limit; the tariff ranges from 70p/hour to £3.50 for the day; the £25 charge for over 4 hours has been removed from the tariffs; there are season ticket offers and changes to the disabled parking policy.				
32.	To continue to review and consult on air quality in the Borough in line with statutory requirements	FBC	2013/14	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>	The new air quality monitor for nitrogen dioxide installed at Portland Street April 2012 with funding from a section 106 agreement working well. Cost saving three year air quality monitoring partnership contract signed for three sites, two in Fareham and one in Gosport in March 2012. Air quality report to Executive on 11 June 2012. Updating and screening assessment 2012 (USA 2012) report (consultant assisted) approved by Defra. Annual means for all diffusion tubes and the continuous monitor below the AQ objective of 40 ug/m <sup>3</sup> and to monitor for another year at least before				



ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
looking at revoking any AQMAs. AQAP progress report 2012 (compiled in-house) approved by Defra. Both reports added to FBC website. Consultation on USA 2012 and the updated AQAP table undertaken as required by statute but no responses received. Progress report 2013 being compiled in-house by the Environmental Health Partnership. Air quality report to the FBC PPPDR Panel in September 2013.					
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 on now on the facades of residential properties where exposure is relevant. New tube located in North Fareham in 2011 close to the M27 has not shown any exceedences of the annual mean objective for nitrogen dioxide. 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	2013/14	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>	<p>Report to PPPD&amp;R Panel in September 2013. Meeting of the regional air quality group in December 2012 at FBC. Sustrans organised the My Journey Commuter Challenge in May 2013 and FBC registered to take part. Fareham came third in the large organisation category with 11% of the staff saving over 4000 car miles in their commute to work.</p>				
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.

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<b>UPDATE</b>	The AQAP steering group met on 11 December 2012 and 16 April 2013. £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. USA 2012 and AQAP progress report 2012 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; Progress report 2013. 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;37 ug/m <sup>3</sup> in 2012.				
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	2013/14	Whilst NIs 185 and 194 are no longer to be formally reported, the Council is still to report NI 185.	
<b>UPDATE</b>	The next Environmental Sustainability Action Plan looks to take this forward further. To reduce the Council's target by 20% by 2020 from a 2012 baseline. The baseline data will be produced shortly for March 2012. This target was agreed by the CXMT in 2013.				
<b>PROMOTION AND PUBLICITY</b>					
38.	To continue to place air quality reports on the FBC website	FBC	2012/13	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>	The Defra approved USA 2012 and AQAP progress report 2012 are published on the FBC 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	2013/14	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.

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
UPDATE	<p>There have been several national air quality alerts during the winter of 2012/13. An air quality and health leaflet developed by the AQAP steering group and is now on the FBC website and was physically distributed to local GP surgeries, libraries etc in the Autumn of 2012.</p> <p><b>POSSIBLE NEW ACTIONS:- Local air quality alerts similar to SCC.</b></p>				
40.	To promote awareness via the FBC website of other air quality information web sites	FBC	2013/14	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.
UPDATE	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	2013/14	To support where appropriate, a national air quality campaign at least once a year via the FBC website	Evidence of this action
UPDATE	<p>For one week in May 2012, FBC officially joined PCC, Havant BC, GBC and Groundwork Solent to develop the Big Green Commuter Challenge 2012. The Challenge had its own website:- <a href="http://www.thebiggreencommuterchallenge.co.uk">www.thebiggreencommuterchallenge.co.uk</a>. Asda, Bhs and M&amp;S and TICCS in Fareham registered to take part in 2012. Bhs did very well in the medium sized category and came third in the group. 81% of their staff took part in the challenge and they saved nearly 900 car miles. 22 (5%) FBC staff took part and saved over 1200 car miles. GBC won the large size category. In total, the Challenge saved nearly 100,000 car miles in a week with 40 organisations and nearly 4000 people taking part. Sustrans organised the My Journey Commuter Challenge in May 2013 and FBC registered to take part. Fareham came third in the large organisation category with 11% of the staff saving over 4000 car miles in their commute to work.</p> <p>An air quality and health leaflet developed by the AQAP steering group and is now on the FBC website and was physically distributed to local GP surgeries, libraries etc in the Autumn of 2012.</p> <p><b>POSSIBLE NEW ACTIONS:-Air quality day; Bike campaign; Radio campaign; CAT presentation</b></p>				
42.	To promote the use of alternative fuels eg LPG, hybrid	FBC	2011/12	Now combined with Action 27	
UPDATE	<p><b>Deleted.</b></p> <p>The Council's Transport Manager, Trevor Beard, purchased an electric Mega truck vehicle for use around the town centre.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
<b>POSSIBLE NEW ACTIONS:- Electric vehicle charging point as part of the HCC Town Access plan; Alternative fuel campaign with reference to ESS; Eco driver training for all essential car users; Low emission pool cars for staff and residents; Pool bikes for staff</b>					
43.	To produce a leaflet on the AQAP and distribute to libraries, GP surgeries etc	FBC	2011/12	Completed	
<b>UPDATE</b>	<b>Completed. Leaflet distributed to local GP surgeries, libraries etc in October 2012.</b>				
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>Hampshire Climate Change Officers Group has been working on joint wording for all Local Authorities to use for their web sites regarding all things sustainable. This involves producing leaflets that Council's can then use for all purposes. These leaflets cover the following topics:</p> <ol style="list-style-type: none"> <li>1. Top Money-Saving Tips</li> <li>2. Energy in the Home (general)</li> <li>3. Water</li> <li>4. Gas Heating</li> <li>5. Recycling</li> <li>6. Climate Change – how will it affect you?</li> <li>7. Insulating your home</li> <li>8. Transport &amp; Travel</li> <li>9. Electric Heating and Other Fuels</li> <li>10. Transport &amp; Travel</li> </ol> <p>The draft leaflets were circulated and discussed at the April 2013 AQAP meeting.</p>				
<b>IMPROVEMENTS IN THE QUALITY OF LIFE AND HEALTH</b>					
46.	To reduce car dependency and facilitate transport choice by encouraging alternatives to	HCC	2013/14	Target to be developed once success of LSTF bid is know. LSTF is now the primary resource mechanism for	Indicators to be developed once success of LSTF bid is know. LSTF is now the primary resource mechanism for travel planning

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	the car alongside changes in working arrangements through the Smarter Choices regime of the LTP3.			travel planning projects. Examples such as LTP3 policy objectives such as 7,10,11 &12.	projects. Examples such as LTP3 policy objectives such as 7,10,11 &12.
<b>UPDATE</b>	<p>See comments for Actions 21, 24 and 28 which are linked to this action. The Environmental Sustainability Strategy will include actions related to this. Pilot home working project for FBC.</p> <p>Between July 2011 and March 2015, the DfT is making £560 million available to Local Transport Authorities (LTA) in England to deliver 96 projects from the Local Sustainable Transport Fund (LSTF). HCC has been a partner in four successful bids, which are all now in the project delivery stage. The LSTF supports packages of transport interventions that support local economic growth and reduce carbon emissions in their communities, as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion. All 96 successful projects that were awarded LSTF funding are expected to achieve a modal shift from the private car to public transport, walking and cycling. Of the successful bids, one is a joint large LSTF project led by the three LTAs of HCC, PCC and SCC, working together as Transport for South Hampshire. The project is entitled "A Better Connected South Hampshire" and involves an investment of £31.2m, of which £17.8m is DfT LSTF grant, supported by £13.3m of local contributions. The package comprises aims to provide low cost physical improvements along certain corridors such as the one linking Gosport with Portsmouth (through Fareham) including Gosport Road and the Portland Street approach to Fareham Bus Station. These have been identified as being capable of delivering large-scale modal shift to public transport, particularly for existing and new journeys to work. Physical interventions along these corridors could include Real Time Passenger Information (RTPI) through a range of media, smart cards, improved legibility and connection to the walking and cycling network of adjacent areas. These corridors will be used as a 'hook' to deliver a series of targeted nudges and improvements to the sustainable journey experience. Coordinated under a single social marketing brand with specific 'calls to action' to help to encourage behaviour change the range of initiatives could include: Work place travel planning, school travel planning, Personal Travel Planning, travel awareness, branding and publicity, Greenfleet initiative to tackle freight trips, cycle training, car clubs, use of social media to encourage behaviour change, etc.</p> <p>A key outcome of the successful large LSTF bid is to achieve a -5% modal shift from the private car across the key corridors and a 25% increase in public transport usage. The 'My Journey Commuter Challenge' ran throughout May 2013. Organisations were encouraged to sign up through the 'My Journey' Website. <a href="http://www.myjourneyportsmouth.com/challenge">http://www.myjourneyportsmouth.com/challenge</a> Monitoring and Evaluation of the outcomes is being led by the University of Southampton through its Transport Research Group. FBC registered to take part. Fareham came third in the large organisation category with 11% of the staff saving over 4000 car miles in their commute to work.</p> <p>In excess of £1.5m has been allocated to measures along the Fareham-Gosport-Portsmouth corridor aimed at providing better information and way finding for pedestrians and public transport users as well as improving bus and cycle facilities and infrastructure, supported by travel plans at key interchanges including Fareham Station and Gosport Ferry Terminal and Personal Travel Planning for households along the BRT route. The Eclipse busway is very popular with cyclists. A survey undertaken on a Friday in September 2012 recorded 790 cyclists between 0700 - 1900 hours including 151 children.</p> <p>An air quality and health leaflet developed by the AQAP steering group and is now on the FBC website and distributed to local GP surgeries,</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>libraries etc in October 2012.</p> <p>FBC principal transport planner Rosemary Fletcher will be reviewing the Cycle Strategy at some point in the future in light of HCC's Town Centre Access plan.</p> <p>Investigating the feasibility of pool bikes for FBC staff has been added to the Environmental Sustainability Action Plan. The whole subject of bike use and bike storage at FBC locations has been consulted upon and the results for staff options are to be taken to CXMT in 2013.</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	
<b>UPDATE</b>	<p><b>Deleted.</b> See comments for Actions 21, 28 and 46. New cycle map on website. FBC principal transport planner Rosemary Fletcher has indicated that she will be reviewing the Cycle Strategy at some point in the future.</p> <p><b>POSSIBLE NEW ACTION:- Pool bikes for staff</b></p>				
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
<b>UPDATE</b>	Environmental Sustainability Action plan taken to FBC Executive in summer 2012.				

## EXECUTIVE SUMMARY OF AIR QUALITY PROGRESS REPORT 2011

Assessment of the 2010 dataset showed there to be 8 diffusion tube sites with an NO<sub>2</sub> annual mean in excess of the objective. In light of these findings further analysis of the identified exceedances was undertaken.

Of these exceedances, two were shown to meet the NO<sub>2</sub> annual mean objective, once facade adjustment was calculated and four were within the boundary of the existing AQMA's. The remaining exceedance, at Site G10 on Gosport Road, was confirmed as exceeding the annual mean objective at relevant exposure (in line with the Defra guidance LAQM TG(09)). Further consideration of this result, showed that of the ten Gosport Road monitoring sites, only Site G10 was exceeding, by 0.8µg/m<sup>3</sup> for 2010. Furthermore, assessment of the Fareham dataset as a whole, suggests a regional increase in ambient concentrations for 2010. The Council therefore proposes to carry out an additional year's monitoring and review the situation through the 2012 Updating and Screening Assessment. At that time a decision will be made on the need to undertake a Detailed Assessment for investigating any exceedance further.

In terms of new local developments, no significant changes were identified since the 2010 Progress Report likely to lead to significant increases in any pollutant prescribed in the Air Quality Strategy. Therefore, a Detailed Assessment is not required.

In light of Defra's comments on the 2010 Air Quality Progress Report, the targets and indicators for the existing Air Quality Action Plan measures have been fully reviewed. This has resulted in significant revisions to the way that many of the actions will be assessed through targets and indicators in subsequent progress reporting years. In some cases actions have been discontinued due to their completion or because the review has shown them to be ineffective. Other significant changes include actions that have been combined to reflect changes in regional and local transport planning plans and policies. For example those now linked through the Strategic Access to Gosport study (StAG) study.

It is considered overall that these changes and revisions successfully answer the Defra consultation comments 21<sup>st</sup> June 2010.

## APPENDIX E

### AIR QUALITY PROGRESS REPORT 2011 - APPROVAL REPORT FROM DEFRA

Thank you for consulting the Secretary of State for Environment, Food and Rural Affairs on Fareham BC's Air Quality Progress Report. Please find comments on the report attached.

The Progress Report provides update with respect to air quality issues in Fareham Borough. Assessment of the 2010 data showed that exceedences of the annual mean objective are likely at 8 diffusion tube monitoring sites within the Borough. However further analysis show that the sites (with the exception of Site G10 Gosport Road) are either within the boundary of the Council's existing AQMAs or are compliant with the objective when fall-off with distance calculation was applied. The result suggests that Site G10 is exceeding the annual mean NO<sub>2</sub> objective. The conclusion of the Progress Report to continue monitoring at the site and review the data in the 2012 USA is supported.

The 2011 PR also includes an update on the progress of the Council's Action Plan. The Council has taken into account our previous recommendations in previous report, in the Action Plan PR. We look forward to receiving the next update on the Action Plan and the Council's 2012 USA by the due date which is the end of April 2012. The USA should include a decision on whether or not to proceed to a Detailed Assessment for Gosport Road. We also recommend taking into account the commentary points of the appraisal report in future reports.

#### **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 the recommended additional elements including: planning applications, planning policies, the Local Transport Plan and Climate Change Strategies.

The report has identified exceedence of the annual mean NO<sub>2</sub> objective at eight monitoring sites. Four of these sites are located outside of existing AQMAs. Fall-off with distance calculations have shown compliance at the nearest relevant receptor for 3 of these sites. One site (Gosport Road site G10) is located at the same distance as the adjacent residential exposure and hence a fall-off with distance calculation has not been used. The Council is proposing to continue monitoring at this site and to review the data as part of the 2012 Updating and Screening Assessment. At this stage, a decision will be made as to whether the Council should carry out a Detailed Assessment for this site. This decision is accepted for the reasons outlined in the report: the Council has previously considered the Gosport Road area as part of a Detailed Assessment, which concluded that the site was compliant; the Council has identified a regional increase in concentrations during 2010 (possibly due to meteorological conditions); and the exceedence is marginal (less than 0.8 µg/m<sup>3</sup>).

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

#### **Action Plan Progress Report**

The Local Authority has acted upon the advice included in the 2010 Action Plan Progress Report appraisal. The 2011 Action Plan Progress Report includes an update on timescales, a description of the position of the Bus Rapid Transit System and how its implementation in line with LTP3 will deliver the key measures, and identification of compete or discontinued measures. Targets and indicators have been fully reviewed.



Completed action plan measures include:

- Signing of waiting areas/bus station/bus stops/taxi ranks etc instructing drivers to 'turn off engines' when necessary
- Developing the 'climbing' lanes between junctions 11 and 12 of the M27
- Developing a Quality Bus Partnership for the A32 and other bus routes, including a reduction in emissions from local buses (target met – bus patronage increase)
- Continuing to subsidise bus travel beyond the statutory minimum to further encourage bus usage
- Continuing to promote public transport and alternative arrangements such as the Gosport Ferry and local bus services on the FBC website.

The Action Plan Progress Report provides a detailed and comprehensive update on progress. The report demonstrates evidence of significant effort on the Council and the Steering Group's behalf. The Council has stated that measures highlighted as complete or discontinued will not be shown in future reports. This is accepted.

As advised in the previous appraisal, the Council has included a section on the Bus Rapid Transit scheme and proposes to report on annual progress with the scheme and options for quantifying the air quality impacts and benefits through Air Quality Action Plan Progress Reports.

### **Next steps**

Following the completion of this report, Fareham Borough Council should submit an Updating and Screening Assessment by April 2012 (considering the new developments highlighted in the 2011 report). On the basis of the evidence provided in the Updating and Screening Report, the Council should outline their decision on whether or not to proceed to a Detailed Assessment for Gosport Road.

## **EXECUTIVE SUMMARY OF UPDATING & SCREENING ASSESSMENT (USA) 2012**

An Updating and Screening Assessment of air quality has been undertaken on behalf of Fareham Borough Council by AECOM 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 currently in place for nitrogen dioxide. Following the conclusions of this report it is recommended that the present AQMA declarations should remain.

Updated monitoring data for 2011 indicated that the annual mean NO<sub>2</sub> objective was achieved at all monitoring locations. None of the relevant objectives for the remaining six key pollutants are likely to be exceeded at any location within the Borough. Therefore a Detailed Assessment is not required at this stage.

The 2011 NO<sub>2</sub> diffusion tube results suggest a regional decrease in ambient NO<sub>2</sub> concentrations. The Council proposes to retain the current level of NO<sub>2</sub> diffusion tube monitoring to investigate whether the 2011 results are an indication of a long-term downward trend or a short-term deviation driven by meteorological and other regional factors.

The Council concludes from the assessment of road transport and other emissions sources that no significant changes have occurred since the previous round of Review and Assessment. Furthermore, there are no new, previously unassessed, sources that are considered likely to lead to significant increases in the concentrations of any of the prescribed pollutants. On the basis of these findings it is not necessary to proceed to a Detailed Assessment for any pollutant at this stage.

Fareham Borough Council will continue to monitor NO<sub>2</sub> concentrations within the Borough and will compile an Air Quality Progress Report in 2013, in line with the LAQM timescales, to provide an update on all aspects covered in this assessment.

## APPENDIX G

### UPDATING & SCREENING ASSESSMENT 2012 - REPORT FROM DEFRA

Thank you for consulting the Secretary of State for Environment, Food and Rural Affairs on Fareham BC's Air Quality Updating and Screening Assessment. Please find comments on the report attached.

The report provides update with respect to air quality management in the Borough since the 2011 Progress Report was issued. The Council has considered all the major factors that may have an impact on local air quality including monitoring data, new and proposed developments and existing sources and has not identified any locations where there is a need to proceed to a Detailed Assessment. The Council currently has 2 Air Quality Management Areas for nitrogen dioxide.

Updated monitoring data for 2011 indicated that the annual mean NO<sub>2</sub> objective was achieved at all monitoring locations. The Council proposes to retain the current level of diffusion tube monitoring to investigate whether the 2011 results are an indication of a long-term downward trend or a short-term deviation caused by meteorological and other regional factors.

On the basis of the evidence provided the conclusions of the report are accepted. The Council should take consideration of the commentary points of the appraisal report in future reports. We look forward to receiving the Council's 2013 Progress Report by the due date which is the end of April 2013 including the results of monitoring from the new continuous monitor at Portland Street.

#### **Updating and Screening Assessment Appraisal Report**

The Report sets out the Updating and Screening Assessment, which forms part of the Review & Assessment process required under the Environment Act 1995 and subsequent Regulations.

It covers all regulated pollutants and considers monitoring data, road traffic sources, other transport sources, industrial sources, commercial and domestic sources and fugitive or uncontrolled sources.

The report identifies compliance with the annual mean NO<sub>2</sub> objective at all monitoring sites in 2011, including those sites located in the existing AQMAs. The 2011 Progress Report identified a possible exceedence of the annual mean NO<sub>2</sub> objective outside of the existing AQMA at site G10 (Gosport Road). The concentration measured at this location in 2011 was compliant with the objective; hence the Local Authority does not propose to proceed to Detailed Assessment at this stage. This is accepted. The report does state that this location will continue to be monitored and discussed in future LAQM reports – this is supported.

**On the basis of the evidence provided by the Local Authority, the conclusions reached are accepted for all sources and pollutants.**

Following the completion of this report, Fareham Borough Council should submit a Progress Report (including Action Plan progress) by April 2013. The Local Authority should also submit the 2011 Action Plan update (2012 report).

#### **Commentary**

The report is well structured and provides most 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:

1. The report states that a new continuous monitor was installed in April 2012 at Portland Street. The Local Authority should include results collected at this site in the 2013 Progress Report. If the data capture rate for 2012 is less than 75% (considered likely given that the site was installed in April), the Local Authority should carry out short-term data adjustment to estimate the annual mean concentration (following the procedure outlined in LAQM TG 09).
2. Table 2.1 (and Table 2.3a) includes a column which states Y/N for relevant exposure. Where a distance is reported, the column should state 'Y' for relevant exposure. Where the site is located at the façade of a property, the distance to exposure should be reported as 0 metres (as in Table 2.2). 'N' should only be stated where there is no relevant exposure near to the monitoring site.
3. The report includes a list of monitoring sites which have been re-located or discontinued since the last report (2011 Progress Report). The Local Authority is advised to provide reasons for the changes made – for example, if a site is discontinued, reasons for this may include long-term compliance, continued loss of sample (due to vandalism etc) or no relevant exposure near to the site.

## APPENDIX H

### AQAP PROGRESS REPORT 2012 - REPORT FROM DEFRA

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 2012 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.

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.

Following the completion of this report, Fareham Borough Council should submit a Progress Report (including Action Plan progress) by April 2013.

#### Commentary

The report is well structured, comprehensive and covers all of the minimum requirements specified in the Guidance. The following specific items are drawn to the local authority's attention to help inform future work:

1. We note that the Progress report 2011 included a review of the air quality action plan that review resulted in suggested changes to certain AQAP actions, targets and indicators. These changes have now been implemented and this has resulted in a set of clear and useable targets and indicators.
2. The report states that it is hoped that the construction of the new "throughabout" at Quay Street Fareham will assist in reducing nitrogen dioxide levels. Early indications are of a reduction in monitored concentrations, and further monitoring will be undertaken over the next couple of years using diffusion tubes and a new continuous monitor to assess the impact. This is welcomed, as it will help the Council to directly assess the impact of this measure, and to provide data to inform and decision on revocation in future.
3. Overall, this is a comprehensive and useful progress report showing progress with the implementation of actions and commitment to take the Plan forwards, and the Council should be commended on their efforts. In particular, the inclusion of new, and potential new, actions is welcomed.