

Fareham Borough Council - England

FAREHAM

BOROUGH COUNCIL

2015 Air Quality Action Plan Progress Report for Fareham Borough Council

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

November 2015

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Executive Summary

Two Air Quality Management Areas (AQMAs) are currently in place for nitrogen dioxide levels within the Borough of Fareham.

An Air Quality Action Plan (AQAP) was approved by the Department for Environment, Food and Rural Affairs in November 2008 in pursuit of improving air quality in the AQMAs.

The Council's AQAP steering group met quarterly until April 2015 to ensure that the actions contained in the AQAP were being pursued by the Council and its partners. However, as part of the Council's on-going efficiency reviews, regular group meetings were examined, to ensure the best use of limited joint resources. In respect of the air quality steering group, it was felt that since its inception in 2008, significant improvements have been secured locally including the opening of the Eclipse busway, the improvements to the Market Quay roundabout, the opening of the Fareham bus gate, improvements to the bus fleet and improvements to the air quality monitoring arrangements. These achievements can be attributed in no small part to the work of this group.

Going forward with these significant milestones achieved, it was decided that regular, formal meetings are not necessary. However, should specific items be tabled then meetings can be held as and when required. In order that we can meet our statutory reporting requirements, relevant parties will be periodically asked for action updates.

As stated above, certain significant actions from the AQAP have been completed such as the opening of the first stage of the bus rapid transit system between Gosport and Fareham, the construction of the new "throughabout" at Quay Street Fareham and the installation of a new continuous air quality monitor at Portland Street Fareham.

The Council will continue to progress the AQAP and look to revoke the AQMAs when air quality monitoring results permit. However, an outcome of the recent Updating and Screening Assessment 2015, is that the Council will have to undertake a detailed assessment of two sites currently outside the Gosport Road AQMA, to assess whether or not the boundary needs to be extended.

Table of contents

1	Implementation of the Air Quality Action Plan (AQAP)	5
1.1	An overview of action planning to date	5
1.2	Air Quality Progress Report 2014	5
1.3	Updating & Screening Assessment 2015	6
2	Detailed updates of actions from the AQAP	8
2.1	Portland Street AQMA and the Redevelopment of the Quay Street Roundabout	8
2.2	Bus Rapid Transit System	8
2.3	Bus Lanes	9
2.4	Portland Street AQMA Monitoring Unit	9
2.5	My Journey Commuter Challenge 2014 & 2015	10
2.6	Air Quality Leaflet	10
2.7	Strategic Access to Gosport (2010 - 2026)	10
2.7.1	STAG aims and objectives	10
2.7.2	HCC Funding bids to LEPs	11
2.8	FBC Environmental Sustainability Initiatives	12
2.9	A32 Lamp column banners	12
2.10	Electric vehicle charging points	12
2.11	Daedalus	12
2.12	Welborne	13
2.13	Public Health Team, Hampshire County Council	16
3	Conclusions and proposed actions	17
4	References	18

Appendices

Appendix A	Map of Gosport Road AQMA
Appendix B	Map of Portland Street AQMA
Appendix C	Fareham Borough Council Air Quality Action Plan Table
Appendix D	Results of Nitrogen Dioxide Diffusion Tubes in 2014
Appendix E	Portland Street diffusion tube results
Appendix F	STAG schemes

1. IMPLEMENTATION OF THE AIR QUALITY ACTION PLAN (AQAP)

1.1 An overview of action planning to date

A section of the Gosport Road Fareham was declared an AQMA in 2006 (see appendix A) and a second AQMA was declared for Portland Street Fareham in 2007 (see appendix B). Both AQMAs were declared for exceedences of the annual mean objective for the pollutant, nitrogen dioxide, that is, 40 ug/m³. Vehicle emissions are the main source of nitrogen dioxide for both AQMAs.

In light of the AQMA declarations under section 84(2) of the Environment Act 1995, the Council was required to prepare an Air Quality Action Plan (AQAP).

The aim of the AQAP is to identify a package of relevant measures for reducing levels of nitrogen dioxide within the AQMAs in line with meeting the annual mean air quality objective. In doing so, careful consideration was also given to any secondary impacts which could have positive or negative effects on other services or stakeholders in the Borough.

The Council created an AQAP steering group which was latterly chaired by the Public Protection Executive portfolio holder and was based on five sub-groups:-

- Public transport;
- Road network;
- Sustainability;
- Promotion and
- Monitoring.

Each action area had a lead officer from either the Borough or County Council. The leads each reported progress and significant developments back to the steering group. The group proved a very effective way of managing the individual elements of the AQAP. The group last met in April 2015 and will meet again as and when necessary.

The Council was first required to report annual progress on the AQAP to Defra in 2010, detailing how each measure was being progressed as well as reporting on those measures which had been successfully completed. Since 2010, AQAP progress reports have been submitted annually. In 2011, 2013 and 2014, the AQAP progress report was submitted as part of a general air quality progress report. In 2012, the AQAP progress report was submitted separately to the required Updating and Screening Assessment report. The same applies this year.

The current AQAP action table is included at Appendix C.

1.2 Air Quality Progress Report 2014

In their appraisal report accepting the overall findings of the 2014 report, Defra responded with the following comments:-

The Air Quality Action Plan for Gosport Road and Portland Street is accepted. Detailed updates of priority actions are provided together with a comprehensive tabulated summary of progress with all actions, including identified lead authorities, timescales and indicators. The report reflects significant progress with the Action Plan and measured levels are close to achieving the objective, although no explicit overall summary on the progress of the Action Plan is provided. However, nearly all actions are either complete or due for completion in the near future implying that a revision of the plan may be required if levels remain above the objective.

1.3 Updating and Screening Assessment (USA) 2015 (Action 32)

An Updating and Screening Assessment (USA) of local air quality is required by the government every three years. Due to staffing issues, a consultant has been employed to provide the report on behalf of the Council this year. This has been submitted to Defra recently and will be consulted upon as required by the Environment Act 1995.

The USA 2015 provides a detailed update with respect to air quality issues in 2014 including reference to all seven priority health based air quality objectives as laid down in Regulations and an assessment as to the likelihood that the air quality objectives will be met. In addition to nitrogen dioxide, the other six air pollutants are:-

- 1, 3- butadiene;
- Benzene;
- Carbon monoxide;
- Lead;
- Particulates and
- Sulphur dioxide.

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. The outcome of the USA 2015 is that no other pollutant other than nitrogen dioxide is of any significance for the Council.

Fareham Borough Council monitors for the nitrogen dioxide by way of two continuous analysers on the Gosport Road Fareham and at Portland Street Fareham and at diffusion tube sites.

The annual average concentration for nitrogen dioxide at the Gosport Road monitor for the last five years are as follows:- 33.2 ug/m³ in 2011; 35.5 ug/m³ in 2012; 33.8 ug/m³ for 2013; 32.5 ug/m³ in 2014.

The results for the Portland Street monitor are as follows:- 34.9 ug/m³ in 2012 (annualised as monitor only installed in April); 34.6 ug/m³ in 2013 and 40.4 ug/m³ in 2014, an exceedence of the annual mean objective.

Appendix D provides the annual mean results for 2014 for all the current diffusion tubes. The annual mean for nitrogen dioxide was exceeded at several locations but only two at relevant receptor locations, outside the existing two AQMAs, that is, G10 and G12.

At present, the AQMAs will remain and a detailed assessment for locations G10 and G12 will be undertaken with a view to extending the Gosport Road AQMA north of its present boundary.

2. DETAILED UPDATES OF ACTIONS FROM THE AQAP

2.1 Portland Street AQMA and the Redevelopment of the Quay Street Roundabout (Action 10)

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.

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 was 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.

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.

The table in appendix E indicates that from the opening of the "throughabout" in November 2011, the monthly street average for the Portland Street diffusion tubes compared to previous years, is showing a decreasing trend and may indicate that the air quality in the AQMA has improved. However, the annual mean for 2014 at the Portland Street monitoring station is 40.4 ug/m³, an exceedance of the annual mean objective. Further monitoring over the next couple of years using the diffusion tubes and the continuous monitor, will be viewed and analysed with great interest, possibly resulting in the revocation of the AQMA.

2.2 Bus Rapid Transit System - Eclipse busway (Action 2 and 16)

The South Hampshire Bus Rapid Transit (BRT) phase 1 route, a 3.4km long dedicated off-road busway between Redlands Lane Fareham and Tichborne Way Gosport, using the former railway corridor, was opened on 22 April 2012. It is hoped that the use of this busway by commuters to and from Gosport will reduce pollution levels on the Gosport Road Fareham.

The busway is part of what is known as Eclipse, Hampshire's new priority bus network. It 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 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 connect Fareham town centre to Fareham railway station, Gosport town centre and Gosport ferry. A planning application to continue the route further into Gosport from Tichborne Way to Military Road, has been submitted by Hampshire County Council.

Future phases of the BRT scheme linking Fareham with the new community

north of Fareham (Welborne), Portsmouth and possibly Havant, Waterlooville, Segensworth and Whiteley, will depend on future funding availability.

Fourteen Euro V buses were specially built for the Eclipse route. Seventeen modern buses now serve the route. They are low emission, easily accessible buses with both audio and on-screen next stop announcements and free on-board Wi-Fi. 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 now, the buses are expected up to every 6 minutes, an improvement from the original 7 minutes. Cyclists can also use the busway.

Nearly all of the 55 buses based at the Hoeford depot have been fitted with real time information technology. In addition to the modern bus stops on the route, 14 off-route stops are being updated with smart shelters, CCTV and real time passenger information. A real time information screen is also fitted at the bus station terminus points in Fareham and Gosport.

The Council has recently written to Solent Transport in support of their Low Emission Bus Scheme bid. If successful, it is hoped that the funding may allow for the purchase of 17 new low emission buses for the Eclipse bus route by 2017.

2.3 Bus Lanes/Bus Gate (Action 2)

Independent of the Eclipse busway scheme, new dedicated bus lanes opened in Fareham close to the Portland Street AQMA, in April 2012 as part of the Hampshire County Council's Fareham Town Access Plan. The latter was aimed at improving bus travel by providing better connections from the town centre to other destinations.

In response to complaints, the bus lane was removed from the A27 and the Western Way bus lane was shortened away from the junction so cars could again use the inside lane onto the A27/station roundabout. Towards the end of 2014, major road works resulted in the use of the verge as the bus lane, resulting in two lanes being given back to the traffic.

The Western Road Bus gate opened in June 2014. This allows direct access onto the A27 from the bus station for westbound services and avoids buses idling in the Portland Street AQMA.

2.4 Portland Street AQMA Monitoring Unit (Action 33)

Through a section 106 agreement with the Quay Street retail developer, this nitrogen dioxide monitoring unit became operational on 20 April 2012, just prior to the opening of the Eclipse busway route. Real time information from this unit is available on the Council's website similar to the existing unit on Gosport Road.

Results from this monitoring station will be used in the future review and assessment of the local air quality. It will assist in the assessment of whether or not the Portland Street AQMA can be revoked in the next 12 - 24 months.

2.5 My Journey Commuter Challenge 2014 & 2015 (Action 41)

Following participation in the previous challenge in 2013, the Council again took part in the My Journey Commuter Challenge 2014 & 2015. Sustrans again organised the month long event for local organisations. The aim of the Challenge is to reduce the number of journeys undertaken by a single person in a car. Fareham Borough Council again came third in the large organisation category.

2.6 Air Quality Leaflet (Action 43)

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 is on the Council's [website](http://www.fareham.gov.uk/licensing_and_inspections/air_quality/intro.aspx). (http://www.fareham.gov.uk/licensing_and_inspections/air_quality/intro.aspx). The leaflet was distributed to GP surgeries, libraries etc.

2.7 Strategic Access to Gosport (StAG 2010 - 2026) (Action10)

A key development in the transport planning for the wider region including Fareham since the 2008 AQAP, is the Strategic Access to Gosport study (StAG).

The study (undertaken by Transport for South Hampshire (TfSH) on behalf of the Partnership for Urban South Hampshire (PUSH)), identified actions and measures for improving strategic access to the Gosport Peninsula up to 2026. The study inputs into both Gosport Borough Council and Fareham Borough Council Local Development Framework (LDF) processes and also subsequent rounds of Hampshire County Council's (HCC) Local Transport Plan (LTP), with LTP 3 covering 2011-2016 and beyond.

TfSH has defined the overall focus for this study to be on deliverable measures which could contribute to the management of issues related to journey delays and accessibility by all modes, within the context of combating climate change, supporting the economy and accommodating the planned growth up to 2026.

2.7.1 StAG Aims and Objectives

The study set the overall aim as to define a set of high level deliverable measures, which would contribute to:-

- *Managing existing and predicted future access issues, including safety and the environment, for the Gosport Peninsula; and*
- *Supporting the local economy and growth agenda proposed for the Gosport Peninsula.*

The study also set out the following objectives (derived through reference to national, regional, sub-regional and local transport planning policies):

- *To identify deliverable actions/measures to contribute to the reduction of car trips for short journeys (i.e. less than 5 miles) at key strategic access links on the highway network, in the peak periods for travel to and from the Gosport Peninsula;*
- *To identify deliverable actions/measures to improve journey time reliability in the peak periods by all modes for trips to and from the Gosport Peninsula;*
- *To identify deliverable actions/measures to improve access to non-car modes in the peak periods to, from and within the Gosport Peninsula; and*
- *To identify deliverable actions/measures which will improve access to key existing and proposed development sites by all modes in the peak periods to, from and within Gosport Peninsula.*

Appendix F sets out the 19 key measures to be implemented, identified through current transport policy for the Gosport peninsula. It is through these measures that the current Action 10 (and superseded Actions 11 and 12) will be delivered.

Completed StAG schemes: –

- Newgate Lane (Northern section) (1a);
- Quay Street roundabout (3);
- Brockhurst roundabout (6);
- BRT Phase 1 (7) opened 22 April 2012;
- Stokes Bay cycle route (17);
- Tichborne Way to Holbrook Leisure centre cycle route (17);
- Marine Parade East cycle route (17);
- Marine Parade West cycle route (17);

Construction phase:-

- Peel Common roundabout (2);

Planning stage (Both permitted as of Nov 2015):-

- Newgate Lane (southern section) (1b);
- Stubbington Bypass(9);

(Note figures in brackets relate to StAG scheme number in Appendix F).

Further details on the potential benefits to local air quality and especially in relation to the existing AQMA's will be delivered and reported through subsequent Air Quality Progress Reports.

2.7.2 Hampshire County Council funding bids to Local Enterprise Partnerships (LEPs) (Action 2a/16/46)

In May 2014, the County Council submitted a Full Business Case bid for £4.9m of Local Growth Fund to the Solent LEP. The scheme will deliver improvements to Station Roundabout and Gudge Heath Lane junction in Fareham town centre. This scheme has been approved, with works planned to commence in spring/summer 2016.

In early 2015, the County Council submitted further Major Scheme Business Cases to the Solent LEP for:-

- Peel Common Roundabout capacity improvements works which started in the summer 2015;
- St Margaret's Roundabout capacity improvements (A27) including improving the management of traffic, easing congestion at peak times and providing enhanced pedestrian and cycle facilities - completion expected June 2016;
- A27 Improvements Segensworth roundabout to Titchfield Gyratory (duelling of single carriageway sections) - works to start Spring 2016;
- Stubbington bypass and improvements to B3334 Titchfield Road and B3334 Gosport Road - works proposed to start in 2017 and
- Realignment of the southern part of Newgate Lane between Tanners Lane and Peel Common Roundabout - works proposed to start in 2017.

2.8 Fareham Borough Council Environmental Sustainability initiatives (Action 4)

The Fareham Borough Council ESAP continues to be developed. Current topics of interest include the on-going purchase 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. 5% of staff are registered on the Council's car share database.

Currently, 25 members of staff have laptops for homeworking. A new cycle store opened for staff in the Civic Offices in April 2014 and provides greater space for bikes, improved security and better access. There are also plans to install showers and lockers in this area in 2016.

2.9 A32 Lamp column banners (Actions 8 & 9)

Some banners have been provided and erected as part of the ongoing My Journey and SolentGo project. These carry congestion messages and have been funded by Hampshire County Council. Further messages on buses are in the planning stage.

2.10 Electric vehicle charging points (Action 27)

Hampshire County Council, in conjunction with Fareham Borough Council, installed two electric vehicle charging points in one of the main surface car parks in Fareham town centre in November 2014. These two points are to be part of a network of rapid charge points to be developed in Hampshire using £315,000 Government funding. It is hoped that the network will provide charge points within 30 miles of each other.

2.11 Daedalus (Action10)

The airfield at Daedalus, to the south of the current AQMAs, between Fareham and Gosport, was first used as a seaplane base during the First World War. It was then used as a training centre by both the RAF and the Royal Navy. The site was decommissioned in 1996 but secured status as one of the 24

Enterprise Zones nationally, in 2011. Located on the Solent shoreline, Daedalus has been identified as a key development site for creating skilled employment in the Boroughs of Fareham and Gosport.

Outline planning permission was secured and developments so far have included:-

- A significant investment in remediation has been carried out;
- Improvement works to the runway;
- Airfield secured an aerodrome licence from the CAA;
- CEMAST college was opened in August 2014;
- Fareham Innovation Centre was completed in March 2015;
- Construction started in April 2015 to create roads and services for development plots on Daedalus East.

Enterprise status has brought numerous benefits to Daedalus, which include leveraging a significant package of transport infrastructure on-site and on the surrounding road networks. Improvements to Newgate Lane and initial funding in relation to a Stubbington bypass will help to ensure that Daedalus is an accessible place for business growth and may help to reduce congestion on the A32 which runs through the AQMAs.

In March 2015, Fareham Borough Council acquired 369 acres of the land at Daedalus and has since produced a draft 10 year vision document for the site which is currently out for consultation. The site is currently split into four sections and the vision is for each area to offer a distinct type of use such as business, aviation, skills and innovation as well as green space for the local community.

2.12 Welborne (Action 10)

Welborne is a major new community being planned for the north of Fareham which will include up to 6,000 homes, workplaces, schools, green space, shops and local community services. New roads and utilities infrastructure will also be required to support the new community.

The Welborne Plan, adopted in June 2015, is a planning document which sets out how the broad type, location, amount and character of the development at Welborne and will guide the Council in our decision-making on future planning applications for the site. The production of the Welborne Plan is supported by a thorough range of detailed evidence studies together with the outcomes of community engagement.

Under policy WEL 23, proposals to develop all or part of Welborne must be accompanied by a full Transport Framework and Transport Assessment for the site as a whole which should demonstrate how the following measures will be achieved:-

- The delivery of high quality sustainable public transport system, including the extension of the existing Bus Rapid Transit (BRT) network to serve the new community;

- Implementation of travel planning to reduce the reliance on the private car;
- Delivery of access via the A32 and an improved junction 10 of the M27;
- The rate of development will be linked to the funding and provision of necessary transport infrastructure;
- The incorporation of transport interventions to mitigate traffic impacts on the local and strategic road network and to mitigate any environmental impacts.

Existing air quality in the plan area is dominated by the road network and in particular, is affected by the proximity of the M27 motorway to the site. This means that traffic-derived air quality issues pose a development constraint to the adjoining land. The concept master plan recommends that a minimum buffer of 40 metres should be maintained in addition to mitigation measures that are likely to be needed to minimise air quality issues for new residents in the southern parts of the site.

The allocation of employment land within Welborne has been designed to make an efficient use of land which would be unsuitable for residential uses because of air quality and noise impacts emanating from the motorway. However, air quality may worsen in locations close to new or upgraded road junctions or roads which are predicted to receive significantly increased volumes of traffic.

The impacts of additional traffic in the AQMAs areas in particular will be closely monitored. Strategic modelling results have so far shown limited impacts on these two locations in terms of traffic increase. The measures contained within the Transport Strategy, both in terms of infrastructure provision to reduce congestion and measures to reduce the level of private car use, will serve to mitigate impacts on these two locations.

The final Welborne Sustainability Report January 2014 includes objectives such as:-

- To promote accessibility and encourage travel by sustainable means;
- To minimise air...pollution affecting the new community;
- and sustainability themes such as:-
 - Air quality
 - and decision making criteria such as:-
 - Encourage walking and cycling;
 - Provide appropriate travel choices for all of the new residents;
 - Actively encourage "smarter choices";
 - Provide high quality rapid transit links;
 - Provide good public transport to nearby centres;
 - Promote mixed use development with good accessibility to local services that will limit the need to travel;
 - Maintain and where possible improve air quality;

The Welborne Plan's focus on improving accessibility and supporting sustainable modes of transport will help to limit the effect on air quality in the area. This will be further supported by the development hierarchy promoted by the Plan which, in addition to promoting the use of sustainable modes of transport, will help reduce the need to travel by car. The Plan's promotion of high quality open space provision and green infrastructure provision will also support improved air quality in the area by reducing the effects of airborne pollutants.

Welborne will be served by excellent public transport links to Fareham Town Centre and employment centres at Fareham, Portsmouth and Southampton. An extension to the BRT system, linking the site to and through Fareham Town Centre to Fareham train station and Gosport and linking to new routes to Portsmouth via the A27 and M27.

The BRT route through the area will be supplemented by a series of local bus services providing an integrated and coordinated network. Interchange from BRT to local bus services at each of the main BRT stops will be facilitated by the provision of high quality infrastructure and onward travel information.

Welborne will deliver additional routes, providing links between the new community and various destinations. Local bus priority measures will be investigated to ensure public transport has a time advantage over private vehicles wherever possible.

Welborne is bounded to the west by the Fareham to Eastleigh rail line. This route is currently single track and the opportunities to develop a new rail halt on this line to directly serve Welborne are limited due to line access, single track operation, level changes and the proximity to the existing Fareham station. However, there is the potential for a new halt to come forward in the latter phases of the development and the concept master plan allows for this. In the shorter term, strong links will be developed from the start between Welborne and Fareham Station through the BRT and bus network enhancements. Smart ticketing would assist in providing a seamless journey for passengers, incentivising public transport travel.

A Public Transport Plan will be agreed as part of any section 106 agreement for the development.

To encourage sustainable travel choices, an area wide Framework Travel Plan will be required to demonstrate how modal shares of walking, cycling and public transport and the encouragement of more sustainable transport will be achieved. Subsequent travel plans will be required to support planning applications for residential, employment, education, retail and leisure developments.

Proposals for development at Welborne will be permitted only where they provide for a network of strategic pedestrian and cycle way routes. This network will be supplemented by a series of good quality, local pedestrian and

cycle way links to be agreed prior to the determination of planning applications for each land parcel.

2.13 Public Health Team, Hampshire County Council (Action 44)

The Council has recently made contact with the Public Health Team at Hampshire County Council. Their representative was shown the air quality monitoring stations and several diffusion locations. They were also shown the Quay Street "throughabout", the Eclipse busway, the Western Way bus lanes and bus gate, the road improvements to the Newgate Lane and the location of the planned Stubbington bypass. They may be able to assist in providing the Council with some local health data in relation to air pollution levels. Air progress reports have been sent to the Director of Public Health in the past. The public health team representative is also going to attend the Hampshire & Isle of Wight pollution group meeting in January 2016 to further improve liaison between local councils and the Director of Public Health and air quality matters.

3. CONCLUSIONS AND PROPOSED ACTIONS

The recently submitted Updating and Screening Assessment 2015, based on the monitoring of nitrogen dioxide by way of two continuous monitors and diffusion tube data in 2014, concluded that the annual average objective was exceeded at two relevant exposure sites, outside the designated AQMAs. The AQMAs will remain and a detailed assessment of sites G10 and G12 will be undertaken by the Council.

Fareham Borough Council proposes the following actions:-

- Continue to undertake nitrogen dioxide monitoring at the existing diffusion tube and continuous monitoring locations in the vicinity of the Gosport Road AQMA and the Portland Street AQMA;
- The AQMAs to be retained for time being;
- To arrange for a detailed assessment to assess the current exposure at residential receptors close to sites, G10 and G12;
- The AQAP steering group will no longer meet on a quarterly basis but the Environmental Health department will continue to receive updates from the sub group leaders so that annual update reports can be submitted to Defra and
- Submit a further AQAP progress report as part of the required borough wide air quality progress report in 2016.

4. REFERENCES

- Local Air Quality Management Policy y Guidance LAQM.PG(09). February 2009.Defra.
- Fareham Borough Council Public Protection Development and Policy Review Panel Air Quality Update Report September 2011
- 2011 Air Quality Progress Report for Fareham Borough Council Oct 2011
- 2012 Updating and Screening Assessment for Fareham Borough Council June 2012
- Fareham Borough Council Executive Air Quality Update Report June 2012
- Fareham Borough Council Public Protection Development and Policy Review Panel Air Quality Update Report September 2012
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- Fareham Borough Council Public Protection Development and Policy Review Panel Air Quality Update Report September 2014
- 2014 Air Quality Progress Report for Fareham Borough Council Oct 2014
- Fareham Borough Council Public Protection Development and Policy Review Panel Air Quality Update Report March 2015
- 2015 Updating and Screening Assessment for Fareham Borough Council Sep 2015

APPENDIX A GOSPORT ROAD AQMA



Licensed original presented on <http://www.fareham.gov.uk/council/departments/healthcommunity/airqualmap.aspx>

APPENDIX B PORTLAND STREET AQMA



Licensed original presented on <http://www.fareham.gov.uk/council/departments/healthcommunity/airqualmap.aspx>

APPENDIX C

Fareham Borough Council Air Quality Action Plan Table (Appendix 6 of AQAP) - UPDATE NOVEMBER 2015

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
REDUCE VEHICLE EMISSIONS					
1.	To improve the emission standards of Council fleet vehicles by the use of cleaner and alternative fuelled vehicles	FBC	2015/16	To replace two refuse vehicles each year with new Euro compliant vehicles	The number of Euro V refuse vehicles.
UPDATE	The Council now has 12 Euro V refuse vehicles, the last two being purchased in December 2014. The housing maintenance team has 4 Euro IV vans and street cleaning has 2 Euro VI Vehicles. Although vehicle tracking devices for monitoring speed, harsh braking etc were installed in all FBC vehicles by March 2014, eco drive assistants which limit engine RPM, have only been fitted to 2 vehicles so far. A fuel saver pack is now fitted to 6 refuse vehicles.				
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.
UPDATE	Completed April 2013				
New 2A.	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 2013 of 33% to 40% in 2015	The number of Euro III, IV & V vehicles in the local fleet.
UPDATE	<p>Completed 2014 - New target for original action 2.</p> <p>Dec 2013 - With effect from 6 October 2013 First have added 3 more Euro V buses to the Eclipse fleet. At the same time, they have reduced the buses on the A32 through the Gosport Road AQMA to one bus every two hours with a consequent lessening of emissions at the AQMA. From July 2014, First have added 9 x Euro V Optare Solo SR midibuses on service 9 & 9A via Bridgemary & Rowner. From 1st Sept 2014 First will be running 24% Euro 2 and 76% Euro 3-5.</p> <p>October 2015 - FBC wrote a letter of support to Solent Transport in respect of the Low Emission Bus Scheme bid which may result in 17 new low emission Eclipse busway buses in 2017.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
3.	To review the regulation of private hire and hackney carriage emissions and where appropriate, integrate improvements into the taxi licensing regime	FBC	2012/13	Completed	
UPDATE	Completed				
4.	To continue to implement the FBC Sustainable Travel Plan (STP)	FBC	2015/16	To deliver those measures identified in the Council's STP Action Plan	Annual progress against the key measures and timeframes set out in the STP (AQAP, 2008). Action updates will make direct reference to these key objectives, citing any changes.
UPDATE	<p>The Council completed work on phase 1 of improvements to the basement to allow for additional bike storage in the summer of 2014. This involves creating a new access point from the current bike store into the former archives area in the basement, which will be fitted with additional storage facilities. This will improve security of employees' bikes and equipment. Phase 2 will consider the installation of showers and lockers in the basement area and a more efficient bike storage solution to allow cyclists to have the facilities to shower, change and store their clothing/equipment in one location.</p> <p>FBC took part in My Journey Commuter Challenge 2014 and 2015, organised by Sustrans and came third both years, in the large organisation category.</p> <p>Portsmouth CC are currently working on an EASIT project, which is a private-public sector partnership involving a wide group of employers that join together to offer all staff travel discounts, discounts on bikes, car sharing information etc. Visit www.easit.org.uk for more information on the general principles. Whilst Fareham is unlikely to have the critical mass to warrant setting up our own EASIT programme, there is an opportunity to join with the Portsmouth CC scheme if it proves successful.</p> <p>Homeworking is still encouraged where appropriate. Six employees took advantage of the normal cycle loan scheme and 5 took up the salary sacrifice cycle purchase scheme in 2014/15. Over 350 cycling miles were claimed for work journeys and 3 employees purchased season ticket travel loans. The FBC car share scheme still exists.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
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.	
UPDATE	Completed.				
6.	To seek to reduce emissions from badly maintained vehicles by continuing to promote the smoky diesel hotline	FBC	2012/13	Completed.	
UPDATE	Completed.				
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.	
UPDATE	Action completed.				
8.	To examine the feasibility of erecting signs to identify the AQMAs	FBC	2015/16	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.
UPDATE	A32 Air quality and traffic congestion messages. HCC appointed two Transport planning assistants in 2014. One was given the task of investigating the situation regarding the lighting columns, and gaining the necessary planning and highway authority permissions to display. He will liaise with FBC, GBC, HCC Major schemes and the ferry company to produce some draft messages, and a budget and action programme.				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>Sept 2014 – Unfortunately one of the two assistants didn't take up their post, so the other has been fully occupied working on the Whitely bus gate consultation and response. Once this project is complete then it is envisaged that the member of staff can start work on the AQAP project.</p> <p>Nov 14 – resourcing remains an issue to take this project forward.</p> <p>Feb 2015 – the remaining assistant has now left and resourcing continues to remain an issue. There is an option to join “ My Journey” branding, with SolentGo which HCC are investigating but this would require £10k for a paid piece of work. FBC are willing to help assist in this funding issue.</p> <p>Aug 2015 – Some banners have been provided and erected as part of the ongoing MyJourney and SolentGo project. The carry congestion messages and have been funded. It is recommended by HCC that bus signage may be looked at next.</p>				
ROAD NETWORK ALTERATIONS					
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	2015/16	Completion of the key schemes set out in the Gosport Transport and Sustainability Partnership. Air quality and AQMA impacts to be assessed quantitatively where possible.	Annual progress against the key measures and timeframes set out in the GTSP (AQAP, 2008).
UPDATE	See action 8				
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	2015/16	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.

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
UPDATE	<p>STAG schemes (Note Figures in brackets relate to STAG scheme number) update:-</p> <p>April 2014 - The Marine Parade cycle schemes are nearing completion. The majority of the works around Lee and car parks are complete. The Salterns promenade scheme is with FBC. September 2014 –the Marine Parade Scheme is essentially complete. HCC further investigating improvements to the other side of Marine Parade by the Café using similar palette. There has been some local criticism of the surface treatment at Salterns, decisions led by budget, environment and Councillors wishes. Update Nov 2014 – Marine Parade schemes are complete and have been generally well received. Reviews of the northern side of Marine Parade are proposed for summer 2015. Salterns and onward sections of NCN2 remain an aspiration to pursue when resources permit.</p> <p>April 2014 - A32 Newgate Lane (northern section) Clearance and utility works have started early 2014. September 2014 – the construction works have begun. November 2014 – the works are progressing well, estimated finish Spring 2015. April 2015 Newgate Lane works are on target and completion expected end of May. August 2015 – Newgate Lane north works to be finished August 2015. Newgate Lane is one of three principal routes giving access to and from the Gosport peninsula and this scheme aims to improve capacity on this part of the Newgate Lane corridor because it has the highest traffic flows. Improving access towards the Solent Enterprise Zone at the former Daedalus site is also a key objective and the intention is that this scheme will be complemented by further improvements to the southern section of Newgate Lane and Peel Common roundabout. The scheme therefore aims to improve journey time reliability by increasing road capacity for drivers and improving accessibly for cyclists and pedestrians.</p> <p>Further public consultations on the Newgate Lane (south) and Stubbington bypass proposals are proposed in the summer of 2014. Update November 2014; Executive decisions available on HCC website, scheme anticipations remain at 2017/18. August 2015 – planning applications submitted for both schemes. The £30 million Stubbington bypass scheme will divert traffic around the outskirts of Stubbington and reduce journey time and peak hour congestion onto and off the Gosport peninsula. Nov 2015 - planning permission given for both schemes.</p> <p>Improvement works to the Peel Common Roundabout started August 2015, likely to last 8 months. The works aim to improve the management of traffic at this busy roundabout through the provision of traffic lights and additional traffic lanes as well as improved facilities for pedestrians and cyclists.</p> <p>HCC has commissioned a cycle route investigation from Fareham to the proposed site of Welborne, and onwards to Wickham. It is anticipated that this route will follow the current cycle network to Broad cut, with off road verge conversion into the Industrial Estate, and improvements to the existing Bridleway leading onto Pook Lane. Temporary measures will be put in place to aid crossing over the A32 pending any future changes to Junction 10. An informing design and cost exercise will be undertaken on improvement and conversion of the footway on the western side of the A32 to shared use through to Wickham. April 2014 – preliminary designs have been complete and outline costs are around £240k. The report has highlighted issues of land ownership to resolve. Update April 2015 – no further progress. August 2015 – HCC to restart the Broadcut shared use implementation.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>HCC and FBC officers will also be undertaking a desktop study to identify off-road routes to connect both of the residential and employment centres of Whiteley and the proposed site of Welborne. It is anticipated that the routes will consist mainly of improved bridleways, and provide a shorter, realistic and sustainable connection between the two centres. The outcomes of this investigation will be used to inform Welborne Master planning, and future HCC schemes. April 2014 Preliminary investigations demonstrated that this is difficult to achieve, though some fore planning has been positive. The railway and river present significant difficulties, and limit connection options. Further discussions to be held with Development planning and Countryside service which will focus on Mayles Lane, and Tapnag where the Whiteley Bridleway emerges. September 2014 - Investigations and planning on-going. November 2014 – this remains on ongoing piece of work with complex and sensitive land issues.</p> <p>HCC has commissioned a route and junctions transport study of the A27 corridor from Windhover to Delme. As part of these investigations a supplementary report is being drafted that considers the needs of on-road and off-road cyclists, plus enhancing connections to existing cycle networks and key destinations. September 2014 - Investigations and planning on-going. August 2015 – A27 and junction proposals are out for consultation.</p>				
11.	To implement those ITS improvements within FBC as detailed in the LTP2 to reduce congestion and improve air quality in the AQMAS	HCC	2011/12	Deleted - ITS improvements are STAG scheme 5 so will be combined with Action 10.	
UPDATE	Deleted.				
12.	To undertake appropriate improvements to the Quay Street roundabout in conjunction with the nearby retail development and negotiate with the developer a financial contribution for future air quality monitoring in the area	HCC FBC Developer	2011/12	Completed	

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
UPDATE	Completed				
13.	To develop the climbing lanes between junctions 11 and 12 of the M27	HA	2008	Completed	
UPDATE	Completed.				
PUBLIC TRANSPORT IMPROVEMENTS					
14.	Develop a Quality Bus Partnership for the A32 including a reduction in emissions from local buses	HCC Bus operators	2010/11	Target met and action completed. Replaced by new action 19a.	
UPDATE	Completed. Target achieved as bus patronage rose by 11% between 2003/4 and 2009/10. See new action 19A.				
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.
UPDATE	The Western Way bus lane was shortened in September 2013 to ease traffic flow. This had some success and complaints about the bus lane have reduced. Further changes were completed in November 2014 utilising the verge space and returned the original two lanes to normal use. The Western Road Bus gate opened in September 2014. This allows direct access onto the A27 from the bus station for westbound services. August 2015 - The bus/rail interchange facility at the rail station is at the design option stage and potential for some construction 2015/16. Discussions continue with all stakeholders and funding streams are being sought by HCC.				

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.
UPDATE	<p>ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013</p> <p>This target was met with the opening of the Eclipse busway Sunday 22 April 2012. Action target and indicator will be updated again once any further phases are clarified eg Fareham to Strategic Development Area. The Welborne Plan has now been produced. It has some very interesting transport concepts, including all-moves junction 10 of the M27, as well as junction improvements in North Fareham. There are numerous references to the importance of linkages for the BRT as well as additional pedestrian and cycle links to Fareham. A FBC planner working on this project attended the April 2014 meeting of the AQAP group. The Better Area Bus Fund (nearly £1.6m of government funding awarded to TfSH in 2012) has provided funding for bus lanes on the Brockhurst roundabout together with new signalisation and a bus contraflow at the Crossways junction. The bus lanes are now operational but improved passenger waiting facilities are still to be provided.</p>				
17.	To monitor the progress of providing real time information (RTI) at bus stops in Fareham and Gosport	HCC	2011/12	To have 100% RTI (Real Time Information) when the BRT opens. All 14 sites along Phase 1 of the BRT to be fitted with RTI.	Annual reporting of progress in line with meeting the target.
UPDATE	<p>Completed. See new action 17a.</p> <p>This particular target was met with the opening of the Eclipse busway on Sunday 22 April 2012.</p>				
New 17a	To monitor the progress of providing real time information (RTI) at bus stops in Fareham and Gosport	HCC	2015/16	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.
UPDATE	<p>New target agreed at the 16 April 2013 AQAP meeting.</p> <p>Since the summer of 2014, LSTF funding has been used to upgrade 14 stops off the Eclipse busway along the routes of the E1 & E2 with Eclipse style shelters, CCTV and Real Time Passenger Information. 12 of the 14 are now being brought up to Eclipse standard by fitting of RTI. Seven out of the 12 are already complete with RTI. A further 5 should be ready to receive RTI this Autumn. The remaining two stops are on hold due to insufficient funds to bring</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>them up to the Eclipse standard. One stop has been moved from Cambridge Road to the Gypsy Queen Whitworth Road Gosport.</p> <p>New Bus Information Departure Screens have been provided at both Fareham and Gosport bus station and are now operational. The Avenue bus stop on Redlands Lane has been fitted with an RTI screen in an Eclipse style shelter for the benefit of students attending Fareham College. RNIB talking fobs are being sent out to blind and partially sighted bus users.</p>				
18.	To provide bus priority measures as part of the Vision for West Street	TfSH	2015/16	Undertake traffic modelling to establish feasibility of scheme, qualifying air quality impacts where possible.	Reported progress of feasibility traffic modelling and air quality impact review. Subsequent indicators for project implementation to be determined post traffic modelling.
UPDATE	<p>The Western Way bus lane was shortened in September 2013 to ease traffic flow. This had some success and complaints about the bus lane reduced. Further changes were completed in November 2014 utilising the verge space and returned the original two lanes to normal use. The Western Road Bus gate opened in September 2014. This allows direct access onto the A27 from the bus station for westbound services. August 2015 - The bus/rail interchange facility at the rail station is at the design option stage and potential for some construction 2015/16. Discussions continue with all stakeholders and funding streams are being sought by HCC.</p>				
19.	To work with local bus operators to provide improved services for people working in Whiteley via the now complete Yew Tree Drive bus link	HCC	2009/10	Complete. Further work is not expected to increase public transport over existing.	
UPDATE	<p>Completed.</p> <p>Planning permission for a year's trial for cars to use the Yew tree Drive bus gate was given in September 2013. A need for an air quality and noise assessment was included in this permission. FBC assisted with the air quality monitoring exercise over 5 months at 12 diffusion tube sites. The bus gate is now permanently open. On May 6 2014, a shopping bus for Whiteley was introduced which will be funded by the Whiteley businesses and run between Fareham and Whiteley. HCC proposed a new action 19A below.</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
New - 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
UPDATE	<p>Completed</p> <p>To celebrate the Eclipse 2nd birthday First decorated Fareham bus station with balloons on 23rd April, and provided free breakfasts to passengers. First have provided the following passenger figures: In 2012, the Eclipse services carried 1,424, 580 passengers; in 2013, it carried 1,865,946 passengers and so far in 2014, more than 91,000 passengers, a grand total of more than 3,313,000 passengers across the 2 years. At the year to the end of November 2013 passengers were up by 24% compared with the previous 12 months on E1 & E2. Over this period concessionary fares rose by 21.8% and commercial fares rose by 27.5%. The rise in commercial fares indicates that fare paying passengers who travel at peak times are using the bus in increasing numbers. HCC are again undertaking a survey of bus users on the Eclipse busway in June 2014. They hope to interview 500 passengers.</p> <p>Passenger growth in the first 6 months of 2015 is a buoyant 20% over the same period in 2014 and has exceeded all targets to date, therefore the Board have decided not to set any more targets but to see whether passenger growth continues across the remainder of the year.</p>				
20.	To continue to subsidise bus travel beyond the statutory minimum to further encourage bus usage	FBC	2009/10	Completed.	
UPDATE	Completed.				
ALTERNATIVE TRANSPORT IMPROVEMENTS					
21.	To review progress in respect of the FBC Cycle Strategy 2005-11 and the LTP2 and implement those measures	FBC	2015/16	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.	

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	likely to have an impact on air quality in the AQMAs			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.	
UPDATE	<p>Fareham has completed a Green Infrastructure Strategy (available to view on the Council's website) which highlights potential cycle routes which should be pursued in Fareham, many of which are actively being investigated by HCC. Some of these routes are likely to be achieved in the short term, whilst other are long term options or in some cases, purely aspirational. A scoping document for the new Cycle Strategy has been produced.</p> <p>The HCC Cycling Strategy 2015 was open for public consultation in May 2015 for over 2 months. The strategy aims to cover a wide range of topics including tourism, health and wellbeing, recreation, sport and infrastructure. The strategy is high level in nature with the intention that it links the County Council's broader policies to local strategies, delivery plans and the planning and implementation of cycling measures with local partners. This will reflect and strengthen the importance of any existing cycling and active travel strategies developed by local authorities in the County. This strategy was approved on 15 September 2015. This document will inform the preparation of a Cycle Strategy for FBC. FBC is liaising with HCC on the development of a cycle strategy for the programmed A27 improvement schemes.</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	
UPDATE	<p>Completed and still active.</p> <p>FBC took part in the My Journey Commuter Challenge in May 2014 and 2015 and came third in the large size, organisation category.</p>				
23.	Promote the development and implementation of work travel plans amongst companies that use the roads in and around the AQMAs particularly through the use and enforcement of planning conditions	FBC/HCC	2012/13	Target to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects.	Indicators to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
UPDATE	ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013				
	Through the Better Connected South Hampshire project, Solent Transport are working with a number of employers in Fareham and Gosport to deliver sustainable transport initiatives. These include developers of the Daedalus site, employers affected by road improvements along Newgate Lane and Fareham Rail Station where a station travel plan has been developed.				
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	2011/12	Target to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects.	Indicators to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects
UPDATE	ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013				
25.	To implement the Town Access Plan proposals where they have an impact on air quality in the AQMAs	HCC/FBC	2015/16	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.	
UPDATE	Hampshire County Council led on the development of the 2012 Town Access Plan for Fareham, working with Fareham Borough Council and other interested groups. This plan will help to improve access to facilities and services, such as shops and schools, within the town. It will identify a list of schemes aimed at improving walking and cycling, public transport and road safety in Fareham, helping people access and move around the town more easily both now and in the future. A number of schemes highlighted in the plan have been re-emphasised through the Green Infrastructure Strategy.				
STATUTORY FUNCTIONS					
26.	To continue to inspect premises and take appropriate enforcement action in respect	FBC	Annual	To ensure that premises are inspected in accordance with the risk assessment regime	DEFRA return

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	of the Environmental Permit risk assessment regime				
UPDATE	All due inspections undertaken in 2014/15.				
27.	To use Environmental Permit inspections to encourage the provision of alternative fuels at petrol stations forecourts	FBC	2012/13	Work towards maximising local uptake of alternative fuels, having leafleted all petrol stations	Number for alternative fuelling pumps and evidence of continued Council encouragement.
UPDATE	<p>Original target completed.</p> <p>Two electric vehicle charging points installed in the surface car park in Fareham in November 2014 as part of a Hampshire wide scheme.</p> <p>POSSIBLE NEW ACTIONS: 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;</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	2015/16	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.
UPDATE	<p>Both the Development Sites & Policies Plan (Local Plan Part 2) and the Welborne Plan (Local Plan Part 3) were submitted to the planning inspectorate at the end of May 2014. The DSP Plan includes a policy on BRT which safeguards the proposed route through the Borough as well as setting a policy framework for improvements to the strategic road network (Newgate Lane, Stubbington bypass etc). The Welborne Plan has a number of detailed transport policies including setting broad transport principles, providing access to the strategic road network, the parameters for an internal spine network, public transport, encouraging sustainable choices and walking and cycling.</p> <p>The hearing sessions by the Planning Inspector for the Welborne Plan and the Development Sites & Policies Plan were held in October and November 2014 respectively, with transport being discussed for both Plans. The Council has consulted on this additional work and any proposed changes to the Plans and</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
	<p>responses have been submitted to the Inspector. The Council is currently awaiting the Inspector's Final Report. If found sound by an independent Planning Inspector the Plans can be adopted by the Council.</p> <p>Both the Development Sites & Policies Plan (Local Plan Part 2) and the Welborne Plan (Local Plan Part 3) were issued as Adopted Versions in June 2015, following receipt of the Inspector's Final Report.</p> <p>The Council is currently working on a Design Supplementary Planning Document (SPD) which will cover issues such as the importance of pedestrian and cycle routes in new developments, proximity to facilities and links to the movement network. The SPD will emphasise that layout and location of new development can have a major role in residents' choices to use the private car.</p> <p>An updated Non-residential Parking Standards SPD, approved in September 2015, will set parking standards for all new non-residential developments in the Borough. 5.</p>				
29.	To ensure that the new LDF incorporates planning policy that will not adversely impact on air quality but furthermore enhances air quality where possible	FBC	2012/13	Member of the pollution team to continue to attend the LDF officers' meetings	Examples of LDF provisions related to air quality
UPDATE	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	2015/16	Structured communication between Regulatory Services and Development Control on plans potentially affecting air quality.	Weekly bulletins, listing planning applications issued to Regulatory Services.
UPDATE	Work is ongoing. Examples include the work at Daedalus; Coldeast; Longfield Avenue; Stubbington bypass; Yew tree bus gate – the monitoring work in respect of this application resulted in no major potential air quality issues.				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
31.	To review the existing FBC parking strategy and implement any measures that may result in reduced congestion in the AQMAs	FBC	2012/13	Completed	
UPDATE	<p>ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013</p> <p>A revised Non-Residential Car and Cycling Parking Standards SPD was approved in September 2015. This will apply to new developments in Welborne as well as sites in the rest of the Borough. This follows the County Council's withdrawal of its own standards which formed the basis of previous guidance by FBC, and recent changes in national planning policy which encourage consideration of local circumstances when setting standards.</p>				
32.	To continue to review and consult on air quality in the Borough in line with statutory requirements	FBC	2015/16	To ensure compliance with the DEFRA timetable	<p>(a) To submit the further assessment of the AQMA on Portland Street and a USA by April 2009</p> <p>(b) To maintain air quality reports on the FBC website</p>
UPDATE	<p>Progress report 2014 compiled in-house by the Environmental Health Partnership and approved by Defra. The AQMAs remain declared. Air quality report to the FBC PPPDR Panel in September 2014 and March 2015. USA 2015 submitted to Defra.</p>				
33.	To enhance the nitrogen dioxide monitoring network by providing continuous nitrogen dioxide monitors in the AQMAs	FBC	2011/12	Completed	
UPDATE	<p>Completed.</p> <p>Majority of our 40+ diffusion tubes are now on the facades of residential properties where exposure is relevant. There is no Defra grant available for the ongoing monitoring costs. Therefore, the Council will need to look at other funding sources to carry on monitoring at the Gosport Road site. New cost saving three year air quality monitoring partnership contract signed for three sites, two in Fareham and one in Gosport. New air quality monitor for nitrogen dioxide installed at Portland Street April 2012 with funding from a section 106 agreement. Also, agreed a new three year contract for the purchase of</p>				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
diffusion tubes with a saving of £700. £9,000 still available for AQAP work eg 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.					
34.	To continue to work in partnership with neighbouring authorities and others for the control of air pollution and continued improvement of air quality eg to attend HIOW air quality group	FBC	2015/16	The HIOW air quality officers' group to meet twice a year as a sub group of the HIOW Environmental Control Advisory Committee (ECAC)	Minutes of meetings
UPDATE	HIOW air quality group last met in July 2014. The next annual meeting is due September 2015.				
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 AQO annual mean for NO ₂ 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.
UPDATE	The AQAP steering group met in September and December 2014 and April 2015. The group has taken the decision not to meet again on a formal, regular basis. £9,000 still available for AQAP work eg 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. Air quality grant progress report submitted to Defra March 2014. Progress report 2013 approved by Defra. Current work includes the monitoring of the effect on air quality of the now opened Quay Street "throughabout" and the Eclipse busway including the use of the new continuous monitoring unit that was installed at Portland Street in April 2012; the production of sustainable travel type A32 banners in Gosport and Fareham on lamp columns; monitoring for the planning application for the permanent Yew Tree Bus link; electric charging points to be installed in Fareham car parks in 2014. Annual average concentration for nitrogen dioxide at the Gosport Road monitor: 33 ug/m ³ in 2008; 36 ug/m ³ in 2009; 42 ug/m ³ for 2010; 33ug/m ³ in 2011;35 ug/m ³ in 2012; 34 ug/m ³ in 2013; 32 ug/m ³ in 2014. The annual mean for Portland Street for 2013, 34.6 ug/m ³ ; 2014, 40.4 ug/m ³ .				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR																																				
36.	To continue to educate and enforce in respect of domestic, agricultural and industrial smoke nuisances and dark/black smoke	FBC	2012/13	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																																				
UPDATE	Completed but active. 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	2015/16	Whilst NIs 185 and 194 are no longer to be formally reported, the Council is still to report NI 185.																																					
UPDATE	<p>To reduce the Council's target by 20% by 2020 from a 2012 baseline. This target was agreed by the CXMT in 2013 and then by members of the SP&E Panel in July 2013. The Carbon Emissions report for 2013/14 is currently being compiled. The draft figures (kg CO₂e) are as follows:-</p> <table border="1" data-bbox="349 874 1809 1070"> <thead> <tr> <th></th> <th>2011/12</th> <th>2012/13</th> <th>2013/14</th> <th>Annual change</th> <th>Overall change</th> </tr> </thead> <tbody> <tr> <td>Gas (Scope 1)</td> <td>351,360</td> <td>442,251</td> <td>382,690</td> <td>-13.5%</td> <td>+8.9%</td> </tr> <tr> <td>Vehicle fleet(Scope 1)</td> <td>845,830</td> <td>865,201</td> <td>861,461</td> <td>- 0.4%</td> <td>+1.8%</td> </tr> <tr> <td>Total scope 1</td> <td>1,197,191</td> <td>1,307,452</td> <td>1,244,150</td> <td>- 4.9%</td> <td>+3.9%</td> </tr> <tr> <td>Electric (Scope 2)</td> <td>1,376,721</td> <td>1,221,336</td> <td>1,322,803</td> <td>+8.3%</td> <td>- 3.9%</td> </tr> <tr> <td>Total (Scope 1 & 2)</td> <td>2,573,912</td> <td>2,528,788</td> <td>2,566,953</td> <td>+1.5%</td> <td>- 0.3%</td> </tr> </tbody> </table> <p>Apart from electric usage in 2013/14, the other sources are heading in the right direction.</p>						2011/12	2012/13	2013/14	Annual change	Overall change	Gas (Scope 1)	351,360	442,251	382,690	-13.5%	+8.9%	Vehicle fleet(Scope 1)	845,830	865,201	861,461	- 0.4%	+1.8%	Total scope 1	1,197,191	1,307,452	1,244,150	- 4.9%	+3.9%	Electric (Scope 2)	1,376,721	1,221,336	1,322,803	+8.3%	- 3.9%	Total (Scope 1 & 2)	2,573,912	2,528,788	2,566,953	+1.5%	- 0.3%
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PROMOTION AND PUBLICITY																																									
38.	To continue to place air quality reports on the FBC website	FBC	2015/16	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.																																				
UPDATE	Air quality progress report 2014 placed on website. This report and the USA 2015 will also be placed on the website.																																								

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
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	2015/16	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.
UPDATE	Link to both monitoring station on the FBC website. POSSIBLE NEW ACTIONS:- Local air quality alerts similar to SCC.				
40.	To promote awareness via the FBC website of other air quality information web sites	FBC	2015/16	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 FBC website.				
41.	Support locally, national campaigns to raise awareness of air quality, alternative transport choices etc	FBC	2011/12	To support where appropriate, a national air quality campaign at least once a year via the FBC website	Evidence of this action
UPDATE	Environmental Health gave a talk on air quality to a local group in Portchester in May 2014. FBC took part in My Journey Commuter Challenge 2014 and 2015 organised by Sustrans and came third on both occasions in the large organisation category. POSSIBLE NEW ACTIONS:-Air quality day; Bike campaign; Radio campaign; CAT presentation				

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
42.	To promote the use of alternative fuels eg LPG, hybrid	FBC	2011/12	Now combined with Action 27	
UPDATE	<p>Deleted.</p> <p>Two electric charging points installed in Fareham car park in July 2014.</p> <p>POSSIBLE NEW ACTIONS:- Alternative fuel campaign; Eco driver training for all essential car users; Low emission pool cars for staff and Residents.</p>				
43.	To produce a leaflet on the AQAP and distribute to libraries, GP surgeries etc	FBC	2011/12	To raise awareness and improve understanding of the relationship between poor air quality and ill health.	Identifying, implementing and reporting projects to be undertaken by the Council and relevant stakeholders.
UPDATE	Completed				
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.	
UPDATE	<p>Deleted</p> <p>October 2015 - FBC liaison with the Public Health Team at Hampshire County Council.</p>				
45.	To continue to promote energy awareness and efficiency in the Borough	FBC	2011/12	Deleted	

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	TARGET	INDICATOR
UPDATE	Deleted				
IMPROVEMENTS IN THE QUALITY OF LIFE AND HEALTH					
46.	To reduce car dependency and facilitate transport choice by encouraging alternatives to the car alongside changes in working arrangements through the Smarter Choices regime of the LTP3.	HCC	2012/13	Target to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects. Examples such as LTP3 policy objectives such as 7,10,11 &12.	Indicators to be developed once success of LSTF bid is known. LSTF is now the primary resource mechanism for travel planning projects. Examples such as LTP3 policy objectives such as 7,10,11 &12.
UPDATE	ACTION COMPLETED AS AGREED BY THE STEERING GROUP AT THEIR MEETING ON 10 SEPTEMBER 2013				
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	
UPDATE	Deleted.				
48.	To implement Environmental Sustainability Strategy (ESS) and ensure that NO ₂ is considered in the development of the FBC Sustainability Strategy	FBC	2011/12	To implement FBC's ESS	(a) Appoint an ESS coordinator (b) Progress of the ESS action plan
UPDATE	Completed. See action 4				

APPENDIX D Results of Nitrogen Dioxide Diffusion Tubes in 2014

Site ID	Location	Site Type	Within AQMA?	Triplicate or Collocated Tube	Data Capture 2014 (Number of months)	Confirm if data has been distance corrected (Y/N)	Annual mean concentration (Bias Adjustment Factor = 1.09)
							2014 ($\mu\text{g}/\text{m}^3$)
10N	Farrier Way	Urban Background	N	N	12	N	23.49
10NA	3 Farrier Way	Roadside	N	N	12	N	23.47
3N	14 Osborne Road	Roadside	N	N	12	N	26.71
5N	Grove Road	Roadside	N	N	12	N	27.96
7N	Norton Road	Urban Background	N	N	12	N	19.09
Av/Bf	Avenue/Bishopfields Road	Roadside	N	N	12	N	29.60
BL1	11 Bath Lane	Near Roadside	N	N	12	N	40.82
G10	107 Gosport Road	Roadside	N	N	12	N	40.40
G11	2 Earls Road	Roadside	N	N	11	N	28.96
G1A	30 Old Gosport Road	Roadside	N	N	11	N	35.80
G2A	138 Gosport Road	Near Roadside	Y – Gosport Road	N	12	N	34.05
G3	202 Gosport Road	Roadside	N	N	11	N	33.64
G4	122 Gosport Road	Roadside	Y – Gosport Road	N	12	N	32.23
G5	275 Gosport Road	Roadside	N	N	12	N	31.00
G6	171 Gosport Road	Roadside	Y – Gosport Road	N	12	N	37.40
G7	193 Gosport Road	Roadside	Y – Gosport Road	N	12	N	46.16
G8	156 Gosport Road	Roadside	N	N	12	N	34.26
G9	11 Eden Rise	Roadside	N	N	12	N	29.11
HR1	Lamppost, 8 HartLands Road	Kerbside	N	N	12	N	41.62
HR2	17 Hartlands Road	Roadside	N	N	12	N	34.33
HR3A	7 HartLands Road	Roadside	N	N	12	N	30.15
HR4	25 Hartlands Road	Roadside	N	N	12	N	33.79
LH1	41 Bridge Road	Roadside	N	N	12	N	28.11

Site ID	Location	Site Type	Within AQMA?	Triplicate or Collocated Tube	Data Capture 2014 (Number of months)	Confirm if data has been distance corrected (Y/N)	Annual mean concentration (Bias Adjustment Factor = 1.09)
							2014 ($\mu\text{g}/\text{m}^3$)
LH3	36 Botley Road	Roadside	N	N	11	N	31.20
P1B	3 The Ridgeway	Roadside	N	N	11	N	26.48
P2	141 The Crossways	Roadside	N	N	12	N	23.84
P4	22 Cams Hill	Roadside	N	N	12	N	30.13
P5	Silvermist Porchester	Roadside	N	N	10	N	27.36
P6	169 West Street	Roadside	N	N	12	N	26.11
P7A	77 West St Portchester	Roadside	N	N	12	N	21.93
PS1	1 Sentinel Cottages	Roadside	Y - Portland Street	Triplicate	12	N	38.65
PS1A					11		
PS1B					12		
PS2	2 Sentinel Cottages	Roadside	Y - Portland Street	N	12	N	41.31
PS4	Co-located with Portland Street monitor	Roadside	Y - Portland Street	Triplicate & co-located	12	N	46.55
PS5					12		
PS6					12		
PS3	38 Portland Street	Roadside	Y - Portland Street	N	10	N	45.99
S2	Stubbington Lane (Eric Road)	Roadside	N	N	12	N	26.73
T1	South St Dental Health-Titchfield	Roadside	N	N	11	N	27.74
E1	Co-located with Elms Road Monitor	Roadside	Y - Gosport Road	Co-located	12	N	39.62
E2					12		
E3					12		
G12	Two Saints, 101 Gosport Road	Roadside	Y - Gosport Road	N	12	N	42.20
G14	Bottom of Beaconsfield Road	Near Roadside	N	N	12	N	36.95

Site ID	Location	Site Type	Within AQMA?	Triplicate or Collocated Tube	Data Capture 2014 (Number of months)	Confirm if data has been distance corrected (Y/N)	Annual mean concentration (Bias Adjustment Factor = 1.09)
							2014 ($\mu\text{g}/\text{m}^3$)
DC1	Maytree Drive (lamppost) opposite Delme Court	Roadside	N	N	12	N	30.11
RM1	Runnymede	Roadside	N	N	12	N	29.46
GR/RL	Corner of Gosport Road and Redlands Lane	Roadside	Y – Gosport Road	N	12	N	28.62
NL 11	11 Newgate Lane	Roadside	N	N	12	N	23.14

APPENDIX E

EXAMPLES OF THE AVERAGE CONCENTRATIONS OF NITROGEN DIOXIDE FOR PORTLAND STREET DIFFUSION TUBES BEFORE AND AFTER THE OPENING OF THE QUAY STREET THROUGHABOUT LATE 2011

DATE	CONCENTRATION OF NITROGEN DIOXIDE PER TUBE (ug/m ³)					AVERAGE MONTHLY CONCENTRATION FOR STREET(ug/m ³)
	PS1	PS1A	PS1B	PS2	PS3	
Jan 09	50.51	49.58	51.04	53.01	57.26	52
Jan 10	54.95	49.58	51.04	53.01	57.26	54
Jan 11	42.23	52.11	50.96	41.83	48.83	47
Jan 12	42.55	41.19	40.30	40.81	48.22	42
Jan 13	42.26	38.73	36.40	38.79	40.69	39
Jan 14	36.49	39.88	37.26	40.31	40.14	39
Jan 15	35.17	33.46	36.14	36.18	41.08	36

APPENDIX F

STRATEGIC ACCESS TO GOSPORT SCHEMES (StAG)

StAG Ref.	Scheme Name	Scheme Details
1a	Newgate Lane (northern section)	Removal of roundabout junctions at Longfield Avenue and Speedfield Retail Park and replacement with traffic signal controlled junctions.
1b	Newgate Lane (southern section)	On line widening from Speedfield Retail Park roundabout southwards to Peel Common roundabout to provide additional capacity and provide improved pedestrian and cyclist provision.
2	Peel Common roundabout	Provision of additional capacity and introduction of part/full traffic signal control.
3	Quay Street/Fareham AQMA	Reconfiguration of roundabout by converting to a "semi-Hamburger" design plus the introduction of full signalisation of the roundabout to cater for additional traffic generated by the "new" TESCO development.
4	Access to Daedalus	Access to strategy to provide a new access to the previously secure site still under development.
5	ITS Strategy	The strategy is in three parts. Firstly upgrading the existing traffic signal control on the A32 corridor. The second phase will be the introduction of traffic signal control on the Newgate Lane and B3334 corridor (Titchfield Road, Gosport Road and Rowner Road) and the final phase will be the introduction of driver information about the performance of the peninsula's network to inform driver choices and maximise the efficiency of the network.
6	A32 Brockhurst roundabout	The introduction of a Toucan crossing and the provision of cycle routes to link with existing cycle routes from Rowner, Heritage Way employment area and Broom Park Community College.
7	BRT Phase 1	BRT Phase 1 provides a dedicated busway along the disused railway corridor between Redlands Lane in Fareham to Tichborne Way in Gosport. Part of on and off road wider network linking key destinations including Gosport, Fareham, Portsmouth, QAH, Waterlooville and Havant to proposed development at North Fareham, Tipner, Waterfront etc to be developed incrementally as funding is secured.
8	Gosport Waterfront Interchange	PUSH and HCC have funded the Master planning of this proposed development which is presently being undertaken by GBC's consultants, Colin Buchanan
9	Western Access to Gosport	Stubbington Bypass
10	A32 Access to Gosport	Improvements which will help overcome barriers to movement to existing development sites by opening up access opportunities for non-car modes and "hot spot" congestion resolution. Scheme for Wych Lane junction improvement identified and previous feasibility work requires "refreshing" to obtain estimated scheme cost and third party land requirements.
11	Portsmouth to Southampton Ferry	The provision of such a service would need to be subject to further investigation to ascertain whether a robust business case could be made.
12	Delme Roundabout	No proposals at this time.

13	Stubbington Village Centre	The removal of the Gosport Road/Stubbington Lane and the Titchfield Road/Mays Lane roundabouts and their replacement with traffic signal control
14	A27 Bus Priority plus Traffic Management	First phase of this work involves improving accessibility into and out of Redlands Lane for BRT.
15	Access to North Fareham SDA	Work ongoing to identify impact on local and strategic road network and the mitigation measures required.
16	Fareham Railway Station Interchange	Fareham Station forms a focal part of the wider BRT network. An interim scheme involving a new westbound bus stop and replaced eastbound pole on the A27 adjacent to the station is being progressed linked to BRT Phase 1, Longer term proposals to upgrade the interchange will be developed in conjunction with the wider network.
17	Walking and Cycling Improvements	Cycling schemes to be based on GBC and FBC'S Cycle Network Proposals. Walking infrastructure improvements to be focussed on known barriers.
18	BRT Vision and Future Phases	A BRT network of preferred routes is being developed for 19 sections of on and off road bus priority provision. The network will link key destinations including Gosport, Fareham, Portsmouth, QAH, Waterloooville and Havant to proposed development at North Fareham, Tipner, Waterfront etc to be developed incrementally as funding is secured.