



FAREHAM BOROUGH
COUNCIL

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AIR QUALITY ACTION PLAN

GOSPORT ROAD AND PORTLAND STREET FAREHAM

2008

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EXECUTIVE SUMMARY

Fareham Borough Council has produced this Air Quality Action Plan as part of its duties under the Environment Act 1995.

Air quality monitoring and computer modelling has indicated that the current mean annual objective set by the Government for the air pollutant, nitrogen dioxide, is being exceeded in two areas of the Borough, namely, a section of the Gosport Road Fareham and Portland Street Fareham. The main source of this pollutant in the Borough of Fareham is traffic exhaust emissions and in these residential areas, regular and high levels of traffic congestion are the main cause of the pollution problems.

These areas have now both been declared an Air Quality Management Area (AQMA) and the Council is now under a statutory obligation to produce Air Quality Action Plans to provide a range of cost effective and feasible options for improving air quality in these areas. As these two areas are located in close proximity, a joint Air Quality Action Plan (AQAP) has been developed.

The AQAP provides information relating to the air quality review and assessment process that the Council has undertaken since 1999 including air quality monitoring, the compilation of mandatory reports, consultation and source apportionment work. It also describes various Fareham Borough Council (FBC) and Hampshire County Council (HCC) policies and strategies that are relevant to improving air quality. It provides information relating to nitrogen dioxide abatement techniques in vehicles. Finally, it provides a written description of the various improvement options and a commitment by the Council to continue to monitor air pollution in the Borough and to monitor the outcomes of the AQAP.

It is recognised in Hampshire County Council's Local Transport Plan 2006 – 11 (LTP2) that the Fareham -Gosport peninsula's access problems are such that no single scheme will overcome them and it is not possible to create free flow conditions on the two strategic access routes, that is, the A32 and the B3334. Consequently, a broad range of measures will be developed and implemented to help reduce traffic congestion and improve access to the Fareham-Gosport peninsula. Measures under consideration include an alternative to the light rapid transit system that is no longer feasible due to the withdrawal of additional Government funding; improving the interchange provision between bus and rail services at Fareham rail station; localised junction improvements at identified congestion points; Intelligent Transport System (ITS) measures to optimise the road network; promoting bus use through Quality Bus Partnerships (QBPs); infrastructure improvements and better travel information, including real-time information at bus stops and other locations; improving accessibility for pedestrians and cyclists in Fareham town centre and Smarter Choice options such as travel planning.

A steering group was set up to develop the AQAP with representatives from Fareham Borough Council, Hampshire County Council and Gosport Borough Council. Input was also been received from local bus operators, businesses and local interest and environmental groups. The Council consulted in March/April 2008 on a draft version of the AQAP. Consultees included the public, elected members, neighbouring local authorities, the Environment Agency, Department of Environment, Food and Rural Affairs (DEFRA), local businesses, local transport operators etc. Responses received to the consultation were considered and where appropriate, included in this final version of the AQAP.

The Council hopes that the AQAP will ensure that the nitrogen dioxide levels on the Gosport Road Fareham and Portland Street Fareham will improve so that they do not exceed the annual air quality objective in respect of nitrogen dioxide and so they will no longer be declared Air Quality Management Areas.

1.0 INTRODUCTION

Local authorities have local air quality management duties under Part IV of the Environment Act 1995, which involves the regular review and assessment of air quality within their area. Fareham Borough Council has been monitoring air quality for many years using passive nitrogen dioxide diffusion tubes and more recently, has hired and then purchased continuous monitoring equipment to measure more accurately, levels of the same pollutant. In addition, the Council has complied with DEFRA's timetable for required air quality reviews and assessments since 1999. Many of these reports and certain air quality monitoring data are available to view on the Council's website.

Air Quality Strategies to tackle air pollution have been produced for the UK with the latest being published in 2007. Within these strategies, human health objectives to be achieved by a certain date are set for various air pollutants and these have subsequently been prescribed in regulations including the Air Quality (England) Regulations 2000 and the Air Quality (England) (Amendment) Regulations 2002.

In respect of local air quality management, the objectives relate to the following seven air pollutants:-

- Nitrogen dioxide
- Sulphur dioxide
- Particulate matter
- Benzene
- 1,3 butadiene
- Carbon monoxide
- Lead

The annual mean objective for nitrogen dioxide is 40 ug/m^3 by 31 December 2005. A further objective is the 1 hour mean of 200 ug/m^3 that can only be exceeded 18 times a year. For each objective, local authorities have to consider present and likely future air quality and assess whether the objectives are likely to be achieved. In the Borough of Fareham, monitoring of nitrogen dioxide in two areas, that is, a section of the Gosport Road Fareham (A32) and Portland Street Fareham, has indicated that the annual mean objective is not being achieved.

Where any of the air quality objectives are unlikely to be achieved within any part of the local authority's area, the authority concerned must designate that part of its area an AQMA. Such areas have been declared for a section of the Gosport Road Fareham and Portland Street Fareham.

An AQAP covering the designated area must then be prepared, setting out how the authority intends to exercise its powers in relation to the designated area in pursuit of the achievement of the prescribed objectives and thereby improving air quality for the local residents.

This document includes a description of the air quality review and assessment process undertaken by Fareham Borough Council over the last few years including the declaration of AQMAs for both Gosport Road and Portland Street Fareham and the resultant combined AQAP.

Appendix 1 provides a general map of the roads and AQMAs concerned and other relevant details including the A27, the location of the M27 and Gosport, Quay Street roundabout and Fareham rail station.

2.0 THE BOROUGH OF FAREHAM

The Borough of Fareham lies on the Solent coastline between the cities of Southampton and Portsmouth covering an area of almost 30 square miles with a population of 108,000 people. It is made up of five main urban areas namely Fareham, Portchester, Stubbington, the Western Wards and Whiteley.

Although rapid development has occurred over the past 50 years, approximately 60% of the Borough remains as countryside. Fareham remains the largest town in the Borough but the Western Wards (comprising Locks Heath, Sarisbury, Park Gate, Warsash and Titchfield Common) are now almost as large. Portchester and Stubbington/Hill Head have grown from small villages to large residential suburbs containing over 6,000 dwellings in each. Only Titchfield and BurrIDGE retain a village scale and character. The number of dwellings has increased from approximately 12,000 in 1951 to about 46,000 in 2007 with more than 57% of the total housing stock being built since 1961.

The special character of the Borough's older settlements is recognised by certain Conservation Area designations, scheduled ancient monuments and 435 listed buildings. Both the urban and rural historic landscape areas contribute greatly towards the character of the Borough.

Fareham is highly accessible with mainline rail stations linked with Portsmouth, Southampton and London. The M27 motorway runs east to west through the northern part of the Borough providing easy access by car and bus to the two neighbouring cities. Two international sea ports lie close to the Borough; Portsmouth European Ferryport and Southampton cruise liner and container port. The Solent corridor's regional international airports are also close by at Southampton Eastleigh Airport and Bournemouth Airport.

3.0 AIR QUALITY REVIEW AND ASSESSMENT - FAREHAM BOROUGH COUNCIL

Fareham Borough Council has been undertaking reviews and assessments of air quality since 1999. In September 2001, a detailed evaluation of the first round of air quality reviews and assessments recommended that the next round should be undertaken in two steps, that is, an updating and screening assessment (USA) for identifying those aspects of the review and assessment that had changed since the first round and if necessary, a detailed assessment of those pollutants and specific locations identified as possible pollution hot spots to decide whether an AQMA needs to be designated, amended or revoked. The USA to be undertaken every 3 years. In addition, annual air quality progress reports were also recommended as an improvement to the review and assessment process. These recommendations were set out in guidance from DEFRA in 2003 entitled

Local Air Quality Management Policy Guidance LAQM.PG(03) which included a timetable for the submission of reports until April 2010. Further guidance is currently under consultation for publication towards the end of 2008.

The initial updating and screening assessment in 2003 concluded that a detailed assessment was not required for any location in the Borough but it did recommend that the number of nitrogen dioxide monitoring diffusion tubes should be increased, which was acted upon by the Council.

The progress report in 2004 concluded that a detailed assessment for nitrogen dioxide was required for the following areas of the Borough:-

- Hartlands Road
- Osborn Road South and
- Gosport Road

The information and processes used in the detailed assessment report 2005 included:-

- Traffic data from Hampshire County Council including manual and automatic traffic counts;
- Local monitoring data for nitrogen dioxide from the use of over 30 diffusion tubes at background, kerbside and façade locations;
- Background concentrations of nitrogen dioxide using maps produced by DEFRA and local monitoring data;
- Use of a dispersion modelling methodology known as ADMS-Roads dispersion model using vehicle emission factors.

The outcomes of the detailed assessment 2005 on which the public and other bodies were consulted were as follows:-

- Installation of a continuous monitor for nitrogen dioxide on the Gosport Road Fareham for a period of 6 months, enabled by a grant from DEFRA of £14000;
- Provision of more diffusion tubes on the facades of houses as opposed to kerbside locations;
- Declaration of an AQMA for part of the Gosport Road Fareham on 1 April 2006 for nitrogen dioxide from vehicle emissions.

The national air quality objective for nitrogen dioxide is an annual mean of 40 $\mu\text{g}/\text{m}^3$ to be achieved by 31 December 2005. The detailed assessment 2005 indicated that this objective was unlikely to be met at several locations on the Gosport Road Fareham. At its meeting on 6 March 2006, the Executive of Fareham Borough Council approved the declaration of the AQMA. Consultation was undertaken in respect of this declaration.

Please see Appendix 2 for the AQMA Gosport Road Fareham order and Appendix 3 for a map of the Gosport Road Fareham AQMA

In accordance with the statutory timetable, a further USA was undertaken in 2006. This concluded that the air quality objectives for benzene, 1, 3-butadiene, carbon monoxide, lead, PM_{10} , and sulphur dioxide would meet their air quality objective. However, a detailed assessment was required for several locations outside but in the vicinity of, the current AQMA for nitrogen dioxide. Results from the 6 month continuous monitoring exercise would be used in this assessment.

In addition, following the declaration of the Gosport Road AQMA, the Council was under a statutory obligation to undertake a further assessment of the air quality within the latter and this report was combined with the required detailed assessment in May 2007.

The further assessment of the air quality in the AQMA revealed that the predicted nitrogen dioxide concentrations at specific receptors representative of public exposure are under the annual mean air quality objective. However, a diffusion tube within the

AQMA showed a concentration very close to the objective. The report concluded that there was no strong evidence to suggest revocation of the AQMA. A required Progress Report on the current air quality situation for the whole of the Borough submitted in April 2008, confirms again that the Gosport Road AQMA should remain declared.

In respect of the other tubes outside the AQMA that were the subject of the detailed assessment 2007, exceedences of the objective were observed on façade tubes on Portland Street Fareham and the report recommended that an AQMA should be declared for the houses on this street. It was also recommended that further tubes were located on properties on this street. The Portland Street AQMA was declared on 1 December 2007. Public consultation was undertaken in respect of this declaration. The Progress Report 2008 mentioned above confirms that the Portland Street AQMA should remain declared. A further assessment of the air quality in the Portland Street AQMA will be due by the end of 2008.

Please see Appendix 4 for the AQMA order for Portland Street Fareham and Appendix 5 for a map of the Portland Street Fareham AQMA.

The further assessment also concluded that cars and heavy duty vehicles are the main contributors to traffic related nitrogen dioxide emissions in the AQMA on the Gosport Road Fareham. See section 4 for more details.

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. It should also include timescales to indicate when the measures will be implemented. Local authorities are not obliged to meet the objectives but they must show that they are working towards them.

In the case of both the AQMAs, the pollutant in question is nitrogen dioxide from traffic emissions and the objective is an annual mean of 40 ug/m^3 . The plan should include a quantification of the source contributions eg cars, buses etc; evidence that all available options have been considered on the grounds of cost; how the local authority will use its powers and also work in conjunction with other organisations in pursuit of the air quality objectives; clear timescales for the implementation of measures and how the authority intends to monitor and evaluate effectiveness.

A small steering group has been established including a representative of Regulatory Services, the department that has undertaken the air quality monitoring and have produced all the review and assessment reports to date; the Borough's Head of Engineering and Transportation, the Head of Leisure and Community, Hampshire County Council, the Publicity officer, the Corporate Communications officer, the Transport Repair Unit manager and a representative of Gosport Borough Council. The Environmental Health Manager also attends several internal groups that provide support in respect of air quality improvements such as the Council's Sustainable Work Travel Plan group, the Local Development Framework officers' working group and the new Fareham Environment and Transport Partnership, which reports to the Local Strategic Partnership (LSP) Board.

Regulatory Services installed a permanent continuous monitor for nitrogen dioxide on the Gosport Road Fareham in June 2008 to enable the more accurate monitoring of the pollutant within the AQMA and to assess the impact of any of the remedial actions from the AQAP. A grant of £25500 has been obtained from DEFRA and an additional £30000

from Hampshire County Council to purchase the equipment and hopefully operate it for at least 3 years. Information from this unit is displayed on the Council's website at:-

<http://www.fareham/council/departments/healthcommunity/noxmon.asp>

An updating and screening assessment based on the new guidance will be prepared for April 2009 and a progress report in respect of the air quality action plan will be prepared in 2010.

4.0 GOSPORT ROAD AIR QUALITY MANAGEMENT AREA - FURTHER ASSESSMENT REPORT

4.1 SOURCE APPORTIONMENT

Nitrogen dioxide (NO₂) and nitric oxide (NO) are both oxides of nitrogen and are referred to as nitrogen oxides (NO_x). All combustion processes produce NO_x emissions, largely in the form of nitric oxide, which is then converted to nitrogen dioxide mainly as a result of reaction with ozone in the atmosphere.

The further assessment of the air quality in the Gosport Road AQMA involved computer modelling to provide nitrogen oxides (NO_x) source apportionment at specific receptors representative of relevant exposure within the AQMA. The source apportionment was based on the percentage of the traffic flow and emission factors from the following vehicle classifications:

- Cars,
- Light Goods Vehicles (LGVs),
- Heavy Goods Vehicles (HGVs),
- Buses and
- Motorcycles (MCL).

Table 1 shows the source contributions of predicted NO_x concentrations for 2006 at certain receptors in the AQMA. HGVs and buses are commonly associated and described as HDVs (Heavy Duty Vehicles), whose contribution has also been reported.

TABLE 1 – SOURCE APPORTIONMENT OF NO_x CONCENTRATIONS AT SPECIFIC RECEPTORS IN THE AQMA Note: HDV in table = Bus + HGV

Location	Predicted Total NO _x 2006 (ug/m ³)	NO _x Contribution							
		Background	Total tra	Car	Bus	LGV	HGV	MCL	HDV
Gosport Road	53.5	55%	45%	16%	5%	8%	16%	0.2%	21%
Gosport Road	45.2	65%	35%	11%	5%	6%	14%	0.1%	19%
Gosport Road	59.8	49%	51%	18%	6%	9%	18%	0.2%	24%
Gosport Road	50.0	58%	42%	13%	5%	7%	16%	0.1%	21%
Youngbridge Ct	41.0	71%	29%	10%	3%	5%	10%	0.1%	13%
Gosport -Saltern	49.3	59%	41%	12%	6%	7%	16%	0.1%	22%
Gosport - Elms	60.6	48%	52%	18%	6%	9%	18%	0.2%	24%
Gosport - Alders	54.1	54%	46%	13%	7%	8%	19%	0.1%	25%
Gosport Road	48.2	61%	39%	13%	5%	7%	14%	0.1%	19%
Gosport Road	47.6	61%	39%	13%	5%	7%	14%	0.2%	18%
Gosport Road	65.2	45%	55%	19%	7%	10%	19%	0.2%	26%

The results of the source apportionment indicate that background NO_x remains the main contributor, ranging from 45% to 70% of the overall NO_x concentration (depending on the distance of the receptor to the road). Cars and HGVs are the main contributors of traffic related NO_x concentrations in the AQMA, with a maximum of nearly 20% each at certain diffusion tubes and receptors. LGVs account for 5% to 10% of the overall NO_x concentrations, while buses contribute between 3% and 7%. Motorcycles represent less than 1% of the total NO_x concentrations. Buses and HGVs put together (HDVs) account for up to 25% of the total contribution.

These contributions have to be compared to the relative weight of traffic flow from each vehicle category, as shown in Table 2. More than 75% of the traffic is made up of cars, versus 15% of LGVs, 4% of HGVs and 2% to 3% of motorcycles. Buses only account for 1% to 2% of the total traffic flow.

TABLE 2 – TRAFFIC FLOW – VEHICLE APPORTIONMENT AT SPECIFIC RECEPTORS IN THE AQMA

Location	Total Traffic Count)	Vehicle apportionment				
		Car	LGV	HGV	Bus	MCL
Gosport Road	24720	78%	15%	4%	1%	2%
Gosport Road	13485	75%	17%	4%	2%	3%
Gosport Road	16715	75%	17%	4%	2%	3%
Gosport Road	13090	78%	15%	4%	1%	2%
Youngbridge Ct	16350	78%	15%	4%	1%	2%
Gosport -Saltern	13329	75%	17%	4%	2%	3%
Gosport - Elms	16715	75%	17%	4%	2%	3%
Gosport - Alders	13485	75%	17%	4%	2%	3%
Gosport Road	16715	75%	17%	4%	2%	3%
Gosport Road	24750	78%	15%	4%	1%	2%
Gosport Road	24750	78%	15%	4%	1%	2%

4.2 REQUIRED NO_x REDUCTION

A further requirement of the Further Assessment of the air quality in the Gosport Road Fareham AQMA was to determine the amount of NO₂ reduction (as NO_x) required at the worst-case receptors within the AQMA.

This approach highlights the maximum reduction in NO₂ (as NO_x in ug/m³) required and assumes that other receptor points will require less of a reduction.

The NO_x reduction required has been based on results of a diffusion tube collocated with the hired continuous monitor outside the Gosport Road Fareham AQMA for year 2006. In order to determine the amount of NO_x reduction required, the annual mean Air Quality Strategy objective of 40ug/m³ NO₂ has been calculated to be an equivalent NO_x concentration of 79.2ug/m³ based on the predicted results. The results are shown in Table 3 below.

TABLE 3 – WORST CASE NO_x AND NO₂ REDUCTION REQUIRED IN AQMA

Location	Predicted 2006	NO _x ug/m ³ (to 40ug/m ³ NO ₂)	Reduction required		Predicted 2006	NO ₂ AQS objective	Reduction required	
			ug/m ³	%			ug/m ³	%
Gosport R	106.7	79.2	27.5	26	47.3	40	7.3	15

Based on predicted NO_x concentrations at this diffusion tube location, a minimum NO_x reduction of 27.5µg/m³ (equivalent to a 26% improvement in NO_x) would be necessary to comply with the annual mean objective and an NO₂ reduction of 7.3µg/m³ (equivalent to a 15% improvement in NO₂) would be required.

Consequently, the formulation of an Action Plan should aim to reduce the levels of NO_x/NO₂ within the AQMA by this amount.

A similar calculation will be undertaken for Portland Street AQMA at the end of 2008 when the further assessment of the air quality therein is undertaken.

5.0 TRANSPORT AND AIR QUALITY ISSUES IN THE BOROUGH OF FAREHAM

The Solent area on the South coast stretches from the New Forest and Southampton in the west to Portsmouth, Havant and Hayling Island in the east. The area includes Fareham and Gosport and extends to Eastleigh and Waterlooville in the North.

The levels of car ownership in the Solent region are higher than the national average with 84% of households owning one or more cars. The Solent strategic transport model has identified congestion hot spots and how these will be affected by future development and remedial action. Notwithstanding the latter, congestion levels will increase should the public continue to rely on cars as their main mode of transport. The public transport network in the Solent area is limited with less than 7% of journeys to work being made by public transport.

Hampshire County Council's Local Transport Plan for the period 2006 -11(LTP2), contains a chapter and an annex entitled, Solent Transport Strategy. Both documents make reference to the fact that the Fareham – Gosport peninsula suffers from congestion due to poor accessibility. The peninsula is situated west of Portsmouth, separated from the city by Portsmouth harbour. Gosport is located at the southern end and is entirely contained on the peninsula, while the Borough of Fareham straddles the northern section of the peninsula and the mainland. Fareham has access to the rail network, the M27 and the peninsula's only two road access points. The A27 corridor also passes east – west through the Borough.

As stated, the peninsula has only two key strategic road access routes, the A32 (Gosport Road Fareham)/B3385 (Newgate Lane Fareham) corridor to the east and the B3334 (Gosport Road Stubbington/Titchfield Road Titchfield) in the west. Both routes link directly to the A27 and make onward connections to the M27. Traffic congestion, particularly during peak conditions, is generally high with the 5.5km journey between the Brockhurst and Quay Street roundabouts, typically taking in excess of 30 minutes. The congestion is now obvious beyond traditional peak hours. A particular congestion point is the Quay Street roundabout in Fareham, which is restricted by physical land constraints. In addition, significant peak hour congestion on the M27 causes a backlog onto the A27 at junctions 9 and 11, which has a major knock on effect to the operation of the A27 and the A32. This traffic congestion has contributed to poor air quality on the A32 and as a consequence an AQMA for the Gosport Road Fareham was declared in April 2006. A further AQMA was declared for Portland Street, Fareham, which is adjacent to the Quay Street Roundabout, in December 2007.

Gosport does not have a rail service with the nearest station in Fareham and the local bus services obviously operate in a highly congested area. While around 1200 Gosport commuters use the ferry to Portsmouth each day, nearly 2.5 times as many drive to

Portsmouth contributing to the 6600 peak period vehicles on the A32 to Fareham and beyond with a further 3200 using the B3334 at peak times to destinations to the west.

Traffic problems and perceptions about poor transport choices and highway access, especially for commercial activities, are hindering the regeneration of redundant urban and ex-military brownfield sites for employment opportunities in Gosport. Ministry of Defence (MoD) and associated employment, which used to provide substantial employment opportunities for those living on the peninsula, has been reducing over a number of years. There are approximately twice as many people in the labour force as there are local jobs in Gosport. Significant levels of outward commuting currently occur from Gosport with almost 49% of Gosport residents who work, commuting off the peninsula.

A significant level of committed development on the peninsula to be built in the next few years will further add to congestion on the road network. Housing allocations for the Gosport district is resulting in residential development that is contributing to the peninsula's traffic congestion problems. Fareham Borough Council has little influence on this development. Two Strategic Development Areas (SDAs) are proposed by the South East plan, one of which is to the north of Fareham to accommodate 10000 houses. Major infrastructure improvements will be required to ensure that the SDA does not have a negative effect on the entire and already congested local highway network, including the M27 at junction 11, the A27, the A32 and Fareham Town Centre. For instance, people working in the SDA may live in Gosport and will use the Gosport Road to get to work. The SDA could potentially improve air quality in the area as the provision of alternative transport modes should be a strong feature of the development. However, noise and air quality issues will be relevant concerns for the new residents of the SDA.

A major and critically important scheme to improve congestion between Fareham and Gosport was to be the South Hampshire Light Rapid Transit Scheme between Fareham, Gosport and Portsmouth including a tunnel under the harbour. Although a revised bid by Hampshire County Council and Portsmouth City Council in 2005 demonstrated excellent value with a benefit to cost ratio of 4:1, the Government would not provide additional funding for this scheme. Alternative options for the scheme are now being considered but the timescale for implementation has obviously been extended by years.

In the 2007 Fareham Borough Council Residents' Survey, improving traffic conditions ranked as the highest priority for residents closely followed by improving public transport.

6.0 NITROGEN DIOXIDE EMISSIONS AND ABATEMENT METHODS FOR VEHICLES

6.1 NITROGEN DIOXIDE

Nitrogen dioxide (NO₂) and nitric oxide (NO) are both oxides of nitrogen and are referred to as nitrogen oxides (NO_x). All combustion processes produce NO_x emissions, largely in the form of nitric oxide, which is then converted to nitrogen dioxide mainly as a result of reaction with ozone in the atmosphere.

Nitrogen dioxide is associated with adverse effects upon human health. It is an irritant gas that at high levels causes inflammation of the airways. Long term exposure may affect lung function and respiratory symptoms. It can exacerbate the health problems of persons with respiratory problems such as asthma and lung disease.

Oxides of nitrogen can occur naturally for example from lightning and forest fires. However, the principal source is road transport which accounted for 49% of the total UK emissions in 2000. However, for urban areas, the contribution of road transport to local emissions is estimated to be around 75%. (Local Air Quality Management (LAQM).Technical Guidance(TG)(03)).The next greatest contributors are non-nuclear power stations and then other industrial activities.

The annual mean objective for nitrogen dioxide is 40ug/m³ and this is currently exceeded in the two Fareham Borough Council AQMAs and at roadside locations throughout the UK with exceedences being most likely within 10 metres of the kerbside of congested urban roads.

6.2 ABATEMENT TECHNOLOGY

Abatement technology exists to reduce the emission of pollutants from vehicles. The following describes abatement technology for the reduction of nitrogen dioxide from vehicles and describes the current European Emission Standards that determine vehicle emission standards for various pollutants including nitrogen dioxide.

6.2.1 DIESEL VEHICLES

Diesel vehicles (generally comprised of heavy-duty trucks and currently half of all new passenger cars in Europe) are more fuel efficient compared to petrol vehicles and thus emit less of the climate change gas, carbon dioxide. However, diesel engines have relatively higher emissions of particulate matter and nitrogen oxides.

Emission control technologies for nitrous oxides in diesels is quite complicated but certain technologies are available including exhaust gas recirculation, selective catalytic reduction, NOx adsorbers and NOx catalysts.

6.2.1.1 Exhaust gas recirculation

Exhaust gas recirculation (EGR) is used primarily to reduce NOx emissions. Because the formation of NOx is highly temperature dependant, EGR works by recirculating 5 - 10% of the exhaust gases back to the engine air inlet in order to lower the combustion temperature and thus lower these emissions. EGR systems can be either high or low pressure systems. Low pressure systems can be retrofitted since they require no engine modifications. Diesel particulate filters are an integral part of any low pressure system, ensuring that particulate matter is not being circulated back into the engine. EGR can reduce NOx by 40-50%.

6.2.1.2 Selective catalytic reduction

Selective catalytic reduction (SCR) uses an outside agent to catalyse and reduce the NOx to harmless nitrogen and water. SCR uses ammonia (in the form of urea) that is supplied in small doses. This requires a careful monitoring system as the amount of urea needs to be finely tuned to the amount of NOx. If this is not properly monitored, excessive ammonia, which is a toxin, will be emitted. Urea is supplied from a tank in the vehicle that needs to be refilled and SCR reduces NOx by 75-90%.

6.2.1.3 Lean NOx catalysts

Lean NOx catalysts function much like a SCR but reduce emissions by around 30 -50%.

6.2.1.4 NOx adsorber

A NOx adsorber stores NOx under lean combustion conditions and when storage capacity has been reached, the NOx is catalytically converted to nitrogen and water. NOx adsorbers have proven effective in combination with diesel particulate filters. They are not retrofittable. They reduce NOx substantially (by over 90%) but are very sensitive to sulphur poisoning.

6.2.2 PETROL VEHICLES

In respect of petrol vehicles, the 3 way catalytic converter which reduces carbon monoxide, hydrocarbons and NOx emissions, are now installed as standard equipment by vehicle manufacturers. Globally, 85% of new petrol vehicles are fitted with 3-way catalysts.

6.3 ADVANCED VEHICLE TECHNOLOGY AND ALTERNATIVE FUELS

Advanced vehicle models and alternative fuels are also available to reduce emissions including nitrogen dioxide. These include clean diesel vehicles, compressed natural gas vehicles and hybrid electric vehicles. Alternative fuels include ethanol, biofuel and LPG.

6.3.1 ADVANCED VEHICLE TECHNOLOGY

6.3.1.1 Clean diesel vehicles

A clean diesel vehicle is a conventional diesel vehicle equipped with advanced emissions control technologies such as diesel particulate filters and selective catalytic reduction systems. These vehicles which include buses and HGVs are said to comply with the Euro V standard detailed below.

6.3.1.2 Compressed natural gas vehicles

Compressed natural gas (CNG) vehicles have engines that have been adjusted to run on natural gas that is stored under high pressure in a fuel tank in the car. Both diesel and petrol vehicles can be retrofitted to run on this gas but are normally heavy diesel vehicles. Dedicated CNG vehicles have lower emissions of NOx compared with standard petrol vehicles.

6.3.1.3 Hybrid electric vehicles

Hybrid electric vehicles are powered using a combination of an internal combustion engine and an electric motor. The car runs off the battery at slow driving speeds which is suitable for polluted urban areas.

6.3.2 ALTERNATIVE FUELS

6.3.2.1 Methanol

An alcohol fuel that can be produced from a variety of sources. High performance liquid fuel that emits low levels of hydrocarbons and NOx.

6.3.2.2 Ethanol

An alcohol fuel similar to methanol. Again low emissions of NOx.

6.3.2.3 Natural gas

A fossil fuel composed mainly of methane. Relatively free of contaminants and therefore less NOx emissions. Requires special storage facilities.

6.2.3.4 Liquefied petroleum gas (LPG)

Also known as propane that is a gas at ambient temperature and pressure and is a by-product of natural gas processing and petroleum refining and provides for lower NOx emissions. Liquefied petroleum gas (LPG) is best suited to light vehicles such as cars and small vans. LPG vehicles need to be purpose built or they can be converted, with petrol vehicles being far more readily convertible.

6.2.3.5 Biofuel

A fuel derived from biological and natural resources. These fuels do not require vehicle modifications and result in emission reductions of particulate matter, hydrocarbons, carbon monoxide and carbon dioxide but not a reduction in nitrogen dioxide.

6.4 EUROPEAN EMISSION STANDARDS

European emission standards are sets of requirements defining the acceptable limits for exhaust emissions of new vehicles sold in the EU member states. The emission standards are defined in a series of European Union directives staging the progressive introduction of increasingly stringent standards. Currently emissions of NOx, hydrocarbons, carbon monoxide and particulate matter are regulated by most types of vehicles including cars, lorries, trains, tractors and barges but excluding sea going ships and airplanes. For each type of vehicle type, different standards apply. New standards do not apply to vehicles already on the road.

The stages are typically referred to as Euro 1, 2, 3, 4 and 5 fuels for Light Duty Vehicle standards. The corresponding series of standards for Heavy Duty Vehicles use Roman rather than Arabic numerals (Euro I, II, III, IV, V and VI). The Transport for London Low Emission Zone is based on these Euro emission standards. For example, from February 2008, a standard of Euro III for particulate matter will be required for lorries over 12 tonnes.

In the area of fuels, the 2001 Biofuels Directive requires that 5.75% of all transport fossil fuels (petrol and diesel) should be replaced by biofuels by the end of 2010.

In respect of emission standards for passenger cars and light commercial vehicles, diesels have more stringent carbon monoxide standards but are allowed higher NOx. Petrol vehicles are exempted from particulate standards through the present Euro 4 stage. Euro 5 will come into effect for passenger cars in September 2009 and September 2010 for light commercial vehicles.

Tremendous progress in reducing emission levels was achieved when Euro III vehicles were introduced to the market from 1999. Emission standards for lorries and buses are defined by engine power and for Euro V, the implementation date is October 2008. In order to achieve the significantly lower emission standards of Euro IV and V, exhaust

treatment is required. Most European vehicle manufacturers have chosen Selective Catalytic Reduction (SCR) technology and Adblue to meet these standards.

AdBlue is the registered trademark for AUS32 (Aqueous Urea Solution 32.5%) and is used in the process known as SCR to reduce emissions of oxides of nitrogen from the exhaust of diesel vehicles. It is a 32.5% solution of high purity urea in demineralised water that is clear, non-toxic and safe to handle. AdBlue is carried onboard SCR-equipped trucks in specially designed tanks and is dosed into the SCR system at a rate equivalent to 3-5% diesel consumption. Adblue is sprayed into the exhaust gases. The heat of the exhaust system transforms the urea into ammonia which reacts with the nitrogen oxides in the catalytic converter, converting them to harmless nitrogen gas and water vapour. All European truck manufacturers currently offer SCR equipped models and the future Euro VI emission standard is set to reinforce the demand for this technology.

From November 2007, new HGV and bus engines are required to monitor their emission control systems and to limit engine power in the event of those emission control systems failing to operate. These provisions are essential to control future emissions of nitrogen oxides and apply to both EGR and SCR systems but may be more relevant to the latter. In the case of engines using SCR a level indicator for the AdBlue reagent, incorporating a low level warning, is required to be displayed on the dashboard near the fuel gauge and the On Board Diagnostic System is required to monitor the quality as well as the presence of the reagent. On Board Diagnostic systems are also required to monitor failures which could lead to increased particulate emissions. Using an SCR equipped vehicle with an empty AdBlue tank would be an offence under regulation 61a of the Road Vehicles (Construction and Use) Regulations 1968, as amended, in that it will lead to excess emissions which could have been avoided by routine maintenance.

7.0 STRATEGIES AND POLICIES AFFECTING TRANSPORT AND AIR QUALITY WITHIN FAREHAM BOROUGH COUNCIL

There are a variety of strategies and policies relating to the development of land and transportation within the Borough of Fareham that can directly affect air quality generally and in particular, within the AQMAs.

7.1 FAREHAM BOROUGH COUNCIL – A PROSPEROUS, SAFE AND ATTRACTIVE PLACE TO LIVE

Fareham Borough Council's aim is to make Fareham a prosperous, safe and attractive place to live and work by promoting economic, social and environmental well-being and sustaining the quality of life that Fareham residents have come to enjoy.

7.2 HAMPSHIRE COUNTY COUNCIL LOCAL TRANSPORT PLAN 2006 -11 (LTP2)

One of the main objectives of the LTP2 is to improve air quality and it is recommended that Air Quality Action Plans should be integrated into the LTP2 where local road transport is identified as a major source of local air pollution concentrations within the AQMA as is the case for Fareham Borough Council.

The LTP2 makes reference to the specific problems of congestion in Fareham particularly on the A32 and in the vicinity of the Quay Street Roundabout Fareham and offers solutions to the problem of poor air quality in these locations. However, the

AQMAs in Fareham were declared after the publication of the LTP2 and so there are no LTP2 targets in relation to these AQMAs.

7.3 FAREHAM BOROUGH LOCAL PLAN REVIEW (2000 – 2006)

The Fareham Borough Local Plan Review, prepared by the Borough Council, was adopted in March 2000. It provided guidance on the use and development of land to 2006, although many of the policies have had, and will have, a much longer lifespan. The strategy of the Local Plan Review is to meet the development requirements set out in the Hampshire Structure Plan Review and the needs of the residents and businesses of the Borough, while protecting the environment.

The objectives of the Transport chapter seek to improve the overall quality of life by reducing the need to travel; encourage the use of energy efficient forms of transport and alternatives to the private car; improve levels of accessibility and strengthen Fareham town centre as an important place to shop, live, work and visit and thereby reduce the pollution associated with transportation.

7.4 LOCAL DEVELOPMENT FRAMEWORK INCLUDING THE TOWN CENTRE AREA ACTION PLAN

In September 2004, the Government reformed the planning system, introducing new arrangements for the preparation of Development Plans. The new system was introduced by the Planning and Compulsory Purchase Act 2004. This will mean that the current Fareham Borough Local Plan Review (2000) will be replaced by the Fareham Local Development Framework (LDF), but will make provision to save existing adopted local plan policies. The LDF will establish policies and proposals for the development and use of land in Fareham until 2026. The Council is currently consulting on some of the most important documents within the LDF including the Core Strategy, the Site Allocations Development Plan and the Town Centre Area Action Plan. Included in this consultation process is an internal LDF officers' group.

Having regard to the location of the two AQMAs, the Town Centre Area Action Plan is significant and will be developed to provide a 20 year strategy for Fareham's town centre to help manage change and growth. The strategy will set out how the vitality and viability, quality, safety and attractiveness of the town centre should be maintained and strengthened. As part of the strategy, the Area Action Plan will identify development sites and opportunities, areas of protection and enhancement and policies to deliver the strategy.

Details on the current status of the LDF can be found on the FBC website at:-

<http://www.fareham.gov.uk/council/departments/planning/ldf/intro.asp>

7.5 PARKING STRATEGY

Parking plays an important role in supporting the economic viability of the town centre for shopping and leisure activities. In addition, town centre parking is used by workers and those visiting businesses. Additionally, many residents within the town centre and the surrounding areas are reliant upon on-street and in some instances, off-street parking opportunities. These different parking needs are often in conflict with one another and a new parking strategy will seek to prioritise and reconcile these various parking needs.

Fareham Borough Council has considerable influence over future parking provision. It operates nearly all the off street parking provision and controls and enforces on street parking. The LTP2 vision is centred on increased accessibility, reduced congestion, improved road safety and air quality. Fareham is faced with serious access and congestion problems resulting in air quality issues. The longer term aim of the LTP2 is to reduce the need to travel and encourage the use of non-car modes and part of this is to concentrate development in centres such as Fareham. In some ways this is a contradiction as the outcome of concentration is more congestion and air quality problems in the centres. However, in the context of growth, this land use policy overall is preferred to the spread of low density car dependant developments but it does lead to additional challenges in Fareham. Locally, transport policies will be required to complement and reinforce the success of the Fareham shopping centre.

Following lengthy consultation, the Fareham Town Centre Parking Strategy was finally approved by the Executive on 28 July 2008. The strategy identifies considerable future growth in demand for parking in the town centre. The strategy for development of the town centre seeks to make best use of land, including making better use of under-used car parks and considers the level of parking to be provided with new town centre developments. The consultation was based on three strategies that had a different emphasis on the level of car dependency. Strategy A related to a higher car dependency, adding 280 short term spaces to 2016 and 570 to 2026. Strategy B related to a moderate car dependency and would provide limited additional parking with no change to 2016 and growth of 260 short stay spaces to 2026. Strategy C based on a lower car dependency and restricted car parking to apply a reduction of 110 spaces to 2016 and an addition of only 130 spaces to 2026. The approved strategy is that of moderate car dependency.

7.6 CYCLE STRATEGY

The Council's Cycle Strategy reinforces the Government's National Cycling Strategy aims of doubling cycle usage over the next ten year period and also to have 10% of all trips made by bicycle by the year 2012. The Strategy provides a strategic framework to encourage people to use bicycles, rather than cars, as part of a wider transport strategy for South East Hampshire. This will help to reduce congestion, pollution, energy consumption, transport costs and pressure on town centre car parks.

The Strategy also aims to encourage people to undertake leisure cycling to promote fitness and improved health. Existing provisions for cyclists are highlighted and proposals for expanding the network of cycleways and associated facilities are listed. The Cycling Strategy aims to encourage bicycle use in order to relieve traffic congestion and pollution in Fareham. The main disincentives to cycling are seen as danger from high speed motorised traffic, especially at junctions and roundabouts and cycle theft.

Details of the Cycle Strategy can be found on the FBC website at <http://www.fareham.gov.uk/council/departments/planning/cyclingstrategy.asp>

7.7 WALKING TO HEALTH

Fareham Borough Council is encouraging residents to get outdoors and "Walk their way to health". The Walking To Health scheme features a series of walks around the Borough, each led by a trained volunteer. A new programme of walks is produced very two months.

Details of the Walking to Health scheme can be found on the FBC website at:-

http://www.fareham.gov.uk/farehams_community/people/keeping_healthy/hwalk.aspx

7.8 DECRIMINALISED PARKING

From 02 April 2007, Fareham Borough Council became responsible for enforcing traffic regulations such as limited waiting, double or single yellow lines, no stopping at bus stops etc. Previously, the responsibility for enforcing these lay with the police and was carried out by traffic wardens. The off-street (or car park) enforcement team was expanded to take account of these new responsibilities. They work a shift system as the enforcement takes place seven days a week and issue Penalty Charge Notices to any car parked either in a no waiting area, an area of single or double yellow lines or where they waiting time period has been exceeded. These powers have been further enhanced by the Traffic Management Act 2004.

7.9 ENVIRONMENTAL SUSTAINABILITY STRATEGY

In 2005, Fareham Borough Council's Scrutiny Board decided that a Sustainability Strategy should be prepared for the Council in response to the Comprehensive Performance Assessment (CPA) requirement for an improvement in addressing sustainability issues in the Borough. At a subsequent Scrutiny Board meeting the scope of the Environmental Sustainability Strategy (ESS) was further refined and agreed. Sustainability specialist consultants were appointed to work with Members and Officers to prepare an ESS that focuses on the strategic priorities for the Council and the Borough. A corporate sustainability strategy scoping report was produced in 2006 with reference to air quality and the traffic congestion problems on the Gosport Road Fareham. The final version of the ESS was approved by the Executive in May 2007 after receiving general support from Fareham's Local Strategic Partnership, networkfareham.

7.10 SUSTAINABLE COMMUNITY STRATEGY – LOCAL STRATEGIC PARTNERSHIP

The purpose of a Sustainable Community Strategy is to set out the strategic vision for a place. It needs to create a long term, sustainable vision for the Borough whilst contributing to the improvement priorities detailed in the Hampshire Local Area Agreement (LAA). The aim is for there to be complete coherence between the Sustainable Community Strategy and all other plans and policies for the Borough. The Government's expectation is that Fareham's Local Strategic Partnership (LSP) should be the overarching partnership bringing together a manageable number of key thematic partnerships to deliver the priorities agreed in the Sustainable Community Strategy.

Fareham Borough Council's Executive agreed on 2 April 2007 to the reconfiguration of Fareham's LSP with the introduction of seven thematic partnerships including the Fareham Environment and Transport partnership that has decided to concentrate on three issues, one of which is traffic congestion in Fareham particularly on the A32. Each thematic partnership will report to and have a representative on, the LSP Board. Other partnerships include a health and well being partnership, a community partnership and an economic development partnership. Membership of the partnership will be wide ranging from elected members, Council officers and representatives of the County Council, the public and local businesses. The draft Sustainable Community Strategy is to be consulted upon in 2008.

A similar arrangement exists for Gosport and the LSP is known as The Gosport Partnership. The transport sections of both Councils' LSPs are to work together on the matter of reducing traffic congestion on the A32.

7.11 TRANSPORTATION IN FAREHAM 2004-11

Fareham Borough Council developed a non-statutory transport plan called "Transportation in Fareham" in 1999. That plan has now been reviewed and a copy of the updated plan can be found on the FBC website at:-

<http://www.fareham.gov.uk/council/departments/planning/localtransportissues.asp>

7.12 CORPORATE PRIORITY – IMPROVING ENVIRONMENTAL MONITORING

A corporate priority is to improve the environmental monitoring of water, air and land and in association with this, a continuous nitrogen dioxide monitor was purchased for location in the Gosport Road Fareham AQMA. The unit became operational in June 2008.

7.13 FAREHAM TOWN CENTRE

Fareham Town Centre Management is an informal partnership committed to the vitality and vibrancy of the town centre, ensuring that it is a clean and safe place to work, shop, live and enjoy leisure time. The Town Centre Management Steering Group includes representatives from small and large businesses, Southampton & Fareham Chamber of Commerce, Hampshire Police and Fareham Borough Council.

The Town Centre Management is employed under this partnership to liaise between all stakeholders and to manage events and activity in the town centre. The Town Centre Manager regularly produces a town centre newsletter directed at local businesses. The Environmental Health Manager of Regulatory Services Fareham Borough Council, has presented a paper to the Town Centre Management on the air quality issues facing Fareham.

7.14 TAXI LICENSING STRATEGY

There are technical specifications relating to the vehicles that can be licensed as taxis. These can be viewed on the FBC website at:-

<http://www.fareham.gov.uk/council/departments/healthcommunity/hcphindex.asp>

7.15 SUSTAINABLE WORK TRAVEL PLAN

A sustainable work travel plan for Fareham Borough Council was approved in December 2005 and a sustainable work travel plan group set up in October 2006 to develop, implement and monitor the Council's Sustainable Work Travel Plan. Several actions have been progressed by the group including the provision of loans for bicycles and a Fareham Borough Council based car share scheme.

7.16 VISION FOR WEST STREET

Fareham Borough Council, working in partnership with the Department for Communities and Local Government, has made major environmental improvements to West Street in Fareham.

Following earlier public consultations and the adoption of the 'West Street Vision' document in 2004, Fareham Borough Council allocated £325,000 for the work and the Department for Communities and Local Government provided a further £1 million to allow the scheme to be completed quickly.

7.17 HAMPSHIRE ACTION TEAMS

Hampshire County Council is currently exploring a new way to enhance the role of elected members in the communication process. It's pilot Hampshire Action Teams (HATS) have been in place since the end of October 2006.

HATs were devised as a method for moving away from committee structures and getting people more involved in the decisions on county council priorities that will affect their local areas. HATS are intended to provide a forum for local communities to raise their concerns directly with their elected Councillors, who will then be able to relate these issues back to the cabinet.

Seven HAT areas have already been created, covering district boundaries. The membership of a HAT consists of all of the elected county councillors representing that area, with one appointed as chairman. HATs will also work with partners such as local strategic partnerships, crime and disorder reduction partnerships, district and borough councils and town and parish councils. One area of work being examined by a HAT is the Gosport Peninsula access plans.

7.18 SOUTH EAST PLAN/REGIONAL SPATIAL STRATEGY

The South East Plan (otherwise known as the Regional Spatial Strategy) is a document that sets out changes needed to improve the quality of life in the South East England region over the next 20 years. It sets out the planning framework for the south east region.

Key topics covered in the Plan are housing, transport, employment and the environment. Following comprehensive public consultation, the full Plan was approved by the South East England Regional Assembly (SEERA) on 1 March 2006 and was submitted to Government on 31 March 2006.

Further public consultation ran from 31 March - 23 June 2006 and was followed by an examination in public looking at the proposals. Government then published an independent inspectors' report in August 2007. It is expected that the final Plan will receive Government approval in 2008/9.

All nine regions in England are producing similar documents for their areas. Once approved by Government, they will become statutory documents that local authorities and other agencies will have to follow.

7.19 PUSH

The Partnership for Urban South Hampshire (PUSH) is a partnership of 11 local authorities in South Hampshire including the unitary city councils of Southampton and Portsmouth, Hampshire County Council and Fareham Borough Council. PUSH is dedicated to sustainable, economic led growth and improving prosperity and the quality of life for all living, working and visiting South Hampshire over the next 20 years. In respect of transport, the delivery of PUSH's growth strategy depends upon the achievement of objectives around an improved transport system and accessibility

underpinned by the LTP2 approach of “reduce, manage and invest”. Transport for South Hampshire (TfSH) is the transport arm of PUSH.

The website for PUSH is as follows:-

<http://www.push.gov.uk/intro.aspx>

7.20 GOSPORT COMMUTER STUDY

A commuter study for Gosport was undertaken in 2007 with results published in 2008.

8.0 FUTURE DEVELOPMENTS AND INFLUENCES ON AIR QUALITY

8.1 STRATEGIC DEVELOPMENT AREA (SDA)

As stated above, PUSH is a partnership of local authorities in South Hampshire dedicated to sustainable, economic-led growth and improving prosperity and the quality of life for everyone who lives, works and spends their leisure time in South Hampshire.

In 2004, the South East England Regional Assembly (SEERA) commissioned the County and City Councils of Portsmouth and Southampton to provide advice on sub-regional aspects of the draft South East Plan. It was agreed this advice should be provided for South Hampshire under the banner of PUSH.

In October 2006, PUSH was selected by the Department for Communities and Local Government (DCLG) to be one of 29 “New Growth Points” in England. This is a long-term partnership with Government which, subject to the proposals for growth being endorsed through the Regional Spatial Strategy (South East Plan), will mean continued support and funding from Government.

PUSH is also one of eight “Diamonds for Investment and Growth” identified in the Regional Economic Strategy prepared by the South East England Development Agency (SEEDA).

South Hampshire is already home to nearly one million people, which makes it the largest urbanised area in the South of England outside London. The pressure of demand for more housing is one factor, but not the driving force, for PUSH’s growth strategy. Growth provides the opportunity to raise the prosperity of South Hampshire, to invest in the skills of its workforce, to enhance its infrastructure and to tackle the housing needs of a growing population, including for affordable housing.

A sufficient supply of new homes is needed to ensure that housing availability and affordability do not constrain the economic growth needed to match the rest of South East England. SEERA has proposed that approximately 4,000 new homes per year should be provided in South Hampshire between 2006 and 2026 and commissioned the county and two unitary authorities to advise how those new homes should be apportioned among the 10 local authorities in South Hampshire. The authorities undertook this work under the aegis of PUSH, in order to consider housing growth in the context of its wider strategy for economic-led growth in the sub-region.

PUSH wants both existing and new communities in South Hampshire to be sustainable. The planning system has a major role to play in shaping places, translating clear vision and values into what happens on the ground.

PUSH's target of achieving 3.5 per cent annual economic growth (GVA) by 2026 will require land for business expansion and house building. Around 80,000 new homes and nearly 2 million square metres of additional business floorspace are proposed, most of which are to cater for people and firms already resident in South Hampshire. Accommodating this new development whilst also protecting the area's environment is a major challenge.

This is what the South Hampshire sub-regional strategy, drawn up by PUSH and now incorporated into the draft South East Plan, aims to do. The strategy gives priority to urban regeneration by focusing growth on Portsmouth, Southampton and the other existing urban areas. However, previously-developed "brownfield" sites alone cannot accommodate all the necessary development; some building on greenfield land must be planned for.

A limited number of extensions to existing urban areas are proposed during the next 10 years, but most greenfield development will take place after 2016 in two Strategic Development Areas (SDAs) – one proposed to the north of Fareham and the other to the north/north east of Hedge End. As well as a wide choice of new homes, each SDA will have jobs, shops, community facilities and good transport links to the nearby cities of Portsmouth and/or Southampton. However, Fareham's SDA could also add to the town's existing congestion problems.

The Government recently published its proposed changes to the South East Plan which are being considered by PUSH and Transport for South Hampshire (TfSH), which is a joint committee of the three strategic transport authorities, that is, Southampton City Council, Portsmouth City Council and Hampshire County Council. One area of change which PUSH and TfSH are likely to support is that an additional clause should be added to Policy SH2 (SDAs) to read that development at the SDAs should not result in a breaching of national air quality standards.

8.2 REDEVELOPMENT OF LAND AT THE QUAY STREET ROUNDABOUT

A large retail foodstore is likely to be developed on land close to the Fareham Town Centre in close proximity to both AQMAs. Houses may also be included in a separate application for the site. An Environmental Impact Assessment (EIA) was submitted in connection with the retail development including air quality impact information.

Formerly a foundry, the site is presently unoccupied. Although readily accessible by foot, cycle and bus, the car park is to accommodate over 350 cars. Plans include alterations to the existing Quay Street roundabout to provide a new 'throughabout' signalised roundabout, various improvements to pedestrian and cycling facilities and the store is to have a work travel plan.

8.3 NEW PERFORMANCE FRAMEWORK FOR LOCAL GOVERNMENT

The Local Government White Paper (published in October 2006) set out a new performance framework for local government. The backbone of the new framework will be around 200 indicators covering all Government's priorities for local delivery. Local Government will be required to report their performance against these indicators from April 2008.

Every local authority leading a Local Area Agreement (LAA) such as Hampshire County Council will have to report against the whole set of indicators and agree up to about 35 of them (plus the 18 statutory early years and performance targets for the Department for Education and Skills) as 'local improvement targets' to form the basis of their LAA. The indicators and targets that are chosen for each LAA will differ from place to place.

In addition, an area may agree its own 'local priority targets', which may or may not be drawn from the national set.

A new National Indicator relates to air quality in respect of the emission of nitrogen oxides and particulates from local authority estates and operations eg vehicle use, energy use etc. It will be used to identify authorities that are proactive in minimising significant air pollution emissions which have significant health effects and costs, through their actions and measures and leading by example.

8.4 GOSPORT DEVELOPMENT/HMS DAEDALUS

Land at Daedalus, a former MoD site based at Lee-on-the-Solent, Hampshire, has been acquired by the South East England Development Agency (SEEDA) to provide a unique and exciting opportunity for a sustainable, high quality mixed-use development with potentially far-reaching benefits for the Solent area.

The Daedalus Project Team is particularly aware of the transport issues which currently exist on the Gosport Peninsula. With this in mind, transportation specialists have been appointed to consider the masterplan for the site and look at the best travel and transport options for it. They will consider the levels and movement of traffic within the site and the implications that development at Daedalus has for travel and transport further a field. They will also be looking at the road network, considering 'green' travel options and promoting alternative, sustainable methods of transport for example buses, bicycles and walking.

SEEDA and the transport specialists will be working closely with the relevant officers at Gosport Borough Council, Fareham Borough Council and Hampshire County Council to ensure the best options are taken forward to complement other transport/traffic initiatives in the area.

The Daedalus development will not be able to solve all the traffic problems which exist in the Gosport Peninsula, but the levels and movement of traffic are being monitored in order to ensure that the best options are developed to complement other transport/traffic initiatives in the area.

8.5 CRAWLER LANES ON THE M27

Work commenced in January 2008 on the construction of a climbing lane in each direction of the M27 between junctions 11 (Fareham) and 12 (Portsmouth). This has now been completed 2 months ahead of schedule and has provided an additional lane in each direction where slow moving traffic is climbing up to the top of the hill. The scheme should improve traffic flows and relieve congestion not only on the motorway but on the access to the Fareham – Gosport peninsula.

8.6 YEW TREE DRIVE BUS LINK WHITELEY

The Yew Tree Drive bus link completes the remaining short section of Yew Tree Drive into Whiteley from the B3051 Botley Road in Park Gate Southampton within the Borough of Fareham. The link involved the construction of a roundabout and a bus only gate formed by an electronically activated rising bollard and Selective Vehicle Detection system to prevent it's use by local traffic to Whiteley. Residents of Gosport who work in Whiteley will be able to catch a bus to work that will avoid the Segensworth roundabout and junction 9 of the M27, hot spots for peak hour congestion.

8.7 ALTERNATIVE TO THE LIGHT RAIL TRANSIT/BUS-RAIL INTERCHANGE

A key component in terms of infrastructure promoted through Solent Transport and PUSH was to be the South Hampshire Rapid Transit (SHRT) light rail scheme between Fareham, Gosport and Portsmouth. The local authorities identified this as a critical link to ameliorate some of the local area's existing and future congestion problems. In light of the Government's refusal to provide additional funding for this scheme, alternative options to light rail are now being developed and progressed. The current option is a Bus Rapid Transit scheme with integration with existing bus routes and the railway station including a multi-modal transportation interchange at Fareham railway station.

8.8 VISION FOR WEST STREET FAREHAM

As part of the LDF process, the importance of West Street will be recognised to enable the revitalisation of this part of the town centre. Fareham Borough Council has developed a Vision for West Street to help influence, guide and inform future planning and management of the area in a consistent and joined up way. Better public transport, pedestrian and cycle provision were identified as key elements of this vision.

The project was part funded (£1million) by the Department for Communities and Local Government (DCLG), with the remaining funding (£325,000) from Fareham Borough Council. The contract started on Monday 12 November 2007 and is nearing completion.

8.9 FAREHAM TOWN ACCESS PLAN/FAREHAM TOWN CENTRE AREA ACTION PLAN

Hampshire County Council is committed through the LTP2 to develop 20 Town Access Plans, of which Fareham is one, that improve the pedestrian environment and accessibility for all users. This includes pedestrians, cyclists, public transport users and motor vehicle drivers.

The Fareham Town Access Plan will form part of the community strategy and the Local Development Framework (through the Fareham Borough Council Town Centre Area Action Plan) and has a role in directing investment within the town. The plan will ensure that development will contribute to the strategy through implementing or making a financial contribution towards measures identified. The plan seeks to create a long term increase in the use of local services by local people by improving the ease of movement, especially by passenger transport, walking and cycling within that centre.

9.0 AIR QUALITY ACTION PLAN

9.1 INTRODUCTION

Appendix 6 of the AQAP lists the actions that are considered to be cost effective and feasible in tackling the air quality problems in the AQMAs on the Gosport Road Fareham and Portland Street Fareham. Section 10 below provides detailed information regarding all the options.

The actions are divided into sections under the following headings:-

- Reducing vehicle emissions;
- Road Network Alterations;

- Public Transport Improvements;
- Alternative Transport Improvements;
- Statutory Functions;
- Promotion and Publicity; and
- Improvements in the Quality of Life and Health.

The majority of the actions are transport based bearing in mind the source apportionment study undertaken in the further assessment of the air quality in the Gosport Road AQMA. Congestion of the A32 associated with out-commuting from Gosport is the major issue. The actions focus on improving transport, the transport infrastructure and encouraging residents and businesses of both Gosport and Fareham to seek alternatives to the car.

The responsibility for each of these options lies with various internal and external bodies including officers of Fareham Borough Council and Hampshire County Council but the implementation of each can be influenced by the Borough Council. Some are new options yet to be commenced whilst others are ongoing.

Appendix 6 provides a list of the actions, a timescale for the implementation of the same, an indication of the cost of each action, the potential impact on nitrogen dioxide levels in the AQMAs and other non air quality impacts eg reduction in other pollutants such as particulates, noise and congestion.

Columns for targets and indicators have been added as recommended by DEFRA in their consultation response to the draft AQAP in May 2008.

A simple cost/benefit analysis has been undertaken with reference to the cost of each action, the air quality and non-air quality impacts. This will be used ultimately to rank the options in order of preference although this has not been recorded at present.

9.2 COST/BENEFIT ANALYSIS - SEE APPENDIX 6

9.2.1 Cost Effectiveness

In respect of an estimation of cost, the following criteria have been used:-

Low = up to £1000

Med = up to £10000

High = over £10000

Precise calculations of cost effectiveness, for example, the cost of improving air quality by $1\mu\text{g}/\text{m}^3$, is very difficult in most cases. However, it is important that local authorities can demonstrate that they have considered a range of options and have attempted to quantify their costs.

9.2.2 Air quality impact

At present, a qualitative score has been provided for the impact on nitrogen dioxide levels, that is, a presumed low, medium and high effect. It is extremely difficult to equate the exact levels to which a specific measure could affect nitrogen dioxide in a given area. Many of the actions will have a small impact but cumulatively the result may be a reduction in nitrogen dioxide so that the AQMA can be withdrawn. In the future, continuous monitoring data and further computer modelling may be able to give a more accurate indication of the impact on nitrogen dioxide levels of certain actions. This will

require the employment of an air quality consultant to undertake detailed and computerised modelling of the potential effects of the same.

9.2.3 Non-air quality impacts

The non-air quality impacts illustrate other benefits such as a reduction in other pollutants such as particulates and climate change gases; the reduction in noise and congestion associated with traffic; the relocation of congestion hotspots due to an action; increased public awareness of air quality issues that may result in different transport choices being made by the public; reduced fuel costs; increased use of public transport and the Council being seen to be taking a lead in local air quality issues.

9.3 INDICATORS, TARGETS AND MONITORING

In preparing the Local Transport Plan 2006-11 (LTP2), Hampshire County Council has developed a robust set of targets, based on an extensive range of indicators. This will provide a comprehensive basis to assess progress towards the LTP2 objectives and includes both mandatory and optional targets. Unfortunately, due to the timings of the publication of the LTP2 and the declaration of AQMAs in Fareham, targets and indicators for the latter are not included in the LTP2. However, the AQMAs in Winchester, Eastleigh, Totton and Lyndhurst are included and the associated indicators and targets could be similarly used for Fareham.

In respect of the areas listed above that are contained in the LTP2, the air quality indicators are mandatory. In addition, the LTP2 provides local indicators for traffic growth, travel plans and school travel in these areas.

The headline air quality target for each area is as follows:-

To seek reductions in the level of nitrogen dioxide (NO₂) related to the annual mean in the AQMA so that it can be revoked within the LTP2 period and by 2011 at the latest. In respect of the Gosport Road AQMA, the required reduction is around 15%.

Intermediate outcome targets have been identified to support the headline target. Examples of these are as follows:

- Not to exceed 0%- 1% annual traffic growth, between 2004 and 2011, for all motor vehicle traffic within the AQMA;
- To increase the proportion of people working within Winchester City Centre covered by a travel plan to 37% by 2011 from a 2005 baseline of 24%;
- To reduce the proportion of school journeys in Winchester made by car (alone) to 16% by 2011 from a 2005 baseline of 18%, with an associated increase in no-car (alone) journeys.

Due to the sampling error inherent in the monitoring of pollution data and the fact that it will be difficult to measure accurately the impact of individual actions on pollution levels, monitoring of progress towards the headline LTP2 air quality targets will be based on the intermediate outcome indicators of traffic flow, travel to schools and employment within the AQMA(s).

The intermediate outcome targets are at least, if not more, stretching than the corresponding county wide targets, reflecting the intention of the County Council in these areas. Whilst traffic and travel plans are not the only factors in determining pollution, they are a reasonable representation and are easily measured.

Having regard to the County Council achieving the air quality targets, local authorities with AQMAs represented in the LTP2, are important partners as they lead on the implementation of their Air Quality Action Plans. However, many of the traffic related solutions likely to have a major impact on air quality are the responsibility of the County Council eg public transport infrastructure changes, variable message signing, bus priority measures, the development of park and ride schemes etc.

As stated above, Fareham Borough Council will look at these indicators with the County Council to see if any are appropriate for our AQMAs. If the AQMAs are still in existence in 2011, they may well be included in the next Local Transport Plan. Other targets that may be used by the Council include those listed in Table 8 of this AQAP in respect of targets for the County Council's Smarter Travel Choices Strategy.

10.0 DISCUSSION OF ACTION PLAN MEASURES

This section sets out in more detail the various options stated in the Air Quality Action Plan and should be read in conjunction with Appendix 6.

10.1 REDUCING VEHICLE EMISSIONS

10.1.1 FBC FLEET

The FBC fleet consists of 85 vehicles in total with 20 refuse vehicles. The entire fleet except for one van that uses petrol, use 5% biodiesel to reduce particulate emissions. Fourteen refuse vehicles have been provided with a diesel particulate filter system known as a continuously regenerating trap (CRT). Four refuse vehicles are Euro IV specification using AdBlue to reduce nitrogen oxides emissions. In April 2008, two refuse vehicles of Euro V specification with Ad Blue were purchased. Two Euro V road sweepers with AdBlue also came into use in 2008. Our drivers are also provided with environmentally friendly training advice. At present, there are no alternative fuelled vehicles in the fleet. Fareham Borough Council has no pool cars for district officers to use on their daytime duties.

ACTION 1

To improve the emission standards of Council fleet vehicles by the use of cleaner and alternative fuelled vehicles.

Future improvement actions may include:-

- 1) The provision of electric lifting hoists for bins which aims to reduce fuel use by 25%, with associated fuel costs of around £17000 - £18000 per annum per year. The pilot is to run to the Autumn of 2008. The anticipated saving per vehicle per year equates to the cost of a hoist so the Acting Head of Street Scene is looking to make an invest to save bid for the retrofitting of the whole refuse fleet in 2009 or to have hoists fitted to new refuse vehicles only (two per year from 2008);
- 2) A pilot has been implemented in 2008 to only cycle the pressure plate once every four bin lifts. The cycling of the plate requires the engine to be revved

and the fewer times the plate is cycled, the less fuel is used. Subject to the success of this trial, the fuel saving action will be rolled out to the rest of the fleet.

- 3) To continue to purchase high specification refuse vehicles in respect of emission standards eg Euro 5, at a rate of two per year depending on budget limitations;
- 4) The possible use of a Euro V refuse vehicle on the Gosport Road Fareham or the redirection of the refuse vehicle so as not to pass along this road during peak hours;
- 5) To continue to retrofit CRT to older vehicles;
- 6) The provision of GPS to Council vehicles to ensure fuel efficient navigation around the Borough and
- 7) To continue to investigate and action, the provision of alternative fuel and hybrid vehicles as part of the general replacement vehicle programme eg building and grounds maintenance.

10.1.2 BUS FLEET

General situation in Hampshire

Bus use within Hampshire County Council is one of the highest in the country. The Bus Strategy in the LTP2 aims to increase accessibility to services and widen travel choice. Reference is made to how the strategy will seek to address the LTP2 objectives of reducing congestion and improving air quality. In respect of congestion, the use of bus priority measures such as Selective Vehicle Detection to favour the bus at traffic signals and junction priority realignment to favour bus routes are stated as potential solutions. Quality Bus Partnership (QBP) schemes will result in shorter duration stops through the deployment of low floor buses, bus stop clearways and raised kerbs. Simplified ticketing such as the multi-operator Solent Travelcard and new technologies such as Smart Cards that simplify payment and therefore boost bus boarding times. In respect of air quality, reference is made to alternative fuel vehicles, information deliverance and measures to minimise delays at hot spots through priority measures.

Hampshire has enjoyed considerable success with QBPs including the Basingstoke route 6 where passenger journeys have risen 34% in a year; Havant has seen a rise of 34% in 3 years and Winchester with a 20% growth a year. Some 7.4 million journeys (27% of passenger journeys) are undertaken on routes subject to existing QBPs. Where a QBP is established, the County Council will invest in roadside infrastructure, information provision and bus priority measures while the bus operator provides new vehicles, timetable improvements and staff training.

Bus services in Fareham and Gosport

Bus services on the Fareham and Gosport peninsula have some of the highest patronage levels in Hampshire County Council, dominated by commercial as opposed to supported services. They carry over 250,000 passenger journeys per year. However, due to problems with congestion on certain roads and in particular, the Gosport Road Fareham, services are often unreliable. In addition, all bus users coming from Gosport have to change services or transfer to rail at Fareham for journeys further afield. Patronage levels are declining and operators are reducing services to parts of the peninsula due to lack of demand.

Obviously, fleet replacement is a commercial decision. The main commercial bus operator in Fareham, First Hampshire and Dorset Limited, is working with the County in

respect of a proposed QBP. Over 80% of their fleet are Euro II vehicles with approximately 20 out of fleet of 120 to be at Euro III standard by the end of 2008. Investment in newer buses in 2008/9 will bring some Euro IV buses although plans for 2009 are not yet finalised. However, 15 Euro IV mini buses are planned to be purchased in 2009. Although the provision of new buses (Euro IV) locally is limited, newer buses are being brought in from other parts of the country and these can be expected to meet progressively higher emission standards over the next few years. By improving passenger facilities and bus priorities as part of a QBP, the County Council is helping to encourage passenger growth and this in turn will assist the bus companies in investing in newer buses for local fleets.

There are no plans at present to purchase alternative fuel vehicles although biodiesel is being used widely as a component of the fuel. Fuel use is closely monitored and auditing and training emphasises the need to minimise engine idling. However, there is no signage at the local bus station in Fareham close to the two AQMAs requesting drivers to turn their engines off without delay when stationary. A pilot course is also underway to look at techniques to maximise fuel efficiency whilst driving and this should be incorporated into the future driver training programme. Bus company staff are also exposed to signage at the workplace to ensure they are aware of the environmental aspects of their work.

It is likely that a specific area QBP may be developed for the A32 corridor between Gosport and Fareham in association with the proposed Bus Rapid Transit scheme. Included in this new QBP could be targets for the age of buses, bus punctuality measures, journey times and ITS improvements. Emission targets may also be included in these QBP discussions. Currently, QBP type improvements are being provided for this corridor, with a budget allocation for this scheme of £500,000 including the replacement of bus poles with new information cases, upgraded bus shelters at the busiest stops and two ITS SMART column display screens at the Gosport ferry/bus interchange. The latter are on order and will be installed once communication connection issues have been resolved.

Further measures being considered on the A32 corridor include significant intelligent transport systems (ITS) such as improved coordination of signal controls, information for motorists and bus users and real time monitoring linked to responsive traffic management systems. Unfortunately, the failure of Portsmouth City Council's Portal system raises concerns as to how improvements to real time bus information can be progressed and action will now be delayed. However, the Bus Punctuality Improvement Partnership will identify locations with potential for additional bus priority measures. However, the implementation of these measures will be subject to funding availability and traffic management considerations.

The Yew Tree Drive bus only link in Whiteley that opened on 30 June 2008, provides buses with a saving of 2.5 km over the same journey by car, which represents a time advantage for bus passengers of more than 10 minutes. For those employees who work in Whiteley, some of whom will live in Gosport, this may encourage them to consider public transport ahead of the car. Hampshire County Council and First group are working to develop a new improved timetable for this link. Businesses in Segensworth and Whiteley are being looked at to assist financially in this development. If funding becomes available, the new timetable might be operational early in 2009.

Hampshire is active in seeking to improve bus and inter-modal interchanges from main bus and rail stations through to individual bus stops. A recent initiative has been the installation of distinctive, purpose designed interchange stops at bus stops nearest to

rail stations and a similar approach is being evaluated for ferry interchanges such as at Gosport ferry with a budget provision of £60000.

Fareham railway station is one of the busiest stations in the Solent area, however it is located at the far end of Fareham's town centre and is some distance from the bus station. There is a need for better connections and interchange between the bus station and Fareham rail station to enhance and encourage travel by public transport. Opportunities will be explored to utilise the site adjacent to the rail station, which has development potential for bringing enhanced bus/rail interchange facilities. During consultation, it was suggested that buses should run between Gosport and Portsmouth without stopping at Fareham particularly at peak times when people are likely to be travelling to and from work. First Hampshire and Dorset Limited replied that due to the geography of the area, to travel from Gosport to Portsmouth by road requires a journey via Fareham and to not serve Fareham would be impractical and a detriment to many of their customers. Customers wishing to travel to Portsmouth from Gosport are advised to travel by bus to Gosport Ferry and use the frequent ferry services to Portsmouth Hard where buses are available to much of Portsmouth. Through ticketing between First Bus and Gosport Ferry is available on the bus.

Poor presentation of transport information can create problems of inaccessibility. The Fareham Borough Council website has links to all major travel choices including bus services including a service known as "txt4times" whereby you can request by text the time of arrival of the next bus to your bus stop. There are details of this service at bus stops.

At present, there is no real time bus information at bus stops in the Borough of Fareham nor via the website. Such schemes have worked well in some cities and towns and the London Underground is a well known exponent of such technology. This development remains an aspiration and will hopefully be progressed as part of the long term development of such a system across South Hampshire. There is a link on the Fareham Borough Council website to a service known as Traveline that provides a journey planning service for public transport.

InfoMotion, the County's personalised travel planning marketing project, has proved effective in growing bus use through increased awareness. This direct marketing project targeted 120,000 households within walking distance of high quality bus services across Hampshire. There are plans to expand this service through the County although there have been no recent developments.

There is also the possibility of the BusIT scheme, launched in June 2007, to be expanded to further schools in the County. BusIT aims to encourage greater bus use for school journeys by improving available information, changing times and/or routes to better suit pupils, providing extra seats where needed and adding late journeys for after school clubs. The BusIT card allows pupils at participating schools to travel to and from school for just £1 a day. The BusIT pack includes discount vouchers for bus users, personalised timetables and links to the website. Unfortunately, this project is now on hold as the funding bid was not accepted by the government.

The light rapid transit system between Fareham, Gosport and Portsmouth was identified as a critical link to ameliorate some of the local area's existing and future congestion problems. In the light of the Government's refusal to provide additional funding for this scheme, alternative options are now being developed and this is likely to be a Bus Rapid Transit (BRT) system. Transport for South Hampshire (TfSH), a delivery agent for sub regional transport projects, policy, programme and operational matters, submitted an expression of interest for £20 million of Community Infrastructure Funding to

develop BRT Phase 1 between Fareham and Gosport in April 2008. If successful, the work will need to be complete by March 2011. Public consultation on the Bus Rapid Transit route was undertaken in October 2008 at a local school in Gosport and at the Civic Offices Fareham.

From April 2008, the local entitlement to free bus travel for those people aged 60 and over and for disabled people was extended to allow free off-peak travel by bus in every area of the country. This will encourage further use of the bus transport system.

The current First Hampshire bus day ticket offers unlimited travel on all local bus services within Gosport, Fareham and surrounding areas as First operates 100% of the bus network in these areas. Customers can also buy the more expensive multi-operator "Solent Travel Card" to travel in areas of South Hampshire where there is more than one bus operator.

Fareham Borough Council has received funding to action those improvements listed in the Vision for West Street resulting in the enhancement of the environment with new paving, tree planting and lighting and at some stage, this may involve bus priority measures. .

An outcome of the work of the Sustainable Travel Plan working group, from January 2008, is that First Ltd have agreed to provide FBC employees with a 10% discount for their travel card. This should encourage more employees to use a bus service for their journey to and from work.

ACTION 2

To seek a reduction in emissions from the local bus fleet (see also action 14)

Future improvement actions may include:-

- 1) To develop targets for a Quality Bus Partnership for the Gosport-Fareham peninsula route;
- 2) To use ITS improvements on the Gosport-Fareham peninsula bus route to allow for bus priority;
- 3) To promote the Yew Tree Drive bus link to encourage employees at Whiteley to use the bus to get to work;
- 4) To provide ITS SMART column display screens at the Gosport ferry/bus exchange;
- 5) To provide a transport interchange at Fareham rail station;
- 6) To provide real time travel monitoring information at bus stops;
- 7) To develop an alternative to the light rapid transit system connecting Fareham, Gosport and Portsmouth;
- 8) To continue to provide public transport concessions;
- 9) Bus priority measures as part of the Vision for West Street Fareham;
- 10) Provision of "Switch off engine signs at Fareham Bus Station";
- 11) Liaison with local bus company in respect of improving their vehicle emission standards;
- 12) Continued promotion of the discounted First Travel card for Fareham Borough Council employees and other public transport initiatives on the Fareham Borough Council website.

10.1.3 TAXI LICENSING

There are 10 taxi ranks in the Borough, two of which are in the town centre and one of which is at the rail station in Fareham. There is no restriction on the number of either licensed hackney carriage or private hire vehicles in the Borough. Hackney carriage vehicles must be 2 years or less from date of registration when the vehicle is first licensed. Although there is no age limit on Private Hire vehicles when they are licensed, they must be in first class condition at all times. There is no restriction on the type of engine or fuel that the vehicles use. There are 5 hybrid fuel vehicles in use in the Borough. All licenses are subject to a fee and there is no variation of fee for alternative fuel vehicle, engine size etc. Apart from appropriate MOT certificates, all vehicles will also be subject to an engineer's report that will be asked for at the annual renewal.

All drivers of licensed Private Hire vehicles and Hackney Carriages in the Borough of Fareham need to pass a knowledge test that covers the location of premises, the quickest route to a location, the route of roads and where they intersect and the content of various byelaws and regulations.

Meetings now regularly occur between the licensing section of the Council and the local Fareham Hackney Carriage Association.

ACTION 3

To review the regulation of private hire and hackney carriage emissions and where appropriate, integrate improvements into the taxi licensing regime.

Future improvement actions may include:-

- 1) In respect of air quality, an article was placed in the Taxi and Private Hire Newsletter in November 2007 on the need to minimise exhaust emissions through efficient driving techniques such as switching off idling engines and avoiding congested roads such as the Gosport Road Fareham. Future articles may include further efficient driving techniques and the use of alternative fuels.
- 2) To erect signs at taxi ranks asking drivers to switch off their engines when stationary as far as is reasonably practicable having regard to the external temperature. There are no signs in the vicinity of the taxi ranks encouraging the switching off of idling engines. However, the town centre taxi rank is inspected on a monthly basis. Where unreasonable behaviour is witnessed, particularly in the summer months when the engine is not required to such an extent to increase the internal temperature of the taxi, remedial action can be taken by the licensing enforcement officers. The Council is unlikely to include this as a condition of the licence due to practical enforcement issues.
- 3) To assess the feasibility of setting a reduced licence fee for alternative fuel vehicles or the setting of European Emission Standards for licensed vehicles by a certain date. At present, no licensing authority in Hampshire appears to have set such fees or rules. Hybrid vehicles are exempt from the London congestion charge and therefore some taxi companies are purchasing such vehicles. Fareham Borough Council has to cover its costs in processing and enforcing all taxi licences and therefore it is difficult to reduce the licence fees for particular groups of vehicles. However, developments in this area will be monitored by the licensing officer over the next year and additional articles will be placed in the regular taxi newsletter regarding greener motoring.

10.1.4 SUSTAINABLE TRAVEL PLAN GROUP

In October 2006 an officer's working group was created to develop, implement and monitor the Council's Sustainable Travel Plan that was approved in 2006. The travel plan shows how the Council intends to manage its travel needs in an environmentally sustainable manner. In developing the plan, the Council hopes that it will enable it to 'lead by example' and encourage other large organisations in the Borough to produce and implement similar Travel Plans.

The travel plan sets out six core targets and for each, identifies a number of proposed actions and initiatives aimed towards achieving them. The targets are to:-

- Raise awareness of the travel plan;
- Reduce the number of private car journeys generated by commuting;
- Develop alternatives to the need for business travel by private car;
- Promote the use of public transport and other alternatives to private car use;
- Raise the numbers cycling to work;
- Raise the numbers walking to work.

A travel survey was undertaken amongst both staff and members in December 2004 and June 2005 respectively and further surveys will take place over the next few years to assess the impact of the plan.

The working group has met on many occasions over the last 2 years and outcomes include the following:-

- a) Sustainable travel plan placed on the internal information system;
- b) Information leaflet in pay packet regarding the travel plan;
- c) Similar information to elected members;
- d) Information provided on travel plan information site regarding the benefits of walking;
- e) Information provided on travel plan information site regarding the benefits of cycling;
- f) Travel plan information pack for new starters including the provision of a loan for public transport season tickets;
- g) New cycle survey of civic offices and depot;
- h) Travel information available on the FBC website with links to external websites including ferry, train, bus, journey planner, text bus information etc;
- i) Interest free loans for cycle purchase;
- j) Provision of secure facilities for bike storage at the Civic Offices;
- k) 10% discount for employees for First Bus Travel cards;
- l) Home working policy now in place (2007); flexible working has been in place for many years;
- m) Cycle mileage allowance for members;
- n) Letter to local bike suppliers requesting a discount for employees and meeting with a local shop regarding the government's cycle to work scheme;
- o) FBC car share scheme became operational in 2008 and currently has 15 members;

ACTION 4**To continue to implement the Fareham Borough Council sustainable travel plan**

Future improvement actions may include:-

- 1) Ongoing provision of further cycle storage racks at the Civic Offices and the depot;
- 2) Ongoing promotion of loans for season tickets;
- 3) Possibility of joining the government's cycle to work scheme;
- 4) Ongoing assessment of travel for work arrangements eg car pool with hybrid vehicles, mileage allowance banding, car loan conditions, parking permits, mileage allowance for journeys outside the Borough, ecofriendly vehicles for use by parks etc;
- 5) To action measures raised in the Environmental Sustainability Strategy in respect of the FBC fleet;
- 6) Impact of resident parking schemes in locations close to the Civic Offices may raise the number of staff using public transport to come to work and increase the number of people using the car share scheme;
- 7) Work at home "one day a week" scheme;
- 8) Shuttle bus from bus station to Civic Offices;
- 9) Council wide promotional activities eg Cycle to Work Day; Car free day etc;
- 10) Payment of cycle mileage allowances for staff;
- 11) To investigate the possibility of adding more cycle shops to the Fareham Leisure Card.

10.1.5 VEHICLE EMISSION TESTING IN THE AQMA

The Vehicle and Operator Services Agency (VOSA) was formed on 1st April 2003 following the merger of the Vehicle Inspectorate and the Traffic Area Network division of the Department for Transport. VOSA provides a range of licensing, testing and enforcement services with the aim of improving the roadworthiness standards of vehicles, ensuring the compliance of operators and drivers with road traffic legislation and supporting the independent Traffic Commissioners.

To enable continued compliance with environmental requirements, VOSA conduct exhaust emission checks in two ways. Firstly, VOSA examiners carry out metered emission checks at the roadside and secondly, certain classes of vehicles that are subject to an MOT test will receive at least one metered visual check per year.

The roadside emission check is carried out by inserting a probe into the exhaust pipe and measuring the emissions. The reading given by the test will indicate whether the levels comply with MOT test standards. If the emission levels do not comply with the requirements, the driver will be given a prohibition notice stopping the use of the vehicle.

The current MOT for petrol vehicles with catalysts measures CO and HC to check that the catalyst and the oxygen sensor are working properly. If the catalyst is working and the lambda value (ratio of air to fuel used) is correct, it is likely that nitrogen oxides are also being controlled. The test is not, however, designed to test nitrogen oxides in non-catalyst petrol cars, where the test is primarily for CO though HC is also measured. Likewise the test for diesel vehicles does not identify high nitrogen oxide emitters. The only test on a diesel engine is the free accumulation smoke measurement to assess the general level of maintenance of the engine.

ACTION 5**To pursue voluntary or VOSA vehicle emission testing in or near the AQMAs**

VOSA are currently not undertaking emission testing in the Fareham area. However, the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 allow local authorities with air quality management areas to apply to the Secretary of State for Transport for the power to conduct roadside emission testing. Participating local authorities can issue fixed penalty notices to drivers whose vehicles are found to exceed current emission limits. At present, Fareham Borough Council do not have the resources to undertake formal testing however VOSA could be approached again with regard to undertaking a testing exercise close to the AQMAs or Fareham Borough Council could employ VOSA to undertake an informal testing day to raise awareness of vehicular emissions in the AQMAs.

10.1.6 TARGETING SMOKY VEHICLES

Diesel vehicles that are old or poorly maintained are prone to producing large quantities of thick black smoke. Currently local authorities are not empowered to deal with such vehicles. However details of the offending HDVs can be reported to VOSA who do have powers in respect of smoky vehicles. Fareham Borough Council will continue to promote this initiative with leaflets to complete at the Civic Offices and to have them available on the website.

The following link on the Fareham Borough Council website can be used to access the forms and other cards are available at the Civic Offices.

<http://www.fareham.gov.uk/council/departments/healthcommunity/smokyveh.asp>

ACTION 6**To seek to reduce emissions from badly maintained vehicles by continuing to promote the smoky diesel hotline****10.1.7 IDLING ENGINES AND STATIONARY VEHICLES**

The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 also permit local authorities to take action against drivers who leave their vehicle engines running for extended periods when parked. A fixed penalty of £20 can be issued to any driver running their engine unnecessarily and who refuses all reasonable requests to switch it off. Fareham Borough Council will not be looking to enforce this legislation in the first instance.

It is known that allowing an engine to idle for more than 30 seconds will not only increase pollutant emissions but will cost more in terms of fuel use etc than if you turned it off and switched it back on again. Transport for London states that restarting the engine uses less energy than 10 seconds of idling.

ACTION 7**Signing of waiting areas/bus stations/taxi ranks/bus stops etc instructing drivers to “Turn off Engines” when stationary and to consider if appropriate, enforcement action in the future.**

To liaise with all appropriate agencies to provide such signage including the licensing officer, the local bus company etc

10.1.8 SIGNAGE ON THE A32

To investigate the feasibility of placing signs in and around the AQMAs to alert drivers to the fact that they are driving in or entering, an area of poor air quality and to try and encourage them to choose an alternative to car travel.

ACTION 8

To examine the feasibility of erecting signs to identify the AQMAs

To work in conjunction with Hampshire County Council and other organisations such as the Gosport Partnership, in erecting such signs. Air quality grants from DEFRA might be used in this respect.

10.1.9 GOSPORT COMMUTER STUDY AND THE GOSPORT PARTNERSHIP

The Gosport Commuter Study report was completed in 2008. The report states that congestion and delay is a clear attribute of commuting into and out of Gosport and the main pinch points on the road network are in Fareham and that a major project to relieve a certain amount of congestion will be the alternative to the failed light rapid transit scheme. Interventions identified that in combination may improve access include:-

- Development and implementation of schemes to ease congestion at identified pinch points on the road network (Quay Street Roundabout, Stubbington centre and Segensworth roundabout);
- Improvements in connections for pedestrians and cyclists between employment areas and local residential areas;
- Targeted bus priority measures to improve reliability;
- Development of workplace and school travel plans;
- Promotion of the Hampshire Car Share database amongst Gosport residents and employers;
- Through the development planning process to seek reductions in parking levels in new developments involving coordination with other planning authorities such as Fareham Borough Council;
- Review incident management procedures with emergency services to build greater resilience in a transport network against unexpected events and
- Development of a Freight Quality Partnership to coordinate delivery and logistic activity and reduce the impact of congestion on essential deliveries.

Although Gosport Borough Council are not currently actioning any transport actions from the Commuter Study, Regulatory Services at Fareham Borough Council were advised to contact the Local Strategic Partnership (LSP) Coordinator of the Gosport Partnership and Networkfareham to assess those actions that may be arising from the Gosport LSP Transport group.

Local authorities are required to establish a Local Strategic Partnership for their area, bringing together all types of groups that work for the local community. The LSP for Gosport is called the Gosport Partnership. The latter works towards achieving Gosport's 2026 vision set out in the Sustainable Community Strategy and consists of seven sub groups including the Transport group. One aspect of this vision relates to traffic congestion and the fact that congestion, particularly that related to out-commuting, will

be reduced. The vision states that there will be increased use of public and community transport, people will be appreciating the benefits of local goods and services and reducing their reliance on the private car. Cycling is said to continue to be a significant form of transport and the number of people walking to work will remain high.

The Sustainability Community Strategy Action Plan 2008/9 for The Gosport Partnership lists two priority actions which were identified by the community during consultation in 2006-7 and these are as follows:-

- Reduce traffic congestion in Gosport and
- Increase employment opportunities.

In respect of the priority to reduce congestion, the challenges are seen as:-

- Over 12000 Gosport people travel to Fareham or Portsmouth to work;
- Gosport is the largest town in the country without a railway station and
- One in ten people cycle to work and one in ten people walk to work.

In terms of the Action Plan, the actions to reduce congestion are as follows:-

- Increase cycling lanes especially along the major routes in and out of the Borough in and out of the Borough;
- Increase cycling facilities at local businesses and
- Change travel behaviour.

The completion date for all these actions is December 2009. Actions include gathering cycling data, examining LTP funding for cycle lanes, developing the Home to Hub scheme involving match funding local businesses to enable them to install or upgrade cycling facilities, developing a travel website, receiving funding for signage on the A32 with the community being asked to design the slogans and signs.

See also section 10.5.2.2.10 on the Fareham Environment and Transport Partnership.

ACTION 9

To assess the outcomes of the Gosport commuter study and the Gosport Transport and Sustainability Partnership and their impact on the AQMAs in Fareham

The Fareham Environment and Transport Partnership to discuss with the Transport group of the Gosport Partnership the possibility of jointly funding air quality type signage for the A32.

10.2 ROAD NETWORK ALTERATIONS

10.2.1 HAMPSHIRE COUNTY COUNCIL – LOCAL TRANSPORT PLAN 2006 – 11 (LTP2)

Hampshire County Council has produced a Local Transport Plan for the period 2006 to 2011. This document known as LTP2 sets out the County Council's transport strategy for that time period.

The main objectives of the LTP2 are:-

- a) To increase accessibility
- b) To promote safety
- c) To reduce the impact and effect of congestion
- d) To widen travel choice
- e) To improve air quality
- f) To support wider quality of life objectives
- g) To encourage value for money and efficient asset management

The core philosophy of the LTP2 is that transport problems should be addressed by a process to reduce, manage and invest. Wherever possible, problems should be tackled or reduced at source – for example, tackling congestion by reducing the need for unnecessary journeys. If this approach is not sufficient on its own, transport should be improved by managing the existing networks to make best use of current road and public transport infrastructure. If neither of these approaches fully address the problems then investment would be needed to provide new services or infrastructure.

Hampshire is a large and diverse county and therefore specifically tailored approaches are needed for different areas. The LTP2 therefore has separate strategies for the Solent area (including a longer term Solent Transport strategy that has been jointly produced with Portsmouth City Council and Southampton City Council), New Forest, Central Hampshire and North Hampshire. Each area strategy has its own local objectives, programmes and targets, set within the context of the overarching Hampshire-wide LTP2 framework.

The following tables 4 and 5 illustrate the key issues involved in reducing congestion and improving air quality:-

Table 4 - Congestion – Key issues in the LTP2

Congestion	
Reduce	<ul style="list-style-type: none"> • Reduce the need to travel and encourage fewer and shorter journeys, especially by car • School and workplace travel planning Smarter working including more working from home, flexible working hours, video conferencing • Land use planning policies to create mixed use sustainable communities by collocating employment, housing, retail and leisure
Manage	<ul style="list-style-type: none"> • Make best use of the existing transport networks • Provide information to the travelling public, both pre-journey and real-time • Effective signing and traffic management • Physical and financial demand management measures including parking policies • Improve junction layouts to facilitate traffic flow • Effective maintenance of road and public transport networks to secure best value for money from the assets
Invest	<ul style="list-style-type: none"> • New roads and public transport infrastructure • Park and ride facilities • Improve bus journey time reliability by using bus priority measures • Improved rail services and more and better rail stations

Table 5 - Air Quality – Key issues in the LTP2

Air Quality	
Reduce	<ul style="list-style-type: none"> • Fewer journeys and reduced congestion • Measures to encourage the use of cleaner fuels and less poll vehicles • Vehicles especially HGVs in sensitive areas
Manage	<ul style="list-style-type: none"> • Signing and traffic signals to reduce queuing • Information about air quality • Traffic management measures
Invest	<ul style="list-style-type: none"> • Revised junctions • New infrastructure to reduce vehicle movements in AQMAs eg p transport, relief measures etc

In chapter 6 of the LTP2, under the heading of key schemes, 2008/9 – 2010/11, it is recognised that the Fareham-Gosport peninsula's access problems are such that no single scheme will overcome them and it is not possible to create free flow conditions on the two strategic access routes. Consequently, a broad range of measures will be developed by the LTP2 and implemented to help reduce traffic congestion and improve access to the peninsula.

Measures under consideration include:-

- Localised junction improvements at identified congestion points;
- ITS measures to optimise the road network;
- Promoting bus use through QBPs;
- Infrastructure improvements and better travel information including real time information at bus stops and other locations and
- Soft options like travel planning and promoting effective marketing campaigns such as extending the InfoMotion campaign.

Having regard to these measures, the following sections summarise the programme of actions most relevant to Fareham Borough Council and the potential improvement of air quality in the two AQMAs.

10.2.1.1 GOSPORT PENINSULA SCHEMES

Opportunities have been identified to bring forward junction improvements on the peninsula's two strategic routes. Due to traffic levels on these routes, it is not possible to create additional capacity. Therefore, the primary aim of these junction improvements will be to give greater priority to traffic flows on these strategic routes, improve traffic flows through the junctions and improve journey time reliability. The junction schemes include the Quay Street Fareham roundabout redevelopment; the A32 junction with Salterns Lane Fareham; the Newgate Lane junctions with Longfield Avenue and Speedfield Park Fareham and changes to the Peel Common roundabout.

The joint County/District Gosport Peninsula Access Panel involving Hampshire County Council and both Fareham and Gosport Borough Councils and acting as a sub group of Fareham and Gosport HAT, was formed in 2004. The purpose of the panel is to provide advice and guide the direction of work on the Fareham and Gosport peninsula access issues and report to the County's Solent Area Transport Panel. During the life of the

Local Transport Plan 2006 -11, £4 million has been assigned for improving access to and from the Gosport Peninsula.

These include:-

- **Salterns Lane/A32 junction**

The traffic signals at the A32 Gosport Road junction with Salterns Lane close to the Gosport Road AQMA were introduced some 9 years ago as a result of a development off Salterns Lane. The signals are considered to be a particular cause of traffic congestion on the A32 corridor. A trial commenced in July 2007 involving the traffic signal timings to provide additional green time for A32 traffic movements. A further option was considered involving the removal of the traffic signals altogether. The result of this trial and further investigation is that there is no justification for removing the lights at present but to extend the Salterns Lane traffic signal timings during the morning and evening weekday peak periods from the existing 128 seconds per cycle to 180 seconds per cycle. This option should facilitate more free flowing traffic and reduce instances of traffic queues forming (presently there are 28 traffic signal cycles per hour and this will be reduced to 20 traffic signal cycles per hour with the A32 traffic receiving an additional 2.5 minutes of green time per hour) and decrease volumes of traffic within the queues. This will therefore hopefully result in lower emissions of nitrogen oxides from exhaust fumes.

- **Peel Common Roundabout, Fareham**

This scheme completed in 2008 aims to improve journey time reliability for people travelling from Rowner Road Gosport to Stubbington, Lee-On-Solent and Fareham. The scheme involved extending the double lane approach on Rowner Road to Peel Common Roundabout from 40 to 140 metres to allow traffic turning left into Broom Way and straight on into Stubbington to stay in the left hand lane and avoid queuing with and delaying traffic wishing to turn right into Newgate Lane. The scheme also involved repositioning the kerb line to the south of the Peel Common Roundabout to ease circulatory movements. The cost of the scheme was approximately £200,000. This scheme is unlikely to have a major impact on the nitrogen dioxide levels due to exhaust emissions on the Gosport Road Fareham.

- **Newgate Lane junctions with Longfield Avenue and Speedfields Park Fareham**

This scheme aims to remove the two roundabouts at Newgate Lane/Longfield Avenue and Newgate Lane/Speedfields and replace them with two signal controlled junctions. The aims of the scheme include improved journey time reliability for traffic on Newgate Lane, provide better management of traffic at these junctions and to improve accessibility to the retail and business parks. The scheme proposals also include improved pedestrian and cycle crossing facilities; provision of new street lighting; alteration of existing drainage; construction of a new footway; white lining and signing and resurfacing of Newgate Lane and Traffic Management during the construction phase. The cost of the scheme is approximately £1.8 million. This scheme may have an impact on pollutant levels on the Gosport Road AQMA but no further details of a likely start date are known at present.

- **Wych Lane/A32 junction**

This junction is used by numerous bus services. Improvement options are to be investigated in order to introduce bus priority and/or improve capacity. It will be necessary to acquire third party land to achieve any meaningful improvement. Such land take could ideally be linked to adjoining development aspirations.

- **A32 Traffic Signals Study**

A feasibility study is underway to evaluate the scope for reducing delay on the A32 by adjusting the traffic signals to significantly increase the green period for A32 traffic during peak periods and to assess the likely impact on other roads that might occur as a consequence. The study is seeking to quantify possible journey time savings and advise of any additional physical measures to limit adverse impacts elsewhere. Resultant changes will result in faster and/or more reliable journey times on the A32 and hopefully improve air quality in the area.

- **ANPR, CCTV and VMS**

This scheme aims to assist with the reduction of congestion on the A32 via the use of Variable Messaging Signing (VMS) to advise drivers about incidents, conditions, alternative routes etc and Automatic Number Plate Recognition (ANPR) to provide journey times as part of the County's monitoring process. The study will also look wider at how these systems could be used to benefit other routes into/out of the peninsula. It is hoped that accurate journey time information will enable drivers to make informed decisions about route choice or mode and may reduce nitrogen dioxide levels in the AQMAs.

10.2.1.2 BUS STRATEGY

The bus strategy aims to address two of the overall objectives of the Local Transport Plan, namely:

- To increase accessibility to services and
- To widen travel choice.

In the medium term, Quality Bus Partnerships (QBPs) have a major role to play in combating congestion and maximising the capacity of the existing highway network. This aligns with the LTP2 approach of reduce, manage and invest. Concentrating on improving services and facilities on those routes, which have the best potential for passenger growth will attract investment from commercial operators. The County Council will invest in roadside infrastructure, information provision and bus priority measures, while the bus operator provides new vehicles, timetable improvements and staff training. This strategy has been shown to produce good results in Hampshire.

QBP routes are selected after careful appraisal to ensure maximum benefit for the County Council's investment. A study was commissioned to identify appropriate routes. It's findings identified 29 potential routes across the county including the Fareham-Gosport peninsula route. In the LTP2, £0.5 million has been allocated to this route and the work as described below commenced early in 2008.

- **A32 Quality Bus Corridor**

The A32 is Hampshire's busiest bus corridor. The objectives of this scheme are to provide:-

- Faster and more punctual journey times for bus users;
- Make bus services more attractive to current non-users;
- Improve the operational performance of bus services and help secure their viability

A desktop calculation shows that a time saving of 15 seconds to every bus service on the Gosport peninsula would deliver £45,000 of time savings to bus users each year. Successfully attracting car users to buses provides for further reduction in congestion and air pollution.

Various short term improvements include:-

- Egress improvements to allow buses to exit Fareham bus station quicker and safer with the provision of "Keep Clear" markings on the adjacent roundabout.
- Adjustments to residents' parking where necessary to ensure bus stops are kept clear and that the movement of buses is not unduly impeded;
- Relocating bus stops where difficult road manoeuvres are required or delays occur when rejoining traffic.
- Replacing existing bus stop poles with high quality aluminium units incorporating large external display cases and comprehensive publicity and timetable information (approximately £85000);
- Providing new upgraded bus shelters where required at the busiest stops (approximately £90000);
- Providing two rail/bus/ferry display ITS SMART columns and display screens at Gosport ferry/bus interchange (approximately £60000 plus joint publicity (£10000) and
- Proposal to reduce the delay of buses attempting to rejoin traffic from the bus layby by taking out of use the northbound bus lay-by on Newgate Lane on a temporary basis. Buses therefore remain in the main traffic lane and are not trapped, waiting to pull out of the layby. Most bus passengers are disembarking here and so the delay to the main traffic flow will be minimised. The time saving per stopping bus is estimated to be 20 seconds. The estimated cost of the scheme is £10000.

The above measures are aimed at building a platform and consensus for a bolder approach later in the LTP2 period, 2008/9 and beyond. Subject to funding being available, this could include bus only lanes. This could give rise to a more formalised Quality Bus Partnership approach where road infrastructure investment triggers increased investment from First Hampshire & Dorset Limited (the predominant operator of bus services on the peninsula) in buses and services.

10.2.1.3 FAREHAM RAIL- BUS INTERCHANGE FACILITY

Fareham rail station is one of the busiest stations in the Solent area, however it is located at the far end of Fareham's commercial hub and is some distance from the centrally located bus station. There is a need for better connections and interchange between the bus station and the rail station to enhance and encourage travel by public transport. Opportunities will be explored to utilise the site adjacent to the rail station,

which has development potential for bringing forward enhanced bus/rail interchange facilities.

10.2.1.4 ALTERNATIVE TO THE LIGHT RAPID TRANSIT SYSTEM

The South Hampshire Rapid Transit light rail scheme was seen as a critical link to ameliorate the existing and future congestion problems on the Fareham-Gosport peninsula access roads. In the light of the Government's refusal to provide additional funding for the scheme, alternative options to light rail are now being developed including a Bus Rapid Transit scheme. Public consultation on phase 1 of the South Hampshire Bus Rapid Transit route was undertaken by Transport For South Hampshire in October 2008 at a local school in Gosport and at the Civic Offices in Fareham. If funding for this initial stage is approved in February 2009, the work would have to be completed by March 2011.

10.2.1.5 STUBBINGTON BYPASS

The County Council is not currently progressing the opportunity to provide the Stubbington bypass in conjunction with work on development arising from the South East Plan. Congestion levels across the main access routes to the Titchfield gyratory are lower than those in the east of the peninsula, but traffic levels are expected to grow along the B3334 corridor as a result of large residential development sites in the area such as Cherque Farm in Gosport. Additional links to the A27/M27 may need to be assessed as part of its development.

10.2.1.6 YEW TREE DRIVE LINK

The Yew Tree Drive bus link completes the remaining short section of Yew Tree Drive into Whiteley from the B3051 Botley Road. It consists of a roundabout at the junction of Yew Tree Drive and Botley Road and a bus only gate, formed by an electronically activated rising bollard and a Selective Vehicle Detection system, to prevent its use by local traffic to access Whiteley. The scheme opened in the Summer of 2008 and will create significant opportunities for improved scheduled bus services to Whiteley thereby increasing modal choice for local residents and employees and opportunities for increased patronage levels. In addition, works buses will be permitted to use the bus link which will support local businesses in the development of their travel plans.

10.2.1.7 HASLAR

Following the MoD's announcement to withdraw services from the Royal Hospital Haslar by 2007, the Fareham and Gosport Primary Care Trust (PCT) has reviewed the way local National Health Services are organised and delivered in the area. The relocation of key services to the Queen Alexandra Hospital, Portsmouth has raised major concerns for those needing to travel to and from the Gosport peninsula due to the relative inaccessibility of the location by public transport and the traffic congestion. This issue is being addressed by the County Council working jointly with Portsmouth City Council and the PCT. The strategy is currently being re-evaluated following the Government's decision to withdraw additional funding from the light rail line proposed for the peninsula.

10.2.1.8 SOLENT TRANSPORT STRATEGY

The LTP2 contains a strategy specifically concerning the Solent area. The Solent Transport Strategy incorporates the four LTP2 objectives of accessibility, congestion,

road safety and air quality. It supports the Partnership for Urban South Hampshire (PUSH) in developing a strategy to deliver the transport infrastructure as part of the South Hampshire Strategy within the South East Plan.

There are severe existing transport issues throughout the Solent area, particularly associated with accessibility and congestion. As well as investment in infrastructure to accommodate new development, there is a need for significant investment in infrastructure to address existing problems.

The long-term transport strategy for the Solent area is being formulated within the context of the South East Plan development work. The South East Plan proposes that the South Hampshire area should accommodate between 2,800 and 4,000 additional dwellings every year until 2026. Much of this growth is proposed to be accommodated through making best use of urban capacity including the development of brown field sites in Portsmouth and Southampton and other established urban areas. Two Strategic Development Areas (SDAs) are also proposed. One to the north-east of Hedge End is proposed to accommodate 6,000 residential units and one to the north of Fareham is planned to accommodate 10,000 units.

The Strategy also represents a transport strategy for Solent Transport. Solent Transport is a formalised partnership and consists of local authorities, the regional agencies Government Office for the South East (GOSE), SEERA, SEEDA and the Highways Agency and private sector transport operators such as rail authorities and port operators. It was launched in March 2003 and has become an effective delivery vehicle for transport innovation and improvements in the sub-region. Solent Transport has already had some notable achievements including the launch of the Solent-wide bus Travelcard, the reopening of Chandlers Ford rail station and the integration of traffic and travel information services.

A key component in terms of infrastructure, promoted through Solent Transport and PUSH, was to be the South Hampshire Rapid Transit light rail scheme between Fareham, Gosport and Portsmouth. The local authorities identified this as a critical link to ameliorate some of the local area's existing and future congestion problems. In the light of Government's refusal to fund this scheme, alternative options to light rail are now being developed and progressed.

The strategy includes a range of measures designed to reduce the need to travel such as measures to create employment opportunities on the Gosport peninsula, in order to tackle the mismatch between housing and jobs. The long term strategy also includes a vigorous programme of travel planning covering schools and workplaces. Other techniques to reduce the need to travel particularly in peak times include marketing, information, personalised journey planning and car sharing and smarter working measures such home working, flexible working etc. Other initiatives to tackle congestion and inaccessibility involve the management of the road network to make best use of the existing infrastructure across all modes. Travel information systems will be reviewed. Authorities will continue their efforts to make the best use of public transport. This is likely to include extension of the Solent bus travelcard to rail and local ferry services. It is also likely to include better information for passengers with the extension of real time information throughout the area. Measures to improve walking and cycling facilities will also feature in the longer term strategy. Promotion of existing routes and facilities will have a key role to play within the strategy. Even with measures to reduce and arrange travel demand, it is evident that investment in new infrastructure and public transport alternatives will be needed including the Stubbington bypass, interchange facilities, bus priority measures, park and ride sites and rail travel enhancements.

10.2.1.9 FUNDING

The Government has provided guidelines on the capital allocations for capital funding. The investment programme in the second Local Transport Plan (LTP2) is based on these allocations for Hampshire for the five year period 2006 to 2011. These are:

- £62.74 million for integrated transport.
- £78.79 million for highways maintenance and bridges.

In the light of the Government's refusal to additionally fund the Fareham, Gosport and Portsmouth light rapid transit scheme, it has been necessary to reappraise the situation. The construction of this was previously the County Council's principal major scheme. The County Council is currently working on the development of the:-

- Chickenhall Lane Link Road Eastleigh, linking Junction 5 of M27 with a major redevelopment area and providing a south-eastern bypass to Eastleigh town centre.

The following two schemes are not being actively progressed at the present:-

- A334 Botley bypass.
- Stubbington bypass, part of access to the Gosport peninsula.

The County Council is examining the cases and likely timings of these priority projects and other potential schemes in the light of the developing South East Plan. An allocation of £1 million is proposed for the development of major schemes, including considering alternative approaches to access to the Gosport peninsula. Some of these costs could be reclaimed from the Government if the schemes are subsequently successful in attracting funding.

The LTP2 includes proposals to deal with declared Air Quality Management Areas (AQMA). There will be allocations to support actions by New Forest, Eastleigh and Winchester districts to deal with AQMAs in Lyndhurst, Totton and Eastleigh town centre (Southampton Road and Leigh Road) and Winchester city centre. Increased park and ride in Winchester is seen as a key part of the approach in addition to traffic management schemes. An AQMA has also been declared in Rushmoor associated with the M3. The County Council will be working with the Highways Agency and the district councils on appropriate measures. Unfortunately, Fareham Borough Council's AQMAs were not declared until after the publication of the LTP2.

The programmes include both direct and indirect action to tackle existing and future congestion. There will be direct investment in road and junction improvements at specific bottlenecks associated with access problems. In line with the assessment of problems and opportunities, a particular emphasis will be given to access to the Gosport peninsula together with improvement and modernising of key corridors.

The key indirect measures to help tackle congestion in the five year period are through investment to encourage the use of alternatives to the car, principally public transport but also walking and cycling for shorter journeys. Physical measures for bus priority, improved passenger interchange and waiting facilities through Quality Bus Partnerships (QBP) etc will be complemented with improved information, marketing and promotional activities. The County Council is required to have patronage, punctuality and

satisfaction targets as well as cycling targets. This LTP2 has an overall public transport target reflecting the importance of ferry and local rail in Hampshire. Park and ride will be progressed for Winchester and in partnership with Southampton City Council.

An allocation of £4 million is proposed for improving access to Gosport. This is intended to fund improvements that would be needed regardless of decisions on alternatives to light rail. It includes improvements to a number of junctions on the A32, including Quay Street roundabout and Newgate Lane roundabout. This allocation would also be increased by external funding. The objective of these schemes would be to improve journey time reliability and to tackle problems of poor air quality.

An allocation of £5.875 million is proposed towards QBPs and bus infrastructure. This is needed to achieve targets on bus patronage, bus punctuality and passenger satisfaction. This element of the programme also includes a number of interchange schemes at rail stations, bus stations and ferry interchanges. These measures are designed to improve the quality of journeys and so help to increase bus patronage, improve accessibility and reduce congestion. A further £980,000 is needed for the County Council's obligations under bus information, to meet the costs of Traveline.

ACTION 10

To implement those road network measures detailed in the LTP2 and the Solent Transport Strategy including the Gosport Peninsula Access projects that will assist in reducing congestion and improve air quality in the AQMAs.

To date, no formal assessment of the effects of any the schemes on air quality has been undertaken by Hampshire County Council but work of this nature has recently commenced in respect of the alternative to the failed light rapid transit scheme. In most cases, the key driver for the schemes is to address congestion problems along the Gosport Road Fareham and the likely air quality benefits, although important, haven't generally been the sole reason the schemes have been developed. The schemes form a package of measures and individual assessments of individual schemes are not viewed as a priority and may not fully indicate the additional benefits that a package of measures brings to an area.

10.2.2 INTELLIGENT TRANSPORT SYSTEMS (ITS)

General situation in Hampshire

A key component of the LTP2 congestion strategy is to make effective use of ITS that comprises three main tools:

- Control of the network, including traffic signals and the linking of signals through Urban Traffic Control (UTC) systems.
- Data and information collection and communication.
- Integration of different systems and users of the road network.

These tools are vital for effective road network management and can improve efficiency and increase capacity. The tools also allow for the collection of real-time data about traffic conditions on the network. The collection of data over time also provides a sound basis for the development of traffic management policies and strategies.

Information about journey conditions can be delivered before, during and at the end of a trip through the use of Variable Message Signs (VMS), car parking information systems, the Internet, radio, mobile phones and other media. Travellers can be advised of congestion before setting off (ROMANSE online, or via Teletext and Ceefax) and while travelling (RDS on the radio, or using travel information VMS), enabling them to make informed decisions regarding their journey. Personalised journey planning is another service that will be delivered alongside other initiatives including information to major employers through intranet facilities.

As part of Quality Bus Partnership schemes and area transport strategies, bus stops will be fitted with electronic display screens to advise passengers of bus arrivals in real-time. This information will also be disseminated through the Internet and mobile phones. The system will also enable the punctuality of bus operators to assist service planning and operations management. The precise information on bus location and timing can also be used in conjunction with traffic control systems to provide bus priority.

ITS will be used to improve the network monitoring capabilities within Hampshire. Increasingly, information from detectors, CCTV cameras, on board vehicle GPS tracking equipment and automatic number plate recognition will be used and integrated through a central database facility. This will allow the County Council to obtain detailed knowledge of conditions on the network, identify unusual traffic conditions and incidents, for which remedial strategies can be implemented. This information will also be invaluable for network performance monitoring to evaluate the effectiveness of the systems in place and to develop strategies to improve the operation of the network. The information will also contribute to the management of congestion and other targets related to the LTP2 process and the Traffic Management Act 2004.

Over the next five years the following measures will be implemented. Many of these initiatives will form an integrated part in the delivery of accessibility plans:

- Expand county-wide STOPWATCH real-time passenger information system including Internet and SMS mobile device services.
- Deploy journey planning kiosks at key locations across the county.
- Complete the county-wide Bus Departure Information System at bus stations and key transport interchanges.
- Improve and expand network monitoring systems.
- Improve and expand the traffic and travel information service including the deployment of VMS, car park VMS, links with media and broadcasters.
- Develop personalised journey planning and travel information service.
- Develop and manage traffic control measures including UTC, SCOOT (Split Cycle Offset Optimisation Techniques) and remote monitoring.

ITS is key to managing congestion through linked signal control and information. Town centre access will include investment in ITS, including VMS. Quality Bus Partnership programmes include the deployment of real-time information systems that will be used extensively in travel planning for workplaces and journey planning initiatives designed to reduce travel. Air Quality Action Plans will rely heavily on ITS information and management systems. These plans will also learn from the ROMANSE and MIRACLES initiatives, as traffic management plans will need to be devised in partnership with district councils, which can prove effective in reducing public exposure to high pollutant levels.

ITS and Fareham Borough Council

Significant traffic congestion occurs through the Fareham district along the A27 corridor. Opportunities will be explored to address congestion problems with Intelligent Transport Systems (ITS), including improved coordination of signal controls, information for motorists and bus users and real-time monitoring linked to responsive traffic management systems. Similar approaches may be applied to other congested routes, particularly along the A27 corridor, subject to the availability of funding.

ACTION 11

To implement those ITS improvements for Fareham as detailed in the LTP 2 to reduce congestion and improve air quality in the AQMAs

10.2.3 QUAY STREET ROUNDABOUT IMPROVEMENTS

A major retail foodstore and residential development is planned for land at the Quay Street roundabout Fareham for construction by 2010/11. This development will be in close proximity to the two AQMAs declared in the town centre area. The planning application was initially held in abeyance pending the completion and approval of an Environmental Impact Assessment in respect of the development which the Council insisted should include an air quality impact assessment. The latter was seen as important due to the possible effect of the development on air quality in the existing AQMAs with the retail development having more than 300 parking spaces and the fact that the proposed houses close to Eastern Way could become the subject of a new AQMA. The highways scheme associated with the development includes alterations to the Quay Street roundabout so as to form a 'throughabout' signalised roundabout and pedestrian and cyclist provisions including the removal of a footbridge, a new staggered Toucan signalised crossing, a new zebra crossing and new shared pedestrian/cycle routes. The store will have a work travel plan.

In respect of air quality, operational impacts are associated with traffic accessing the store. These were assessed by detailed modelling. Due to vehicle technology, pollutant concentrations are predicted to decline from current levels even when taking into account additional traffic generated by the store. The air quality impact assessment concluded that the development will only have a very minor impact on the AQMA on the Gosport Road Fareham and will not lead to it being extended. Improvements to the traffic flows around the Quay Street roundabout will lead to reductions in pollutant concentrations at receptors along the Portland Street AQMA. From an air quality perspective, the proposed residential area of the development is suitable for housing use and will not be the subject of a future AQMA.

ACTION 12

To undertake appropriate improvements to the Quay Street roundabout in conjunction with the nearby retail and residential development and negotiate with the developer to make a contribution to future air quality monitoring in this area to assess the effect of the development

Future monitoring of nitrogen dioxide levels in this area will continue to ensure that the AQMAs are correctly declared. Regulatory Services has suggested that the occupier of the retail site should contribute to the cost of this air quality monitoring and future air quality reports as part of a section 106 agreement. This is likely to occur should permission be given in the latter part of 2008.

10.2.4 CLIMBING LANES M27

The South Coast Corridor Multi Modal Study which reported in August 2002 made recommendations for a long term strategy to address transport problems on the south coast. One of the key recommendations included was to enhance the current road network's overall efficiency with improvements to the operation of the M27 between junctions 11 and 12.

There are high traffic flows on this section of the M27 throughout most of the day. The gradients leading up to the crest of the hill, approximately midway between the two junctions, mean there is a high proportion of slow moving traffic, which causes disruption to the flow of traffic and congestion not only on the M27 but back towards Fareham and the AQMAs.

The scheme is for the construction of a climbing lane in each direction between junction 11 at Fareham and junction 12 at Portsmouth, utilising land which is already part of the motorway. This work was finished in the Autumn of 2008.

ACTION 13

To complete the development of the climbing lanes on the M27 between junctions 11 and 12

10.3 PUBLIC TRANSPORT IMPROVEMENTS

10.3.1 FAREHAM – GOSPORT QUALITY BUS PARTNERSHIP (QBP)

Hampshire County Council have an umbrella or high level QBP agreement with First bus company covering all their operations in South Hampshire. There is not a specific area QBP for Fareham and Gosport however a number of improvements are being worked on that are normally included in QBPs such as the replacement of bus poles with new information cases, upgraded bus shelters at the busiest stops and two ITS SMART column display screens at the Gosport ferry/bus interchange. A budget for £500,000 is available for such work.

On the A32 corridor, complimentary works have been undertaken such as bus stop build outs and raised access kerbs which are again usually included in QBP schemes.

Further measures being considered on the A32 corridor include significant intelligent transport systems (ITS) such as improved coordination of signal controls, information for motorists and bus users and real time monitoring linked to responsive traffic management systems. A formal area QBP is likely to be developed to support works in connection with the proposed Bus Rapid Transit scheme.

ACTION 14

Develop a QBP for the A32 including a reduction in emissions from local buses

10.3.2 FAREHAM BUS-RAIL INTERCHANGE

Fareham railway station is one of the busiest stations in the Solent area, however it is located at the far end of Fareham's town centre and is some distance from the bus station. There is a need for better connections and interchange between the bus station

and Fareham rail station to enhance and encourage travel by public transport. Opportunities will be explored to utilise the site adjacent to the rail station, which has development potential for bringing enhanced bus/rail interchange facilities. During consultation, First Hampshire and Dorset Limited stated that to achieve an effective bus/rail interchange would require meaningful bus priority measures along West Street, Fareham, to offer a reliable and seamless transport link between the railway station and the town centre.

ACTION 15

Provide a bus/rail interchange facility at Fareham rail station

10.3.3 ALTERNATIVE TO THE LIGHT RAPID TRANSIT SYSTEM

The light rapid transit system between Fareham, Gosport and Portsmouth was identified as a critical link to ameliorate some of the local area's existing and future congestion problems. In the light of the Government's refusal to provide additional funding for this scheme, alternative options are now being developed and this is likely to be a Bus Rapid Transit system.

The proposed £20 million South East Hampshire Bus Rapid Transit scheme phase 1 could assist in reducing air quality pollution particularly in relation to the A32. This potential benefit has been highlighted by Transport for South Hampshire in recent bids for funding from the Community Infrastructure Fund (CIF). After being successfully short listed, TfSH submitted a full business case by October 2008. The following is an extract from the CIF bid:-

The South East Plan includes an allocation for up to 10,000 houses and 121,000 square metres of employment development on land north of Fareham between 2014 - 2026, as part of planned regional growth. Even assuming a high self-containment factor for this Strategic Development Area it is estimated that the site will generate significant peak hour travel demand to key centres and employment destinations in and around local towns and particularly the city of Portsmouth. In order to enable the growth to take place and adequately cater for additional travel demand in the area, improvements to the transport network are not just 'desirable' but are 'essential'.

The highway network in the area is constrained by the geographical location of the Gosport and Portsmouth peninsulas which have restricted access and egress and capacity restraint, particularly at peak periods. The motorway and strategic road network in the area is already experiencing peak hour capacity problems. Planned new development therefore cannot take place without a viable and real alternative to the car, which is why a high quality, innovative and attractive public transport system is essential as a key part of development proposals.

The proposed South East Hampshire Bus Rapid Transit 'Harbour Link' is part of a new generation of transport solutions which has been identified to help meet the needs of the area. The scheme will link the proposed residential, commercial and business Strategic Development Area, North of Fareham with a new bus / rail interchange at Fareham railway station; Fareham town centre, Gosport town centre and the proposed waterfront development and bus / rail / ferry interchange; the regionally important Queen Alexandra Hospital and linked interchange; proposed residential development at Port Solent; planned development and Park and Ride at Tipner; and Portsmouth city centre and bus / ferry interchange. The package links onto and adds value to the recently completed asset, the A3 ZIP bus priority corridor, connecting Horndean,

Waterlooville and Cosham to Portsmouth, a £30 million investment. Further phases are planned to extend bus rapid transit to Havant and the proposed Dunsbury Hill Business Park in the east and Segensworth and Whiteley in the west.

The proposed Bus Rapid Transit 'Harbour Link' will provide high specification, innovative, fast, frequent and reliable services on both dedicated express only links and also along improved existing bus corridors, linking with the rail and ferry services at key interchanges. The buses will be high quality articulated streetcars, providing flexible services without the need for guidance. It will provide a transport system as part of a phased delivery package that will incrementally meet the needs of currently planned growth and will also provide the flexibility and opportunity to expand with time to meet new demand. The scheme will provide a combination of innovative systems working together to offer a safe, secure, attractive and accessible service, supported by high quality infrastructure at interchanges and stops, together with a high specification vehicle fleet.

CIF funding will enable key early phases of this important package to be delivered which can then be built upon with both public and private sector funding in order to deliver the project in its entirety. The bid focuses upon initial phases of the proposed route between Gosport and Fareham, together with proposals for Fareham Station Interchange. Key elements of these sections could be delivered within the funding timeframe and will be necessary precursors to follow-on stages which will provide the links northwards to the Strategic Development Area and east towards Portsmouth and Havant.

In advance of the delivery of the full bus rapid transit scheme, the full benefits cannot be realised, nevertheless the delivery of the proposed early phases could provide up to 35,000 households who live within 1km of the proposed route with an attractive, alternative means of transport to the car, reducing their impact upon the constrained highway network in the peninsula. Enhancing the attractiveness of the station and improving accessibility for users to help encourage more people out of their cars and provide improved facilities for buses will also deliver important benefits. Without these first key phases it would be unfeasible to deliver the significant benefits of follow-on stages connecting the bus rapid transit to the strategic development, other key development sites in South East Hampshire and town and city centres. It is for this reason that scheme benefits are defined in the following sections in terms of the both the first phase works identified in the bid but also the wider scheme context.

Thirty six schemes were short listed in July 2008 for a share of the £200m Community Infrastructure Fund, a joint Communities and Local Government and Department for Transport fund for transport infrastructure schemes that support new housing growth. Almost half the investment will go to schemes that reduce the reliance on cars and encourage more sustainable travel. Fifteen of the schemes propose sustainable transport solutions such as bus routes, rail improvement or park and ride facilities, with some schemes covering a combination of travel modes. As stated above, the South East Hampshire Bus Rapid Transit (BRT) scheme is one of the short listed sustainable public and combined transport schemes. It is expected that an announcement will be made early in 2009 as to which schemes have been awarded funding.

Public consultation on phase 1 of the South Hampshire BRT route was undertaken by Transport for South Hampshire in October 2008 at a local school in Gosport and at the Civic Offices in Fareham. If funding for this initial stage is approved in February 2009, the work would have to be completed by March 2011.

Initial design work is being progressed for BRT Phase 1 along sections of the disused railway route between Fareham and Gosport. It is likely that Phase 1 will commence at the point where the disused railway line crosses Redlands Lane, continuing south along the corridor possibly to either Tichbourne Way or Military Road, dependant upon funding availability.

BRT Phase 1 will provide a dedicated busway, the use of which will be restricted by a service quality agreement with the operators. The busway will be connected to the existing highway at appropriate points. Stops with quality waiting facilities will be provided at appropriate points along the route. A frequent service will be provided with buses approximately every 5 minutes.

ACTION 16

To provide a suitable alternative to the light rapid transit system between Fareham-Gosport-Portsmouth

10.3.4 REAL TIME BUS INFORMATION

Poor presentation of transport information can create problems of inaccessibility. The Fareham Borough Council website has links to all major travel choices including bus services including a service known as “txt4times” whereby you can request by text the time of arrival of the next bus to your bus stop. There are details of this service at bus stops.

At present, there is no real time bus information at bus stops in the Borough of Fareham nor via the website. There is a link on the Fareham Borough Council website to a service known as Traveline that provides a journey planning service for public transport.

ACTION 17

To monitor the progress of providing real time bus information at bus stops in Fareham and Gosport

10.3.5 BUS PRIORITY MEASURES ON WEST STREET FAREHAM

Fareham Borough Council has received funding to action those improvements listed in the Vision for West Street that could result in better pedestrian and cycle provision. This will result in the enhancement of conditions for pedestrians and cyclists. The provision of bus priority measures on this section of West Street remains a long term aim of Hampshire County Council.

ACTION 18

To provide bus priority measures for West Street Fareham

10.3.6 YEW TREE DRIVE BUS LINK

The Yew Tree Drive bus only link in Whiteley provides buses with a saving of 2.5 km over the same journey by car, which represents a time advantage for bus passengers of more than 10 minutes. For those employees who work in Whiteley, some of whom will live in Gosport, this may encourage them to consider public transport ahead of the car.

ACTION 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

10.3.7 CONCESSIONARY TRAVEL

The Government's Statutory Concessionary Travel Scheme came into force on 1 April 2008 and provides free off peak travel on local services anywhere in England.

The Fareham Borough Council scheme has been extended beyond the statutory off peak times of 0930 – 2300 hours Monday to Friday and at all times at the weekends and on Bank Holidays. For journeys which start within the Fareham borough area, Fareham bus pass holders will be entitled to free travel during the additional times of 9am – 12.59am Monday to Friday.

You can apply for a pass if you are a resident of the Borough of Fareham and either aged 60 or over or a qualifying disabled person. Companion passes are also available for people accompanying disabled people. Travel tokens are also available for certain residents for use on community transport, buses and taxis.

Hampshire County Council Passenger Transport Group plays a key role in supporting and developing public transport services in the County. They plan and pay for bus services which are socially necessary particularly in rural areas but are not commercially viable. This provision costs around £7 million per year. Arranging school transport is also undertaken by this group moving around 14,500 pupils daily using 1,300 bus, coach, taxi and ferry contracts together with season tickets on local buses or rails services. The annual cost of this service provision is approximately £21 million. Other forms of public transport supported by the County Council includes passenger rail services and community transport.

ACTION 20

To continue to subsidise bus travel beyond the statutory minimum requirements to further encourage bus usage

10.4 ALTERNATIVE TRANSPORT IMPROVEMENTS**10.4.1 CYCLE USE AND PROVISION OF CYCLE ROUTES AND FACILITIES FOR CYCLISTS**

The Fareham-Gosport peninsula is relatively flat and therefore lends itself to cycling, which combined with the congested traffic conditions has encouraged the highest levels of cycling in the county (mode share is almost 11% compared to a Hampshire figure of 3.5%). However, this high cycle rate is falling. In recent years, job opportunities on the peninsula have reduced with the decline in the defence industry, leading to longer journeys to work and a corresponding fall in the number of people cycling. Road safety concerns are also a barrier to cycling.

Fareham Borough Council is currently developing its Local Development Framework (LDF) which will set out a town centre area action plan. As part of the LDF process, the importance of West Street will be recognised to enable the revitalisation of this part of the town centre. The Council has developed a "Vision for West Street" to help influence, guide and inform future planning and management of the area in a consistent and

joined up way. Better public transport, pedestrian and cycling provision were identified as key elements in this vision. Consequently, the opportunities to review the use of space, enhancing conditions for pedestrians and cyclists, providing bus priority measures and developing traffic management systems will be explored as part of this vision. Work on West Street commenced in the latter part of 2007 after funding of £1million was received from the DCLG.

Development by Hampshire County Council of an access plan for Fareham, to improve access from the surrounding local areas to the commercial centre, has the potential to contribute to achieving targets for walking, cycling and public transport use.

Fareham Borough Council is currently consulting on it's new parking strategy which raises the issue of the provision of further secure facilities for bike storage and to improve the signage for cyclists in the town centre.

10.4.1.1 Fareham Cycle Strategy 2005 - 11

Hampshire County Council's LTP2 sets out a broad approach towards the promotion and encouragement of cycling within the County. The purpose of this related local cycling strategy is to:-

- Develop the general approach of the LTP2 into more detailed policies and proposals for implementation in Fareham. To improve modal share for cycling, Fareham Borough Council will liaise with the County Council in the promotion of cycling and the development of cycle infrastructure where it represents good value for money;
- Draw together the various initiatives relating to cycling contained within the LTP2 in a single coherent document for Fareham and
- Provide an action plan for developing cycling in Fareham.

The vision for cycling in Fareham is:-

“To have a network of roads, dedicated routes and facilities throughout the Borough which enable cycling to be a safe, attractive and enjoyable mode of transport, where people will choose for commuting, travelling to school, shopping and recreational purposes”.

At present, cycling in Fareham is characterised by low levels of cycle use for day to day (utility) journeys, reflecting poorly developed urban cycle networks. The potential for cycling increase is high with the vast majority of residents living within a 20 minute ride to the town centre.

The main deterrents to greater day to day cycle use in Fareham are:-

- The excellent provision for the private car compared to cycling in terms of roadspace and parking space in an area of high car ownership, making cycling an unattractive transport choice on the basis of speed, cost and convenience;
- Lack of facilities. Urban cycle networks within the Borough are undeveloped while the absence of facilities at trip destinations (for example, safe and secure cycle parking and shower facilities at workplaces) pose additional barriers to cycling. Poor links between urban areas and existing rural cycle

routes further limit the scope for cycle journeys from outlying communities into the main centres;

- High volume of motorised traffic is a major deterrent to increased cycle use, posing both an actual and perceived threat to safety. Such difficulties can be compounded by poor driver awareness of vulnerable road users, overly aggressive driving and inappropriate vehicle speeds;
- Deterioration of roads and cycleways. The Borough has experienced a decline in the condition of the highway network in recent years, largely due to lack of money available for road maintenance. Poor road conditions increase the hazards faced by cyclists acting as a further deterrent to increased cycle use.

Much of Fareham's existing cycle network has been funded through the original LTP. The Borough has funded individual schemes and some of the infrastructure has been developer funded. The National Cycle Network is being developed by Sustrans and its partners (including local authorities, public and private bodies and other landowners). It runs through towns and cities, linking urban centres to the countryside with high quality signposted routes. It will pass within 2 miles of over 20 million people and was forecast to create 8000 miles of route by 2007. The South Coast route is planned to run through Fareham by 2008.

In order to ensure that the policies within the Fareham Cycle Strategy achieve their intended objectives, an action plan has been developed to set implementation targets for the duration of the Strategy. These are shown in Table 6 below.

Table 6 – Fareham Cycle Strategy Action Plan

Area	Action	Timescale
Cycle audit	Development of a cycle audit and its implementation in all highway and land use development projects. Improvements to cycle procedure in line with national guidance	By the end of 2006
Strategic cycling review of road network	Carry out a cycling review of roads. This will identify opportunities for improvements in the convenience and safety of cyclists and initially concentrate on the most heavily trafficked roads, those with the greatest potential for cycle use	By the end of 2006
Cycle networks	Consultation with public and partners on the development of cycle networks	By the end of 2005
Cycle infrastructure	<ul style="list-style-type: none"> • Provide improved cycle parking at FBC buildings • Provide improved cycle parking in town and local centres • Provide cycle parking at bus stations • Provide routes into town centre from west, south and north 	<ul style="list-style-type: none"> • By the end of 2007 • By the end of 2008 • By the end of 2008 • By the end of 2010
Publicity	Publish maps of routes	By end of 2006

ACTION 21**To review progress in respect of the Cycle Strategy for Fareham 2005 -11 and the LTP2 and implement those measures likely to have an impact on congestion in the AQMAs**

Fareham Borough Council is currently working with Groundwork Solent to provide up-to-date cycle routes in the Borough.

10.4.2 GOSPORT FERRY

The Gosport ferry provides the local link between Gosport and Portsmouth. It carries 3.8 million passengers a year. The service runs 363 days a year from 0530 hours until midnight. Crossings take just under 8 minutes. An adult return ticket presently costs £2.20 with concessionary fares available for young people and pensioners. It is a 14 mile drive from Gosport's yacht marina to the ferry port in Portsmouth via the congested Gosport Road Fareham. The ferry service has been in operation since the 1880s.

A key element of the access strategy for the Fareham – Gosport peninsula in the LTP2 that focuses on improving accessibility, reducing congestion and improving air quality in Fareham is to explore opportunities for additional ferry services from Gosport to other Solent destinations and to integrate the Gosport ferry more effectively with bus services through better ticketing, promotion and interchange.

In May 2007, the Gosport Ferry ran a promotional campaign to persuade car drivers travelling to Portsmouth on the congested A32 to get out of their cars and on to the ferry.

The fare for taking bicycles on board is 80p per return trip. The cost of quarterly season tickets is £107.50 for an adult quarterly ticket and £60 for a concessionary quarterly season tickets. The ferry remains significantly cheaper and faster than travelling by car from Gosport to Portsmouth. Driving a typical family car in traffic costs more than £4.50 a day for the return journey between Gosport and Portsmouth. So to commute for five working days will cost drivers over £20 in fuel alone. The ten-trip adult ticket costs £9.00.

Gosport Ferry is more popular than ever with cyclists crossing the harbour and they leant their support to National Bike Week last year by offering a "Bikes go free" promotion between 16 and 24 June 2007.

First bus and the Gosport Ferry Company offer a combined bus and ferry ticket which includes unlimited bus travel for a whole day anywhere in Hampshire as well as a return ferry crossing.

There is no discount for car drivers using the car park close to the ferry port. The majority of people using the ferry arrive on foot or by bike or use public transport. As discussed above, the initial stages of the A32 Quality bus partnership will include improvements to the information points at the ferry port early in 2008.

The-link to the Gosport Ferry web pages on the Fareham Borough Council website is as follows:-

<http://wwwfareham/council/departments/planning/localtransport.asp>

ACTION 22

To continue to promote public transport and alternative travel arrangements such as the Gosport Ferry on the Fareham Borough Council website

10.4.3 WORK TRAVEL PLANS

A work travel plan is a way for an employer to offer staff a wider variety of options for how they can travel to and/or for work without having to be reliant on a car. This can result in potential cost savings, improved personal health and fitness, more travel choices, an improved local environment as a result of less traffic congestion and exhaust fumes and improved road safety.

It is important to gain senior management and staff support for the travel plan. All staff groups should feel that they are involved at appropriate times eg trade unions, health and safety group etc. A steering group should be set up to guide and assist in the development of the plan. It is important to find out where staff are traveling from and at what times to assist in finding out what modes of transport would be most suitable to promote.

Hampshire County Council did employ a Travel Plan Adviser dedicated to working with businesses across the county excluding the unitary authorities of Southampton and Portsmouth. The adviser provided businesses with contact details of local public transport operators, networks, cycle shops etc. The County Council is currently looking to recruit two development related travel plan advisers who will assist in monitoring and assessing all new and existing travel plans through the planning system. Local bus and train operators are already supporting a number of businesses and are prepared to work with new companies by providing discounts and service changes where practical. Businesses can also be introduced to commuter forums where they exist or they can be helped to set up a forum with other local businesses. The County Council can also arrange for businesses to receive 5 days of free consultancy advice through the Energy Efficiency Best Practice Site Specific Advice scheme.

According to Hampshire County Council, organisations that have travel plans or who have liaised with the former on this subject in or around the Borough of Fareham include HMS Collingwood on Newgate Lane Fareham, the National Air Traffic Services at Whiteley, Fareham & Gosport PCT, Solent Business Park at Whiteley and the Office of National Statistics at Segensworth.

Fareham Borough Council has it's own work travel plan and an officers' working group to further the aims of the same. Please see section 10.1.4 for further information on this subject.

A telephone survey was undertaken by Regulator Services in September/October 2007 of numerous commercial premises located on the Newgate Lane industrial estates close to the Gosport Road Fareham and several commercial premises on the Gosport Road on the Gosport/Fareham border. Apart from one relatively small company, not one company stated that they had a work travel plan. This is an area of work that perhaps the County Council and Fareham Borough Council could liaise and hopefully improve.

Two commuter forums exist in the Borough of Fareham at Whiteley and at Segensworth but these are located some distance from the AQMAs. This may have some impact on traffic passing on the Gosport Road Fareham but these people may already avoid this road and travel on the access route through Stubbington/Titchfield to the A27 that then leads into these areas. For example, only 2.7% of the employees at NATS located in Whiteley live in Gosport.

It is now a requirement of planning law for a travel plan to be submitted with a planning application where the development is likely to have a significant impact on the local transport network. The recently submitted EIA for the proposed Quay Street roundabout retail development included a section on the work travel plan to be developed by the company involved in the application. However, there is very little information regarding other employers in the Borough of Fareham who through a planning condition have a work travel plan in force and there also appears to be few employers in the Town Centre with such a plan.

Articles were placed in the both the Council's Regulatory Services business newsletter (May 2007) and in the Fareham Town Centre newsletter (Oct 2007) asking for any employer with a work travel plan to come forward to discuss the same. No response was received to either article.

The planning development control team has not secured by condition or any other means, any workplace related travel plans during 2007/8. However, a travel plan is to be secured by a section 106 agreement with Hampshire County Council in respect of a recent application for a large food store in the town centre. Further details within the plan will be agreed in consultation with Fareham Borough Council and the County Council. An area of real concern is the potential impact of staff parking on local residents. It is likely that a similar arrangement will apply in the case of the Fareham Community Hospital at Locks Heath.

The general lack of employers with work travel plans in the Fareham town centre area close to the AQMAs is an area for focus for both the Council and the County Council. Hampshire County Council has a target of 15% of people working in Hampshire to be covered by a travel plan by 2011.

ACTION 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

10.4.4 SCHOOL TRAVEL PLANS

The Government have set a target for all schools within the country to have an active travel plan by 2010. The LTP2 contains a School Travel Plan strategy which outlines Hampshire County Council's current proposals for engaging with schools in the development of School Travel Plans. Within Hampshire there are a total of 600 schools (538 state and 62 independent) and at present the County Council is working with 90% of all schools (96% of state).

The Hampshire Safer Routes to Schools Programme, delivered through individual School Travel Plans, aims to reduce unnecessary car trips to school and encourage parents, pupils, teachers and visitors to travel to and from schools in safer, healthier and more environmentally sustainable ways.

The County Council's School Travel Planning Team offer a free school travel planning advice and support service for those schools interested in developing a School Travel Plan and for those with an ongoing plan. The support consists of practical advice, information and support materials including school visits.

Schools developing a Travel Plan progress through a number of levels determined by the School Travel Planning Team. Levels 0 - 2 are the development stages of the Travel Plan. Once a school has reached Level 3 and had its School Travel Plan adopted by the school community and approved by the team, the school receives a certificate.

In addition, the school is also put forward for the Department for Schools, Children and Families' (DfES) Capital Grant and Hampshire County Council's Safer Routes to Schools programme funding.

The latter provides funding for measures identified within plans that will make it safer and more desirable to walk, cycle and use passenger transport on the journey to and from, school. These measures could include footways, cycleways, improved crossings, traffic calming and help with initiatives such as walking buses.

Once a school has undertaken an annual review and can demonstrate progress towards meeting one or more of their targets, they reach Level 4 and are eligible for the "School Travel Planning Award", which is a plaque awarded to the school. Schools are then entitled to use the annual "Excellence in School Travel Planning" accreditation mark on their headed paper. Schools must continue to monitor their travel plan and demonstrate progress towards meeting one or more of their targets on an annual basis to be eligible to use the mark each year.

The Hampshire County Council website provides a link to each school in Hampshire which shows their progress in respect of School Travel Plan.

Redlands Lane School which is located in the Gosport Road AQMA is at level 3. This action plan would look to assess the further progress of those schools within or near to the AQMAs made in respect of their travel plans with the Council emphasising to the schools the impact that their travel plans may have on the AQMAs.

ACTION 24

To continue to work with schools in Fareham for the development, implementation and the annual review of School Travel Plans

10.4.5 TOWN ACCESS PLAN

Hampshire County Council is committed through the LTP2 to develop 20 Town Access Plans, of which Fareham is one, that improve the pedestrian environment and accessibility for all users. This includes pedestrians, cyclists, public transport users and motor vehicle drivers.

A Town Access Plan is:-

- a tool developed to implement the LTP2 strategy within key settlements;
- a list of schemes and strategies to be employed at the local level which will support the Development Control function of Hampshire County Council and
- a practical plan to spend secured external funding.

The Fareham Town Access Plan will form part of the community strategy and the Local Development Framework (through the Fareham Town Centre Area Action Plan) and has a role in directing investment within the town. The plan will ensure that development will contribute to the strategy through implementing or making a financial contribution towards measures identified. The plan seeks to create a long term increase in the use of local services by local people by improving the ease of movement, especially by passenger transport, walking and cycling within that centre. To implement the measures identified within the Plan could have an impact on air quality but this would be a secondary consequence. The primary concern is with implementing measures to improve accessibility. It is envisaged that the draft plan will be ready for consultation in

Spring 2009 with a view to the final version being adopted for development control purposes in late 2009/10.

ACTION 25

To implement the Fareham Town Access Plan where it has an impact on air quality particularly in the AQMAs

Both the Fareham Town Centre Area Action Plan and the Hampshire County Council access plan are unlikely to be ready for formal consultation until Spring 2009.

10.5 STATUTORY FUNCTIONS

10.5.1 ENVIRONMENTAL PERMIT INSPECTIONS

Under the Environmental Permitting (England and Wales) Regulations 2007, local authorities are regulators for a regime known as Local Authority Pollution Prevention and Control which covers installations known as Part B installations. Examples in Fareham Borough Council include a foundry, the crematorium, vehicle refinishers, and a printer, coating processes, petrol stations and dry cleaners. The regulation process relates to the control of emissions to air

This regime requires the operators of specified industrial installations to obtain a permit to operate. An application must be made and the regulator then decides whether to issue or refuse a permit. If a permit is issued, it will include conditions aimed at reducing and preventing pollution.

Once permitted, the installations are inspected on a regular basis according to the outcome of a risk assessment. There is also a risk based fee and charges scheme that ensures that the operator pays reasonable costs to the Council. A Part B installation is located in the Gosport Road AQMA and several are in close proximity of the same.

Integrated Pollution Prevention and Control (IPPC) is a parallel system which covers installations known as A1 installations and the Environment agency regulates these installations. These installations are considered to be the most polluting of the regulated industries and they are regulated for emissions to air, land and water and are subject to other environmental considerations such as noise and energy efficiency. Such an installation is located close to the Gosport Road AQMA.

Hampshire County Council Trading Standards officers are undertaking the majority of LAPPC inspections of petrol stations in the County on behalf of the district councils from 2008/9. They have agreed to distribute air quality/alternative fuel information during these inspections.

ACTION 26

To continue to inspect premises and take appropriate enforcement action in respect of the Environmental Permit regime

ACTION 27

To use Environmental Permit inspections to encourage the provision of alternative fuels at petrol station forecourts

10.5.2 FAREHAM BOROUGH COUNCIL – PLANNING AND TRANSPORTATION

10.5.2.1 Development Control

Environmental Health are consulted by the Development Control section of the Planning and Transportation department to ensure that the proposed development does not result in it's occupiers being subject to pollution issues or that existing residents do not suffer pollution because of the development. For example, where new houses are planned for location next to a busy road, traffic noise nuisance and air quality issues need to be taken into account. Ultimately, Regulatory Services may object to the application. In addition, Environmental Health may ask for the developer to make a contribution to future air quality monitoring where a proposed residential development is close to a road and may result in a future AQMA. Reference is made to Planning Policy Statement (PPS) 23: Planning and Pollution Control issued by the Office of the Deputy Prime Minister in November 2004. This describes air quality as being a possible material planning consideration.

Recent planning conditions particularly in respect of town centre flat developments illustrate decisions where the normal car parking standards have been reduced in the interests of sustainability and conditions relating to the provision of cycle stores have also been attached to permissions. An example of such a condition is as follows:-

- None of the (town centre) flats shall be first occupied until the bicycle storage area has been constructed and this area will be retained and kept available for such use.

In respect of the Quay Street retail development close to both the AQMAs, the Environmental Health department requested that the EIA include an air quality assessment having regard to guidance from EPUK (NSCA at the time). The air quality assessment concluded that the development of a "throughabout" at the existing Quay Street roundabout would result in the revocation of the Portland Street AQMA and a very slight negative effect on the Gosport Road AQMA. The Council is asking for the developer via a section 106 agreement or similar to finance a three year air quality monitoring programme before and after development at the Portland Street AQMA.

10.5.2.2 Local Development Framework

The Fareham LDF will establish policies and proposals for the development and use of land until 2026. It will replace the Fareham Borough Local Plan Review that was adopted in 2000. The Council is currently consulting on some of the most important documents within the LDF including the Core Strategy, the Site Allocations Development Plan Document and the Town Centre Area Action Plan.

10.5.2.2.1 Core Strategy and reducing the need to travel

The Core Strategy deals with the vision and overall strategy for the Borough. It includes broad locations for development but does not deal with site specific issues.

In respect of reducing the need to travel the core strategy contains the following objective:-

To ensure that development provides and/or contributes to appropriate transport infrastructure and is located in areas that reduces the need to travel, is designed to create and contribute to quality pedestrian and cycle friendly streets and spaces and

helps to encourage walking, cycling and the use of public transport. To encourage the use of and support existing water based taxi and ferry facilities.

Fareham is centrally located within the South Hampshire sub-region and due to the high level of car ownership, the good connections and the location of employment concentration, the Borough suffers from considerable peak time congestion on major roads and junctions as a result of car commuting between the urban areas. The effect of this can make access to jobs, shops, services and community facilities difficult.

The South East Plan identifies the role of the two cities of Portsmouth and Southampton as regional “hubs” which are to act as the focus of economic activity and that the corridor between them (“spoke”) should be supported and developed to improve this role. Fareham is connected to this corridor through the M27 and A27. The South Hampshire sub-regional transport policy sets out a strategy to (i) reduce the need to travel, (ii) manage the existing strategic network and (iii) invest in new transport schemes where (i) and (ii) do not fully address the problems or issues. The “hubs and spokes” concept should be developed to ensure that investment is concentrated along key corridors and nodes.

Although the LTP2 predates the South East Plan it sets out strategies to deal with the key issues of congestion and accessibility as well as road safety and air quality. It identifies several areas which includes specific corridors and nodes:-

- Fareham;
- Access to the Strategic Development Area (SDA) north of Fareham;
- A332 corridor to Gosport;
- Newgate Lane/western corridor to Gosport and
- Whiteley/Segensworth

The Solent Transport Strategy also recognises the long term importance of transport for the SDA north of Fareham. It identifies the SDA as a new transport hub which will have high quality public transport based links to establish neighbouring urban areas. It will incorporate frequent, convenient and appropriately priced public transport connections into Fareham town centre and Portsmouth, as well as between the new neighbourhoods, employment space and the rural hinterland beyond.

The strategy for Fareham focuses on improving accessibility for all modes and better interchange between modes. The key elements of the strategy are:-

- Improving the interchange provision between bus and rail services at Fareham rail station;
- Improving accessibility for pedestrians and cyclists to the town centre and
- Managing traffic, including traffic routing, speed controls and safety improvements.

The strategy for the Fareham-Gosport peninsula focuses on improving accessibility, reducing congestion and improving air quality for Fareham. The key elements of the strategy for Fareham are:-

- Develop revised proposals for public transport services in the peninsula, involving the possible use of segregated and/or guided busways over part of the old railway corridor and integration with existing bus routes;

- Localised junction improvements along the peninsula's two strategic access routes (the A32 and A3385) corridors;
- Contributing to improvements in air quality along the northern most section of the A32 corridor through the junction improvement scheme for Quay Street roundabout;
- Optimising the use of the road network through intelligent transport systems (ITS) including variable message signing, traffic management measures and selective vehicle detection to assist buses in improving reliability and journey times and
- Explore opportunities for additional ferry services to other Solent destinations.

The strategy for Whiteley and Segensworth focuses on improving accessibility, severance, tackling congestion issues and improving public transport infrastructure and services to provide more travel choice. The key elements of the strategy are:-

- An access plan for Whiteley to identify measures that improve walking and cycle access to local facilities and overcome barriers to movement;
- Making the best use of the existing road network particularly the key access route via the M27 Junction 9 and Segensworth. Measures include junction improvements, ITS, variable message signing and traffic management.
- Work with bus operators to develop services using the Yew Tree Drive bus link which will reduce journey delays for Whiteley service and
- Whiteley and Segensworth business forums/travel plans/Highway Agency partnerships.

These key aspects for each area are also underpinned by common objectives:-

- Promoting bus use through QBPs, infrastructure improvements and better travel information, including real time information at bus stops and other locations;
- Promoting car sharing and car club initiatives and
- Raising awareness and promoting effective marketing campaigns.

Over the next 20 years substantial development is scheduled to take place in the South Hampshire sub-region. A number of assessment and feasibility studies have/will be commenced to understand the impact of development and provide the evidence to support the type and level of transport interventions needed, in particular:-

- Access to South East Hampshire;
- Transport Assessment of the Local Development Framework

Among the transport interventions to be investigated will be a bus-based mass rapid transport system on the Fareham to Gosport disused railway line as well as access to the Strategic Development Area. In addition, the Fareham Town Access Plan will look to improve pedestrian and cycle access and movement within the town centre. The Fareham station interchange feasibility study will look at the operational and land requirements for a bus/rail interchange at Fareham rail station, having regard to future development opportunities.

In terms of policy direction under the heading of Transport Strategy and Improvements, in order to address the major transport issues of accessibility, congestion road safety and air quality, Fareham Borough Council will work with the County Council to develop

and implement the Solent Transport Strategy as set out in the LTP2, including the safeguarding of land and in particular it will seek to:-

- Ensure the development is located in areas which reduce the need to travel;
- Ensure the provision of access for all modes to link the SDA with the strategic road network and Fareham and Portsmouth;
- Improve the interchange provision for pedestrians and cyclists, particularly in the town and district centres;
- Manage traffic, including traffic routing, speed controls and safety improvements;
- Promote public transport use, car sharing, green travel plans and reallocating road space where appropriate;
- Protect bus lanes and bus only links where necessary;
- Safeguard the former railway line between Fareham rail station and Gosport for public transport purposes;
- Undertake junction improvements to improve traffic flow along key corridors;
- Optimise the use of the road network through ITS and
- Introduce measures to improve air quality.

10.5.2.2.2 Site Allocations DPD and reducing the need to travel

The role of this development plan document (DPD) is to set out the allocation of land for specific uses and raises the same issues relating to reducing the need to travel as does the Core Strategy.

10.5.2.2.3 Fareham Town Centre Area Action Plan and reducing the need to travel

The Area Action Plan is to be developed to provide a 20 year strategy for Fareham's town centre to help manage change and growth. The strategy will set out the vitality and viability, quality, safety and attractiveness of the town centre should be maintained and strengthened.

The Town Centre has both areas looking for change and areas looking for protection. The Area is in multiple ownership and is subject to conflicting pressures of the various different occupiers and owners. It includes sites currently designated for development as well as other sites with the potential for future development. Potential development zones include Market Quay car park, Quay Street, Civic and cultural quarter, the railway station and West Street. The first stage of preparing the Area Action Plan is to understand the issues that affect the town centre. In the summer of 2007, a survey of local residents and shoppers was undertaken to gauge their likes and dislikes in respect of Fareham Town Centre. Table 7 below shows the responses in respect of public transport, accessibility and congestion.

Table 7 – Fareham Town Centre opinion survey 2007

LIKES	%
Close to home	61.3
All I need is close together	39.6
Easy to walk to	39.2
Good bus/train access	19.8
Easy to cycle to	6.3

DISLIKES	%
Traffic & congestion	41.0
Train station access	8.6
Bus service	8.6
Walking environment	6.3
Bus facilities and stops	6.3
Cycle routes and access	5.4
Footpaths and connections	4.1
Cycle parking	1.8
What do you think should be done to improve the town centre	%
Better car parking	22.5
Better bus facilities and stops	13.5
Better cycle parking	5.0

At present, the town centre area action plan has reached the end of the LDF issues and options stage. The next stage for any formal consultation will not commence until 2009 although there will be ongoing consultation on particular sites,

10.5.2.2.4 Sustainability Appraisal

All of the LDF documents will be subject to the Sustainability Appraisal process which integrates sustainability considerations into the preparation and adoption of plans. The purpose of Sustainability Appraisal is to identify and report on the economic, social and environmental implications of the options, so that the preferred option that is selected promotes, rather than prevents, sustainable development. This will include reference to air quality in Fareham Borough Council including the AQMAs. Key issues in a previous appraisal in 2006 were as follows:-

- New development to be located as far as possible in areas that can easily be served by public transport;
- Ensure ease of access to jobs, shops, services, community and leisure facilities in order to reduce car use and improve access to such facilities and services by those members of the community who do not have access to a car;
- Locate developments that attract large numbers of people in town and district centres with good public transport and
- Improve public transport links and provision for walking and cycling to reduce car dependence and promote better health.

Two objectives of this previous Sustainability Appraisal were as follows:

- To maintain air quality and ensure air quality continues to improve and
- To reduce road congestion and encourage use of public transport.

10.5.2.2.5 Solent Transport Strategy

The long term strategy of the Solent Transport Strategy proposes that the South Hampshire area should accommodate between 2800 and 4000 additional dwellings every year until 2026. Much of this growth is proposed to be accommodated through making best use of urban capacity including the development of brown field sites in Portsmouth and Southampton and other established urban areas. Two Strategic Development Areas (SDAs) are also proposed. One to the north of Fareham is planned

to accommodate 10000 units. Although the long term strategy will not be finalised for some time, some of the key proposals and policies are currently being established.

10.5.2.2.6 Vision for West Street Fareham

The West Street Public Realm scheme involving DCLG funding of £1 million is now complete.

10.5.2.2.7 Transportation in Fareham 2004 – 11

This document was adopted in 2004 prior to the development of the LTP2. However, it highlights matters that continue to be relevant to transport issues in Fareham Borough Council particularly in respect of accessibility and congestion and therefore air quality.

These matters include the development of the Gosport Peninsula Access joint member panel; the alternative to the light rapid transit system; work travel plans; school travel plans; transportation interchange at Fareham rail station; improved bus and rail services; a QBP for the Fareham – Gosport route; improved information at bus stops and ticketing; cycle routes; walking routes; parking standards; Stubbington bypass; Yew Tree Drive bus link; M27 crawler lanes; parking strategy and decriminalised parking.

10.5.2.2.8 Fareham Town Centre Parking Strategy

The Council has considerable influence and control of parking in the town. It controls some 90% of off street shopper car parks (1900 spaces in total) and also has a further 500 long stay off street spaces. On street parking totals 400 spaces, which is split about a third as on street residential, a third very short stay and a third up to 2 hours. Other operators have almost 300 spaces, notably a retail food store and Fareham rail station.

The future demand for parking identifies considerable growth of the town centre in terms of both short and long stay parking. Short stay parking demand is expected to grow by some 25-35% and long stay by 45-65%. However, it is difficult to establish future parking numbers in isolation without the knowledge of what development proposals are being identified in the Local Development Framework and the Town Centre Area Action Plan and provision and use for non-car modes of travel through regional and local transport strategies which will have an impact upon parking supply and demand. Such is the potential growth in demand to travel in and out of Fareham that it is unlikely to be satisfied by private cars alone and alternatives requiring investment will need to be identified.

The LTP2 vision is about increased accessibility, reduced congestion, improved road safety and air quality. Obviously, Fareham has two air quality management areas. The longer term strategy is to reduce the need to travel and part of this is to concentrate development in centres.

The Fareham Town Centre Area Action Plan provides an opportunity to review the location of parking spaces with the possibility of relocating some to other approaches to the town centre. This could provide benefits of visitor convenience, reduced car mileage and reduced flows on town centre roads, with benefits to the environmentally sensitive locations such as the AQMAs.

Fareham shopping centre is a success in part due to good access and car parking facilities. Transport policies will not be allowed to compromise the success of the shopping centre by making access and parking too difficult so as to discourage

shoppers from visiting Fareham. It is intended that the policies in the strategy will work to complement and reinforce each other.

It is not envisaged that there will be a significant increase in employment development in the town centre but where this does take place then employment parking standards would be limited in line with Planning Policy Guidance 13.

There will be some retail development of the old Foundry site and the parking will not only provide parking for store customers but as the spaces are likely to be uncontrolled for short stays, they will have wider public use for visitors to the town centre and thus be complimentary to the overall parking provision.

A phased introduction of the bus rapid transit scheme is possible by 2011 which should reduce the need for parking provision in the town centre. There is likely to be a reduction in the parking stock in real terms to 2016 given the reduced capacity of the Fareham Shopping Centre car park (Civic Way MSCP) and the increased floor space of the new shopping centre development when opened.

The strategy proposes greater differentiation between short and long stay car parks. It will be clearer to customers that the short stay car parks are mainly for shoppers and short stay business trips with a higher turnover during the day. The longer stay car parks are designed for lower daily turnover and longer visits. To emphasise this difference, changes are proposed to the charges, duration of stay and signage. The refined charging structure and maximum durations aim to reduce overcrowding at Market Quay which may relieve some congestion on Portland Street and encourage non-resident vehicles to transfer to the long stay car parks.

The Council is under increased pressure for the expansion and introduction of residents parking schemes. Car ownership is increasing and the Parking Strategy identified scenarios with considerable growth in demand for parking in the town centre. Together these will place increased pressure on residential streets around the town. Although surveys suggest that the number of non resident cars parking in residential streets is not causing an overwhelming problem, consultation suggests that this is a significant problem on a number of roads. In view of this, it is proposed that residential parking schemes are introduced in a phased manner.

The Fareham Town Centre Parking Strategy was approved by the Executive on 28 July 2008. Three parking strategies were consulted upon, each having a different emphasis on the level of car dependency. Considering the above issues, the moderate car dependency strategy was considered to be most appropriate. This will provide limited additional parking with no change to 2016 and growth of 260 short stay spaces to 2026.

The two main aims of the parking strategy are:-

- To balance the needs of parking provision for residents, shoppers and businesses consistent with the transport strategy for the Solent area;
- To manage the parking stock effectively and support the principles of the Council's financial strategy.

The main objectives of the parking strategy are:-

- Provide sufficient, high quality, safe and easy to use short term parking spaces for shoppers and visitors in the interest of the viability and vitality of the Fareham town centre economy;
- Provide sufficient, high quality and safe long stay parking spaces for Fareham town centre workers;
- Give priority to addressing the parking needs for residents living in the vicinity of the town centre;
- Making efficient use for car park land and assets and review their continued use for parking as appropriate;
- Integrate the Parking Strategy with transport policy, the Town Access Plan, Town Centre Area Action Plan and the LDF;
- Provide sufficient, convenient and high quality parking for cyclists and motor cyclists;
- Provide sufficient, convenient and high quality parking for the disabled and
- Manage the demand for parking, to accommodate the future expanding needs of shopping, employment and leisure developments.

The moderate car dependency strategy strives to be consistent with a sustainable transport strategy for the area whilst supporting the economic success of the town centre and therefore includes several other parking proposals that would be expected of a sustainable transport policy including:-

- Introduce a phased residential parking review by zone from Autumn 2008 which may result in a reduction in the numbers of employees driving to work and parking in Fareham town streets;
- Create greater differentiation between categories of car park in terms of charging, maximum stay, physical design and signage, to reduce overcrowding and congestion at Market Quay close to the AQMAs;
- Support a review of office and retail car parking standards through the LDF;
- Continue to manage and monitor Decriminalised Parking Enforcement in accordance with the Enforcement Strategy;
- Provide cycle parking at convenient locations for cyclists;
- Supply motorcycle parking at convenient locations for motorcyclists;
- Provide a high standard of variable and directional signage to car parks to assist routing to car parks;
- On street parking charges will not be introduced although it may be necessary to review this approach as part of the residents parking scheme and
- Support the development of a transportation interchange and revisions to the parking provision at Fareham rail station.

10.5.2.2.9 Decriminalised parking

From April 2007 Fareham Borough Council became responsible for enforcing traffic regulations such as limited waiting, double or single yellow lines, no stopping at bus stops etc. The Council already enforced off street parking regulations and the team expanded to encompass the increased enforcement responsibilities. The enforcement of parking regulations is undertaken 7 days a week and members of this team issue a penalty charge notice for offences. The standard penalty charge is currently £60 although this changed from April 2008 with the enactment of the Traffic Management Act 2004 that allows for differential charging of contraventions eg a higher charge can be made for parking on double yellow lines.

10.5.2.2.10 Fareham Environment and Transport Partnership

In 2004, task groups were developed by networkfareham, Fareham's Community Partnership. The Transport, Planning and Environment task group was asked to address the following priority actions: _

- To reduce the number of journeys to school by car;
- To reduce the number of journeys to work by car and
- To improve access to Whiteley

Membership of the group included First Hampshire and Dorset Ltd, local businesses, Fareham Borough Council planning, transport and environmental health, PCT, local pressure groups and Hampshire County Council and the Whiteley and Segensworth business and travel plan groups

This group worked quite tirelessly on these subject areas and was recently replaced by the Fareham Environment and Transport Partnership. The latter is one of seven thematic partnerships that have been created to serve the newly configured Local Strategic Partnership so as to develop and deliver the Sustainable Community Strategy as required by the government. The Sustainable Community Strategy will have strong links to the developing LDF and the Hampshire Local Area Agreement which will focus on a number of priorities for improvement for local government.

Membership of the group includes HIOW Wildlife Trust, Campaign for Protection of the Rural England, The Fareham Society, Hampshire County Council, Gosport Borough Council and First Group, a local public transport provider. Other members may join representing cyclists and walkers, the Environment Agency and Network Rail.

The first meeting of the Fareham Environment and Transport Partnership took place in November 2007 and it was decided that one of the key issues to be addressed by this group is traffic congestion particularly on the Gosport Road Fareham. Since this date, the Partnership has developed terms of reference for the group and has developed a chapter for the Fareham Sustainable Community Strategy.

See also section 10.1.9 on the Gosport Transport and Sustainability Partnership.

ACTION 28

Promote the use of planning policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car

ACTION 29

Ensure that the new Local Development Framework incorporates planning policy that will not adversely impact on air quality but furthermore enhance air quality where possible

ACTION 30

Regulatory Services will continue to work with the Development Control section to ensure air quality is taken into account in the planning process particularly in respect of development in or close to the AQMAs, large scale development

requiring an Environmental Impact Assessment and development in areas where the air quality is only marginally below air quality objectives

ACTION 31

To review the FBC parking strategy and implement measures that may result in reduced congestion in the AQMAs eg charging policy, parking enforcement, variable messaging, parking availability, residents parking schemes etc.

10.5.3 LOCAL AIR QUALITY MANAGEMENT

The Council's Environmental Health section currently monitors nitrogen dioxide levels in the Borough using passive diffusion tubes. The majority of these tubes are located on the facades of residential properties and a few are placed on lamp-posts. These tubes are changed on a monthly basis and provide a monthly average level of nitrogen dioxide for that location. The Council successfully applied for funding from both DEFRA and Hampshire County Council amounting to £55500 to purchase and operate for three years, a continuous nitrogen dioxide monitor in the AQMA on the Gosport Road Fareham. This unit became operational in June 2008. A contract has been agreed to display air quality data from this unit on the FBC website and this went live in October 2008.

Mandatory reports on air quality are undertaken as per the government timetable and these are placed on the Fareham Borough Council website together with some nitrogen dioxide information from the diffusion tubes and maps of the AQMAs.

The Council will shortly be organising a further assessment of the air quality in the Portland Street AQMA.

ACTION 32

To continue to review and consult on air quality in the Borough in line with statutory requirements

ACTION 33

To enhance the nitrogen dioxide monitoring network by providing a continuous nitrogen dioxide monitor within the AQMAs on the Gosport Road Fareham and possibly Portland Street Fareham so as to develop a better understanding of air quality in the areas and to assess the effect of the air quality action plan improvements and to further develop Fareham Borough Council's corporate priority of improving environmental monitoring

ACTION 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 attend meetings of the air quality sub-group of the HIOW Environmental Control Advisory Committee.

ACTION 35

To monitor the performance of the air quality action plan and review actions having regard to the air quality objectives and implement additional actions where necessary

10.5.4 STATUTORY NUISANCE

The Council's Regulatory Services section receives complaints from members of the public concerning smoke from bonfires and chimneys that could be a statutory nuisance under the provisions of the Environmental Protection Act 1990. In addition, there are controls for dark and black smoke under the Clean Air Act 1993.

Upon receiving a complaint, standard letters are sent to both parties and the complainant is provided with monitoring forms on which to record future episodes of pollution. Where these monitoring forms indicate a regular nuisance further investigation will be undertaken by the Environmental Health section. An abatement notice can be served where a statutory nuisance is witnessed. Non compliance with the latter can result in a prosecution in a Magistrates' Court.

In cases of industrial dark/black smoke, a visit will be made promptly and a prosecution can be taken in the first instance if an offence is witnessed.

Information on these sources of air pollutants is available on the Fareham Borough Council website.

ACTION 36

To continue to educate and enforce in respect of the control of domestic, agricultural and industrial smoke nuisances and dark/black smoke

10.5.5 NATIONAL PERFORMANCE INDICATORS

The Local Government White Paper published in October 2006 set out a new performance framework for local government. In August 2007 DEFRA published its proposals for new performance indicators including one on air quality. On 11 October 2007, the Department of Communities and Local Government announced the new performance framework of 198 indicators. The air quality indicator is:-

NI 194: Level of air quality – reduction in oxides of nitrogen (NO_x) and primary particulate matter (PM₁₀) emissions through the local authority's estate and operations.

This new indicator is separate from the local air quality management system under Part IV of the Environment Act 1995 which requires local authorities to work towards the air quality objectives under the Air Quality (England) Regulations 2000. The local air quality management is focused on "hotspots" where objectives are being or are likely to be, exceeded and the local authority can involve a number of partners in tackling air pollution in areas designated as AQMAs.

The air quality performance indicator, on the other hand, targets the wider local authority area and focuses on emissions of primary PM₁₀ and NO_x from local authority estates and operations. The indicator will not only target these two pollutants that are often the most prevalent but will also mean that Fareham Borough Council will lead by

example. Furthermore, improvement targets will include local strategic partners involving a wide range of emission sources across the Borough.

ACTION 37

To monitor data as a Council in respect of NI 194 and implement actions to achieve target set.

10.6 PROMOTION AND PUBLICITY

10.6.1 AIR QUALITY INFORMATION

Air quality information including the monthly results of several diffusion tubes, air quality reports and the details of the AQMAs is placed on the Council's website. In October 2008, live information from the new continuous nitrogen dioxide monitor was placed on the Fareham Borough Council website.

ACTION 38

To continue to place air quality reports including the AQAP on the Fareham Borough Council website to ensure widespread accessibility to information and for consultation purposes

ACTION 39

To investigate the most effective method of disseminating air quality information to the public and to assess the feasibility of employing this method for Fareham Borough Council

ACTION 40

Promote awareness via the Fareham Borough Council website of other air quality information sites

ACTION 41

Support locally national campaigns to raise awareness of air quality matters and/or the need to reduce dependency of private car use, increase the use of public transport or cycling eg Bike to Work day, Smarter Driving Tips etc

ACTION 42

To promote the use of alternative fuels eg LPG, electricity, hybrid vehicle

ACTION 43

To produce a leaflet on the air quality action plan and distribute to libraries, GP surgeries and community buildings

10.6.2 WORKING WITH THE PCT

An initial contact in May 2007 with the PCT indicated that they do not collate statistics on air quality at a local level. An air quality indicator was published in the local health profiles in 2006 but this was dropped from the 2007 profiles as the indicator was not

found to be very robust. Further work is necessary with the PCT to strengthen the links between air quality and health particularly in the AQMAs.

The draft AQAP was submitted to the PCT for consultation purposes but no response was received prior to the consultation deadline. Further contact has recently been made with the PCT through the Council's Community Development Officer and the officer's group serving the Area Public Health Liaison Board. The Council is hopeful that progress may be made in this direction over the next few months. Advice has also been provided regarding reference to the Community Health Atlas and the ONS website.

ACTION 44

To liaise closely with the PCT/HPU/Local Strategic Partnership/Leisure department in respect of identifying any linkage between areas of the Borough where the residents suffer increased levels of respiratory problems and air pollution particularly from traffic emissions

10.6.3 ENERGY EFFICIENCY

In 1995, the Government passed the Home Energy Conservation Act (HECA), which set a target for local authorities to reduce domestic energy consumption by 30% by 2010. Subsequently, the Council adopted a three year strategy in February 2006 for the promotion of energy efficiency measures and to work towards Government targets to reduce fossil fuel use.

Reduced energy consumption will result in the reduction of gas, oil and solid fuel burning within properties which will reduce nitrogen oxides and particulate emissions into local air. Improving the energy efficiency of residential properties will help to improve local air quality, meet HECA targets and address climate change.

The Council offers a Home Energy Insulation Scheme and Home Energy Boiler Scheme. The former offers all eligible households free cavity wall insulation and free full loft insulation or top-up loft insulation to 250mm (10") where the existing insulation is less than 75mm (3") in depth.

The Boiler Scheme offers all eligible households a grant towards the cost of replacing a defective/inefficient Central Heating System where the existing installation is over 15 years old or a grant towards the cost of installing a Gas Fired Central Heating System where none currently exists (depending on a gas supply being available to the property). These measures will only be installed where the householder agrees to also receive necessary insulation measures as described for the Fareham Home Energy Insulation Scheme.

Significant achievements over the past 2 years include:-

- 314 households in fuel poverty received new or improved central heating through the Fareham Home Efficiency Programme;
- Through the same scheme, thermal insulation was improved in 562 homes (including 486 in fuel poverty);
- The Council remains on target to achieve the Decent Homes Standard for the energy efficiency of it's own housing stock with the average SAP rating increased from 65.8 in 2004/5 to 78.6 in 2007/8;

- Training has been arranged for voluntary and statutory agencies that regularly engage with vulnerable households and those in fuel poverty with a view to increasing the number of referrals for the various energy efficiency improvement schemes;
- Working with the Environment Centre, arrangements have been made to raise awareness of home energy issues through local schools and
- Additional funding has been secured from the consortium bid to the South East Regional Housing Board to provide a Warm Home Grant of up to £2500 available to vulnerable households. This will provide a top-up where the costs of the works eligible for Warm Front Grant exceed the £2700 limit.

There is additional information on the Council's website regarding energy efficiency in the home and other discounts and grants.

A report is being presented to the October meeting of the Council's Executive regarding a review of our present HECA strategy and associated Action Plan and a new strategy will be developed for 2009 -12. Changes are proposed to the thermal insulation schemes primarily to reduce the associated administrative burden on the Council.

ACTION 45

To continue to promote energy awareness throughout the Borough

10.7 IMPROVEMENTS IN THE QUALITY OF LIFE AND HEALTH

10.7.1 SMARTER TRAVEL CHOICES

Smarter travel choices are new techniques for influencing people's travel behaviour towards more sustainable options, such as walking, cycling, travelling by public transport and car sharing. They are sometimes called "soft measures".

Measures that can constitute a smarter choice include:-

- Giving people better information about their existing travel options;
- Marketing sustainable travel options more effectively, so they are better used;
- Making improvements to the way services are organised, so they better meet the needs of a particular group of people;
- Providing new transport services very closely focussed on a particular target market such as a workplace or a residential area and
- Providing new options to reduce the need to travel at all.

Examples of such measures include:-

- Workplace travel plans;
- School travel plans;
- Personalised travel planning;
- Public transport information and marketing;
- Travel awareness campaigns;
- Rail station access strategies;
- Promotion of healthy modes of transportation eg cycling and walking
- Car clubs;
- Car sharing schemes;

- Teleworking;
- Teleconferencing and
- Home shopping.

These measures can help to ease congestion, improve air quality, make sustainable travel options more attractive and promote physical activity. The LTP2 contains a Smarter Choices Strategy which lists all of the above measures as key components of the same. The targets for the strategy are shown in table 8 below:-

Table 8 - Targets for Hampshire's Smarter Travel Choices Strategy

School travel plans	100% of students in full time education (aged 5 to 16 years) to be covered by a travel plan by 2008/09 from a 35% base
Workplace travel plans	15% of people working in Hampshire to be covered by a travel plan by 2011
School journeys	To reduce the proportion of school journeys made by car (alone) for students aged 5-10 years from 31% to 30% by 2010/11 with an associated increase in non-car (alone) journeys. To reduce the proportion of school journeys made by car (alone) for students aged 11-16 years from 12% to 11% by 2010/11 with an associated increase in non-car (alone) journeys. These targets are under review to establish if they are realistic and stretching.
Cycling	To halt the decline in cycling by 2007 and increase back to 2004 levels by 2010
Passenger transport	To increase journeys by passenger transport by 2% by 2010./11 above a 2003/4 base line
Travel awareness	Target currently being developed

Work travel plans has already been covered in Section 10.4.2 with further information being available on Hampshire County Council's website at:-

<http://www.hants.gov.uk/environment/workplacetravel/businesses.html>

School travel plans has already been covered in Section 10.4.3 with further information being available on Hampshire County Council's website at:-

<http://www.hants.gov.uk/schooltravelplans/index.html>

Other current initiatives include the following:-

- **Sustainable modes of travel survey**

Hampshire County Council is mapping all cycle routes in the County. Most of Fareham has been mapped and this information together with walking and bus information will be available via their website from Spring 2009. The Government hopes that this information will be useful in encouraging parents to choose a school and/or home, where there are good home to school walking and cycle route connections.

- **Car sharing database**

Hants Car Share has over 280,000 members and the scheme can be accessed through the following link:-

<http://www.hantscarshare.com/>

Car sharing is when two or more people share a car and travel together. It allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution. Other benefits include:-

- Saves you money - travelling with others enables you to reduce your transport costs by up to £1000 a year.
- Reduces the number of cars on the roads - resulting in less congestion, less pollution and fewer parking problems
- Provides a real solution to the transport problems of rural areas
- Gives employees and employers more transport options
- Reduces the need for a private car

Hampshire County Council is currently helping to promote the new Segensworth car sharing initiative launched on 8 October 2008. This may assist employees from Gosport to find someone with whom they can car share to and from work and therefore reduce the number of cars on the A32.

- **The Transport for South Hampshire (TfSH) Reduce Strategy**

TfSH is the transport arm of the Partnership for Urban South Hampshire (PUSH). TfSH has adopted the principle of "Reduce-Manage-Invest", similar to the central principle of the Hampshire LTP2, although the LTP2 uses a wider definition of "reduce". Both the regional office and SEEDA are both keen for TfSH to show it's commitment to "Reduce" traffic congestion. The strategy should come up with a comprehensive strategy as to how the sub-region will reduce traffic/traffic growth including targets.

A "Reduce" group of TfSH was formed in July 2008 with officer representatives of the three highway authorities and TfSH. Membership of the group has been widened to include two district planning representatives, including one from Fareham Borough Council, as many "Reduce" measures should be contained within Local Development Frameworks. A draft "Reduce" report is expected before the end of 2008.

Hampshire County Council also chairs the "Manage" group of TfSH, basically seeking to get the best use out of the existing transport network by managing it in a more imaginative way.

- **Home working, smarter working and MATISSE**

Hampshire County Council actively tries to reduce the number of car trips via the e-Hampshire Partnership and the adoption of new technologies. The MATISSE website <http://www.ehampshire.org/default.asp> has ambitious targets and lots of relevant initiatives eg Smart commute week, bespoke carbon calculator etc.

- **Other proactive work**

There are a number of other initiatives that Hampshire County Council is hoping will make an impact. They are actively working with the travel group at Segensworth Business Park on travel planning initiatives and they are trying to work with the Highways Agency with some initiatives that might help Fareham. They have offered detailed travel advice in the forthcoming revamp of the Segensworth website to allow it to be a bit more of a travel portal. Other more general initiatives include cycling promotions and integrating smarter choices information within town access plans.

ACTION 46

To reduce car dependency and facilitate transport choice by encouraging alternatives to car use alongside changes in working arrangements through the Smarter Choices regime of the LTP2

ACTION 47

To continue to promote cycling and walking as healthier alternatives to the car on the FBC website particularly with reference to the routes in and around the AQMAs.

10.7.2 ENVIRONMENTAL SUSTAINABILITY STRATEGY - FAREHAM BOROUGH COUNCIL

In December 2004, the Council's Scrutiny Board decided that an Environmental Sustainability Strategy (ESS) should be prepared for the Council to start addressing sustainability issues affecting the Borough. At its meeting in September 2005, the Board agreed to appoint sustainability consultants to work with Members and Officers to prepare the Strategy. The Strategy is to focus on the strategic priorities for the Council and the Borough. Both a members and officers group has been created to progress the Strategy.

A draft strategy in July 2006 outlined the measures already being taken by the Council to integrate sustainability into their work and interests and identified further actions that the Council will take to improve their environmental sustainability. The strategy will complement work already being undertaken by the Council and Fareham's Local Strategic Partnership, networkfareham, in improving social and economic wellbeing in the Borough. High level commitment to the ESS was made at the start of the project with the formation of both Members and Officers Working Groups.

The final version of the strategy was approved by the Executive in May 2007 after being generally supported by Fareham's Local Strategic Partnership, networkfareham. The strategy includes an ESS Action Plan. It is considered important that only a small and manageable number of issues are taken forward for action, in order to have meaningful progress that can be achieved and communicated with the Council, its partners and the public. The resource implications of delivering the Action Plan are considered to require a dedicated staff resource to coordinate the implementation of the Strategy. The appointment should be made by the end of 2008.

In the Strategy, travelling by car, congestion and poor air quality is raised as a threat to the quality of life in Fareham now and in the future. The Strategy states that the Council will aim to protect and enhance the environment through appropriate land use policies, promoting energy efficiencies and through transport, cycling, walking and parking

policies. The Council will also aim for well-being and to create equal opportunity for all by working with partners to improve transport and accessibility and work with others to promote more active lifestyles.

Priority actions in the Environmental Sustainability Strategy Action Plan include:-

- **Energy and climate change**

The Council will develop a Climate Change Programme that recognises the importance of this issue and provides actions for reducing carbon emissions and adapting to climate change. This will include ensuring that the policies in our LDF are sufficient to ensure sustainable design and progress towards carbon neutrality.

- **More Sustainable procurement**

The ESS will focus on ensuring goods and services procured by the Council contribute to meeting the priority action areas in particular through reducing energy usage, minimising waste and improving recycling.

- **Sustainable Development Awareness and Training**

Sustainable development means engaging all members of staff and Councillors in meaningful debates on key sustainability issues. To this end, interactive short Sustainable Development training workshops will be provided.

- **Managing Council Land more Sustainably**

Although the Council has strategies in respect of biodiversity, green space and contaminated land, there are further opportunities to lead the way in biodiversity enhancement and adapting to climate change. The Council will take an integrated approach to the management of our land resources and manage our parks and gardens in a more sustainable way, for example, through planting species that require less water.

- **Sustainable Development and Construction**

The Council is in a strong position to influence sustainable use and development of land through the statutory planning process. Sustainable design and construction policies are included in the emerging Fareham Local Development Framework. A common sustainability framework has been prepared by the Partnership for Urban South Hampshire (PUSH) to assist in the delivery of the South Hampshire Strategy set out in the South East Plan.

- **Recycling and Waste Minimisation**

The Council's current recycling target of 50% by 2010 is achievable. The Council currently provides free garden waste recycling. The Council will continue to promote waste minimisation and recycling throughout the Borough. Under the terms of the Hampshire Local Area Agreement on Material Resources, the Council will seek to use material resources more efficiently in new Council developments and major refurbishments and seek to increase recycling in the non-municipal sector.

- **Air Quality Review and Assessment**

The amount of road traffic between Fareham and Gosport is causing not only problems with congestion but also with air quality. An Air Quality Management Area has been designated for part of the Gosport Road Fareham and an air quality action plan needs to be developed to assist in improving the air quality and reduce risks to public health in this area of the Borough. We will work with Hampshire County Council and other partners such as Gosport Borough Council in developing this action plan.

- **Sustainable Transport**

The Council will also be seeking to improve the air quality generally by looking at innovative ways to reduce car travel in the Borough, for example, developing Green Travel Plans for Council sites and helping local schools to develop transport plans.

Table 9 below provides examples of the Environmental Sustainability Strategy Action Plan and various targets and indicators. Unfortunately, a coordinator for the Strategy and the Action Plan has yet to be appointed and therefore although certain actions have been progressing independently, resources have not been available to provide a coordinated review of progress against strategy actions. This will hopefully be rectified by the appointment of a coordinator in the next few months.

Table 9 - Environmental Sustainability Strategy Action Plan

Actions	Target, Indicator and Timescale
Energy and Climate Change	
1. Develop a Climate Change Programme addressing: <ul style="list-style-type: none"> - mitigation measures to reduce the impact of climate change eg reducing vehicular transport - adapting to climate change - 	To be approved by December 2007
2(a) <ul style="list-style-type: none"> • Carry out energy audit of Civic Offices; • Investigate purchase of green energy; • Identify improvements in energy efficiency. 	To be addressed in the Climate Change Programme - December 2007
2(b) Identify and agree realistic targets for carbon reduction	To be addressed in the Climate Change Programme - December 2007
2(c) Review Nottingham Declaration on Climate Change, Aalborg Commitments, South East Climate Change Partnership.	To be addressed in the Climate Change Programme - December 2007

Actions	Target, Indicator and Timescale
More Sustainable Procurement	
<p>3 Revise Fareham Borough Council's Procurement Strategy to incorporate:</p> <ul style="list-style-type: none"> • A requirement for the Council suppliers to meet environmental and ethical criteria; • Implementation of the Council's Sustainable Travel Plan; • Carbon reduction measures such as renewable energy and energy saving fixtures; • Better opportunities to reduce transport requirements; • Waste minimisation and recycling objectives. 	Review procurement strategy - September 2007
Sustainable Development Awareness and Training	
<p>4 Provide Sustainable Development training workshops for Council staff and members</p>	Undertake programme of Member training by June 2007
<p>5 Identify ways of working with local businesses, industry and organisations to reduce energy usage and encourage sustainable travel choices</p>	<p>Signpost specialist organisations such as the Environment Centre and the Carbon Trust - April 2007</p> <p>Review schemes to promote and offer "sustainable business" awards within the Borough by April 2007</p>
Managing Council Land more Sustainably	
<p>6 Undertake a review of existing Council land that considers opportunities for improving habitat connectivity and biodiversity enhancement</p>	Develop a work programme for priority sites (natural green space) identified in the forthcoming Green Spaces Study and Biodiversity Action Plan - June 2007
<p>7 Develop a strategy for sustainable management of parks and gardens that:</p> <ul style="list-style-type: none"> • Minimises water consumption; • Reduces energy waste; • Reduces waste 	<p>Undertake a review of existing work methods and procedures and identify opportunities to implement more sustainable working practices including guidance and training for staff - January 2008.</p> <p>Create and implement a strategy for the sustainable management of parks and gardens - May 2008.</p>
Sustainable Development and Construction	
<p>8 Fareham Local Development</p>	Sustainable design and construction policy

Actions	Target, Indicator and Timescale
Framework to ensure that new development is sustainable both in terms of it's location and design/construction	to be included within the Core Strategy to be adopted by March 2008 All LDF documents subject to sustainability appraisal
9 Partnership for Urban South Hampshire (PUSH) delivery on South Hampshire Strategy	Common sustainability framework developed by PUSH to ensure the sustainable delivery of the South Hampshire Strategy (in the South East Plan). Timescale to be determined by PUSH.
Recycling and Waste Minimisation	
10 Increase recycling rate within Borough Use material resources more efficiently: <ul style="list-style-type: none"> • Reduce construction waste by substitution of recovered material in new build development and major refurbishment; • Increase recycling in the non-municipal sector. 	To 50% by 2010. Measures to include improved recycling facilities at all Council premises, including parks and gardens. By March 2009 under the terms of proposed Hampshire Local Area Agreement
Air Quality Review and Assessment	
11 Prepare an Air Quality Action Plan for the Air Quality Management Areas	Undertake further assessment of air quality in the Gosport Road AQMA and a detailed assessment of the diffusion tubes outside the latter including the Portland Street AQMA area - Completed May 2007 Undertake further assessment of air quality in Portland Street AQMA - due December 2008 Complete Air Quality Action Plan - draft completed February 2008; response from consultees May 2008; revised version due December 2008 Further air quality reports due as per DEFRA timetable including action plan progress reports
Sustainable Transport	
12 Implement Fareham Borough Council's approved Sustainable Travel Plan	Implementation of identified short/medium/long term actions set out in

Actions	Target, Indicator and Timescale
	the Plan including loans for bikes, car share scheme etc.
13 Assist local schools in developing Green Travel Plans	Act as a facilitator between Hampshire County Council and local schools as an advisor on the development of plans and suitable measures. Hampshire County Council Local Transport Plan 2006 -11 target - all schools to have completed Plans by mid-2008

ACTION 48

To implement the Environmental Sustainability Strategy and ensure that nitrogen dioxide is considered alongside the effects of climate change gases in the development of appropriate remedial actions in the Environmental Sustainability Strategy

11.0 CONSULTATION

Public consultation has been undertaken at various stages of the air quality review and assessment process. Under section 11 of the Environment Act 2005, local authorities are required to consult on their draft Air Quality Action Plan.

Prior to the publication of the draft plan in March 2008, the air quality steering group described in the Executive Summary on page 7, met on two occasions and contributed to the possible table of actions. Presentations and reports were made to the Council's Public Protection Review Panel and the Executive regarding local air quality management and the draft air quality action plan.

The public were given six weeks to comment on the draft version of the action plan in March/April 2008. All statutory consultees were made aware of the draft plan including:-

- The Secretary of State;
- The Environment Agency;
- Neighbouring local authorities;
- Hampshire County Council ;
- Primary Care Trust;
- The Fareham Society;
- The Portchester Society;
- Friends of the Earth;
- Portsmouth Housing Association
- First Hampshire and Dorset Limited;

All residents, businesses, churches and the school, in the Air Quality Management Areas, were written to on the subject. Copies of the plan were placed in the Civic Offices and the local library. The draft plan was also placed on the air quality section of the Fareham Borough Council website.

Responses from the Department of Environment, Food and Rural Affairs (DEFRA) to the draft plan are shown in Appendix 7 whilst the comments from all other consultees are shown in Appendix 8.

The air quality steering group met again in May 2008 and all responses were discussed. Where appropriate, the consultees were provided with explanations and these are included in Appendix 8 and in respect of certain actions, changes have been made.

The draft action plan has been thoroughly reviewed in light of all comments and where appropriate and possible, further detail has been provided particularly in relation to timescales, targets and indicators.

Several actions have been deleted from the original table. Draft action 22 that related to cycling and walking is now action 47 as it was better suited to the healthy lifestyle section of the table. Draft action 23 that related to bike parking at the Civic Offices is now part of action 4 that relates to Fareham Borough Council's Sustainable Travel Plan. The same applies to draft action 50 that related to home working. Draft action 37 related to the HLOW air quality group but this is now included in action 34 that relates to partnership working. Finally, draft action 51 that related to the Environmental Sustainability Strategy is now action 48.

This final version of the air quality action plan will be placed on the Council's website and all relevant parties will be informed of its publication. A report on the final air quality action plan is to be taken to the meeting of the Council's Executive in December 2008. Regular progress reports on the action plan will be due from April 2010.

12.0 MONITORING AND EVALUATION

Appendix 6 of this action plan provides a tabulated summary of the improvement actions together with likely timescales and costs and air and non-air quality impacts. The table also provides targets and indicators for the associated target. For instance, the target for Fareham Borough Council to improve the emission standards of the Council's fleet is to replace two refuse vehicles each year with new Euro compliant vehicles. The indicator is the purchase of two new Euro V refuse vehicles in 2009/10. Some of the targets are based on the Hampshire County Council LTP2 targets which are obviously Hampshire based as opposed to being specifically for Fareham Borough Council but there are no alternative detailed targets for Fareham at this time. The implementation group mentioned below may be able to assist in the development of more specific targets and indicators for Fareham Borough Council.

The actions contained in the plan will require various amounts of funding and the Council applied to DEFRA in March 2008 for funding of nearly £80,000 for continuous air quality monitoring and various improvement actions contained in the draft joint air quality action plan. Unfortunately, the Council only received £4400 in this round of funding.

In order to evaluate the effectiveness of the Air Quality Action Plan, the Council will continue to monitor nitrogen dioxide levels in the Borough with the use of diffusion tubes and the new continuous nitrogen dioxide monitor located within the Air Quality Management Area on the Gosport Road Fareham. A further continuous monitor may be hired/purchased for use in or near the Portland Street Air Quality Management Area. The monitoring will indicate whether the required reduction in nitrogen dioxide levels is occurring and whether the annual mean objective level for nitrogen dioxide is being achieved.

Further stages of the air quality review and assessment process will be undertaken in accordance with the DEFRA timetable including a further assessment of the Portland Street Air Quality Management Area by the end of the year, an updating and screening assessment in April 2009 and an annual update report on the Air Quality Action Plan from 2010. The latter will evaluate the success of the each option and ensure that progress is being made by the various partners. Where it appears that the reduction in nitrogen dioxide levels is not progressing sufficiently, then the Air Quality Action Plan will be reviewed and further measures implemented.

The Environmental Health Manager has received support from the steering group and others in developing the Air Quality Action Plan. However, the implementation of the Air Quality Action Plan will require the Council to establish a group consisting of member(s) and officers including Hampshire County Council and a Chief Officer/Director, to pursue the improvement actions and assess progress on a regular basis and provide DEFRA with an annual progress report from April 2010.

Progress in implementing key features of the Action Plan will also be reported to the Council's Public Protection Review Panel and the Executive at appropriate intervals. The County Council's progress in respect of the Local Transport Plan 2006 – 11 (LTP2) will be essential in this process. Fareham Borough Council will continue to provide air quality information to the County Council to assess the LTP2 objective of improving air quality where traffic is the dominant source of pollution.

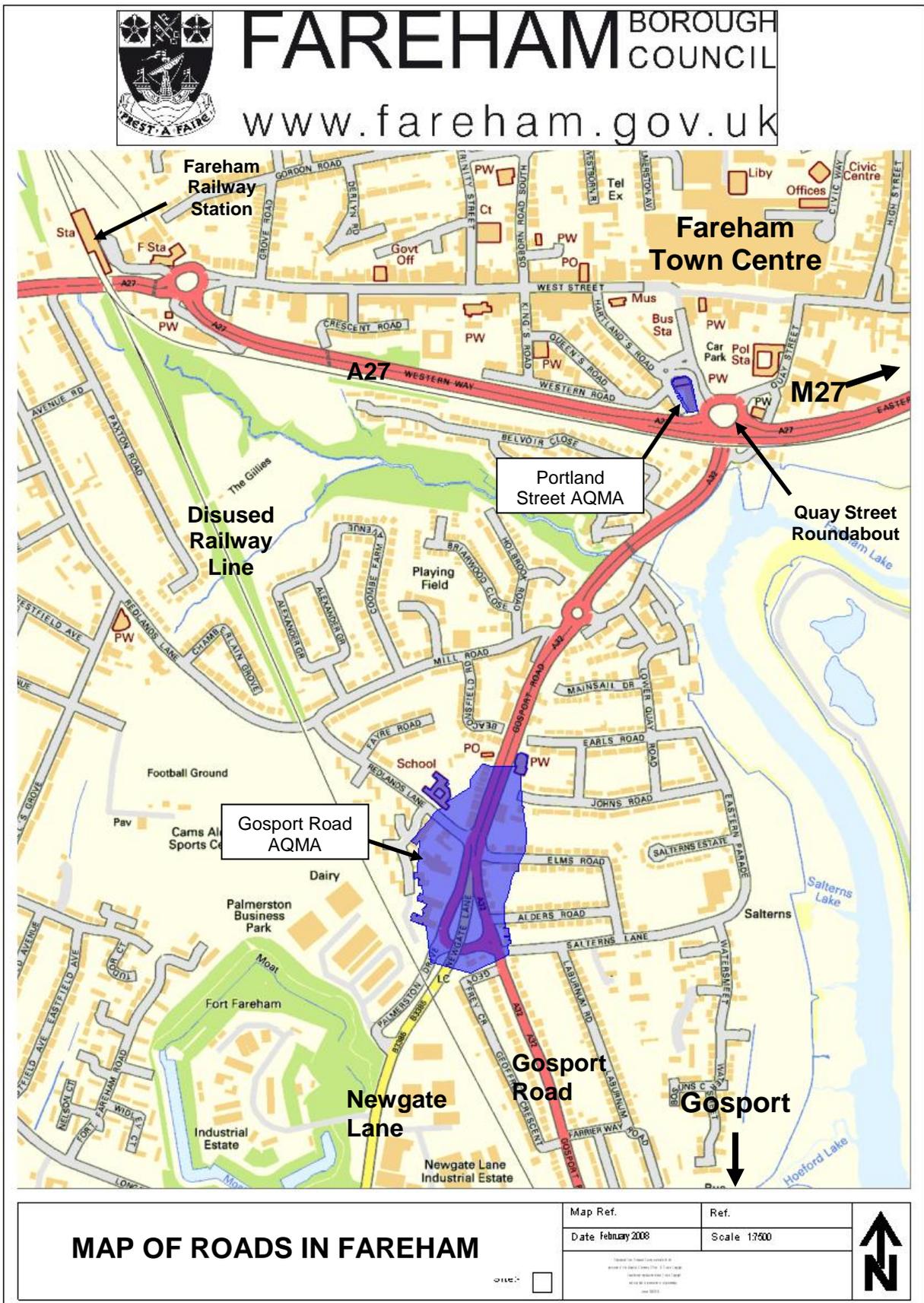
The public and other statutory consultees will be consulted on the progress of the Air Quality Action Plan and on other air quality reports as required by DEFRA.

13.0 CONCLUSION

Adoption and implementation of this Air Quality Action Plan will work towards reducing the nitrogen dioxide levels in the two Air Quality Management Areas to meet the air quality objective of an annual mean level of 40 ug/m³ as soon as possible. Monitoring will continue in the Borough in order to confirm this and further review and assessments of air quality will take place in accordance with the DEFRA timetable including the compilation of annual progress reports in respect of the Air Quality Action Plan actions.

APPENDIX 1

GENERAL MAP OF ROADS IN FAREHAM AND AQMAs



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AQMA ORDER FOR GOSPORT ROAD FAREHAM

FAREHAM BOROUGH COUNCIL

THE FAREHAM BOROUGH COUNCIL AIR QUALITY MANAGEMENT AREA ORDER 2006

ENVIRONMENT ACT 1995 SECTION 83(1)

ORDER DESIGNATING AN AIR QUALITY MANAGEMENT AREA

Whereas the Fareham Borough Council ("the Council") is satisfied that as a result of its Air Quality Stage 3 Review & Assessment the air quality objective for the pollutant nitrogen dioxide (NO₂) is not likely to be achieved in the area marked blue on the attached map reference AQMA (2006)(1).

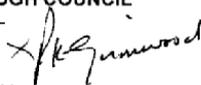
The Council in exercise of the powers conferred upon it by section 83(1) of the Environment Act 1995, hereby makes the following order:-

1. This order will be referred to as the Fareham Borough Council Air Quality Management Area Order 2006 and shall come into effect on 1 April 2006.
2. The area which is marked blue on the attached map reference AQMA(2006)(1), is centred on the junction of the Gosport Road with Newgate Lane Fareham, encompassing either fully or partially a number of residential, commercial and other properties and is to be designated as an Air Quality Management Area (the designated area) for the pollutant nitrogen dioxide (NO₂). The map may be viewed at the Fareham Borough Council Offices, Civic Way, Fareham.
3. The area is designated in relation to a likely breach of the nitrogen dioxide annual mean objective as specified in the Air Quality (England)(Wales) Regulations 2000 (as amended), that is, 40 ug/m³.
4. This Order shall remain in force until it is varied or revoked by a subsequent order.
5. When this Order comes into operation, the Council will cause an assessment to be made of existing air quality within the designated area.
6. Within 12 months of this Order coming into operation, the Council shall prepare a report of the results of the air quality assessment and within 18 months, a written action plan in order to pursue the achievement of air quality standards and objectives in the designated area. The action plan will include a timetable for the Council's implementation of each of the proposed action plan measures.
7. The Council may revise the action plan from time to time.

Executed as Deed by affixing

The Common Seal of
FAREHAM BOROUGH COUNCIL
 in the presence of :-

Authorised Signatory



APPENDIX 3

MAP OF AQMA GOSPORT ROAD FAREHAM

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AQMA ORDER FOR PORTLAND STREET FAREHAM

FAREHAM BOROUGH COUNCIL

THE FAREHAM BOROUGH COUNCIL AIR QUALITY MANAGEMENT AREA ORDER 2007

ENVIRONMENT ACT 1995 SECTION 83(1)

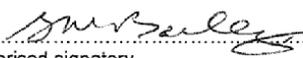
ORDER DESIGNATING AN AIR QUALITY MANAGEMENT AREA

Whereas the Fareham Borough Council ("the Council") is satisfied that as a result of its Air Quality Stage 3 Review & Assessment the air quality objective for the pollutant nitrogen dioxide (NO₂) is not likely to be achieved in the area marked green on the attached map reference AQMA (2007)(1).

The Council in exercise of the powers conferred upon it by section 83(1) of the Environment Act 1995, hereby makes the following order:-

1. This order will be referred to as the Fareham Borough Council Air Quality Management Area Order 2007 and shall come into effect on 1 December 2007.
2. The area which is marked green on the attached map reference AQMA(2007)(1), is centred on the houses on Portland Street Fareham Hampshire and is to be designated as an Air Quality Management Area (the designated area) for the pollutant nitrogen dioxide (NO₂). The map may be viewed at the Fareham Borough Council Offices, Civic Way, Fareham.
3. The area is designated in relation to a likely breach of the nitrogen dioxide annual mean objective as specified in the Air Quality (England)(Wales) Regulations 2000 (as amended), that is, 40 ug/m³.
4. This Order shall remain in force until it is varied or revoked by a subsequent order.
5. When this Order comes into operation, the Council will cause an assessment to be made of existing air quality within the designated area.
6. Within 12 months of this Order coming into operation, the Council shall prepare a report of the results of the air quality assessment and within 2 years, a written action plan in order to pursue the achievement of air quality standards and objectives in the designated area. The action plan will include a timetable for the Council's implementation of each of the proposed action plan measures.
7. The Council may revise the action plan from time to time.

Executed as Deed by affixing
The Common Seal of
FAREHAM BOROUGH COUNCIL
in the presence of:-


.....
Authorised signatory

MAP OF AQMA PORTLAND STREET FAREHAM



APPENDIX 6

Fareham Borough Council Air Quality Action Plan Table

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

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
REDUCING VEHICLE EMISSIONS								
1.	To improve the emission standards of Council fleet vehicles by the use of cleaner and alternative fuelled vehicles	FBC	2009/10	High eg infrastructure to supply alternative fuels; cost of new vehicles	Low; effect on NI 194 for Council	Reduction in emissions of other air pollutants eg particulates; lead by example; decreased fuel costs	To replace two refuse vehicles each year with new Euro compliant vehicles	Two new Euro V refuse vehicles purchased in 2009/10
2.	To seek a reduction in emissions from the local bus fleet (also see action 14)	HCC/Bus operator	2010/11	High eg cost of new vehicles	Med	Reduction in emissions of other air pollutants eg particulates; decreased fuel costs	To increase the number of Euro III, IV & V vehicles in the local bus fleet	To increase the % of Euro III/IV buses from a baseline in 2008/9 of 17% to 25% in 2009/10
3.	To review the regulation of private hire and hackney carriage emissions and where appropriate, integrate improvements into the taxi	FBC	2009/10	Low	Low	Reduction in other pollutants eg particulates; reduced fuel costs; reduced licensing costs; higher fares; costs to operator; resentment from drivers	To raise awareness of air quality amongst professional drivers in the Borough	(a)Provision of "Switch off your engine" signage in taxi ranks and bus station (b)Articles in the taxi and private hire newsletters on air quality issues

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	licensing regime							
4.	To continue to implement the FBC sustainable travel plan	FBC	2009/10	Low	Low	Lead by example; reduction in other pollutants eg particulates; reduced fuel costs; reduced tax cost; lead by example	To deliver those measures identified in the Council's Sustainable Travel Plan Action Plan	(a)Annual progress reports (b)Payment of employee cycle mileage allowance in 2009/10 (c)Increase membership of FBC's car share scheme from a 2008/9 baseline of 3% to 6% by 2010 (d)Number of bike loans given to employees 2008-10 (e)Number of employees purchasing discounted First travel card in 2008-10
5.	To pursue voluntary or VOSA vehicle emission testing in or near the AQMAs	FBC	2009/10	Med	Low	Increased public awareness; add to congestion on the day of testing; cost of testing and resources needed	To undertake an air quality promotional type activity in conjunction with the police,	To confirm date of event

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
							EA and/or VOSA in 2009/10	
6.	To seek to reduce emissions from badly maintained vehicles by continuing to promote the smoky diesel hotline	FBC	2008/9	Low	Low	Reduction in other pollutants eg particulates; increased public awareness	To maintain the link to the Smoky Diesel hotline on the FBC website	To check website link on an annual basis
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	Low	Low	Increased public awareness; reduction in other pollutants eg particulates; reduced complaints of noise and fumes; driver and customer discomfort if air goes cold	To raise awareness of air quality amongst professional drivers in the Borough	Provision of "Switch off your engines" signage at Fareham Bus Station and at the taxi ranks in 2009/10
8.	To examine the feasibility of erecting signs to identify the AQMAs	FBC	2009/10	Low	Low	Increased public awareness; reduction in other pollutants eg particulates; reduced noise and fumes for some residents although others may be	To raise awareness of air quality amongst drivers and other users of the A32 Gosport Road Fareham	To erect air quality awareness signs along the A32 Gosport Road Fareham by 2010

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
						affected by detours		
9.	To assess the outcomes of the Gosport commuter study and the Gosport Transport and Sustainability Partnership and their impact on the AQMAs	GBC	2009/10	Low	Low	Reduced congestion; increased public awareness; new areas of noise and fumes	Gosport Partnership Sustainable Community Strategy priority of reducing traffic congestion in Gosport by December 2009	(a)Priority progress reports from the Gosport Partnership (b)Provision of air quality signage on the A32
ROAD NETWORK ALTERATIONS								
10.	To implement road network measures detailed in HCC's LTP2 to assist in reducing congestion/ improving air quality in the AQMAs	HCC	2008/11	High	Med	Reduced congestion; reduced other pollutants; increased journey time reliability; reduced noise and fumes	To not exceed 1% annual growth rate of all motor traffic (HCC LTP2 target) in the AQMAs	(a)Outcome of CIF bid in respect of the bus rapid transit scheme (b)Planning permission for the Quay Street retail development (c)Section 106 agreement or similar with the developer of the Quay Street retail development in respect of air quality monitoring in the Portland Street AQMA (d)Progress of

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
								other road improvement schemes relevant to the AQMAs (e)Local targets for reducing congestion in strategic and local congestion hot spots by HCC/FBC
11.	To implement those ITS improvements within FBC as detailed in the LTP2 to reduce congestion and improve air quality in the AQMAs	HCC	2008/11	Med/High	Med	Reduced congestion; increased journey time reliability; reduced noise and fumes	As for action 10	As for action 10
12.	To undertake appropriate improvements to the Quay Street roundabout in conjunction with the nearby retail development and negotiate with the	HCC FBC Developer	2010/11	To be met by developer	Improve air quality on Portland Street; negligible negative impact on Gosport Road	Reduced traffic passing Portland Street; reduction in other pollutants	As for action 10	As for action 10

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	develop a financial contribution for future air quality monitoring in the area							
13.	To develop the climbing lanes between junctions 11 and 12 of the M27	HA	2008	High	Very low	Reducing congestion on M27 may reduce congestion on Fareham	Completed	
PUBLIC TRANSPORT IMPROVEMENTS								
14.	Develop a Quality Bus Partnership for the A32 including a reduction in emissions from local buses	HCC Bus operators	2008/11	High	Med	Potential reduction in noise; reduced congestion; safer roads; increase in public transport patronage; reduction in other pollutants	To increase journeys by passenger transport by 2% by 2010/11 above a 2003/4 baseline in Hampshire (HCC LTP2 target)	HCC and the local bus company to sign a QBP for the A32 corridor detailing targets for the age of buses, emissions, journey times and ITS by 2010
15.	Provide a bus/rail interchange facility at Fareham rail station	HCC/ Transport for South Hampshire (TfSH)	2010/11 (Subject to Community Infrastructure Bill)	High	Low	Potential reduction in noise; reduced congestion; safer roads; increase in public transport patronage; reduction in other pollutants	As for action 14	Subject to the award of a CIF bid, HCC to develop a transport interchange at Fareham rail station

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
16.	To provide a suitable alternative to the light rapid transit system linking Fareham, Gosport and Portsmouth	HCC/ TfSH	2010/11 (Subject to Community Infrastructure Bill)	High	High	Potential reduction in noise; reduced congestion; safer roads; increase in public transport patronage; reduction in other pollutants	As for action 14	Subject to the award of a CIF bid, HCC to develop the BRT phase 1 route between Gosport and Fareham by March 2011
17.	To monitor the progress of providing real time bus information at bus stops in Fareham and Gosport	HCC	2011	High	Low	Potential reduction in noise; reduced congestion; increase in public transport patronage; reduction in other pollutants	As for action 14	To be progressed by HCC as part of the long term development of such a system across South Hampshire
18.	To provide bus priority measures as part of the Vision for West Street	TfSH	2009/10	High	Low	Potential reduction in noise; reduced congestion; safer roads; increase in public transport patronage; reduction in other pollutants	As for action 14	To be progressed by HCC
19.	To work with local bus operators to provide improved services for people working in Whiteley via	HCC	2009/10	High	Low	Higher profile for public transport; may encourage some people who live in Gosport and work in Whiteley to leave their car at home	As for action 14	Improved services under development but implementation depends on external funding which has yet to be obtained

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	the now complete Yew Tree Drive bus link							
20.	To continue to subsidise bus travel beyond the statutory minimum to further encourage bus usage	FBC	2009/10	High	Low	Higher profile for public transport; reduced congestion and noise; reduction in other pollutants	As for action 14	To provide statutory responsibility for bus subsidies
ALTERNATIVE TRANSPORT IMPROVEMENTS								
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/HCC	2008/11	Med	Low	Improved fitness; increased awareness of alternative transport modes; safer cycling	To increase the levels of cycling by 2010 to those experienced in 2004 (HCC LTP2 target)	(a)To assess progress of the Fareham Cycle Strategy Action Plan (b)To provide specific information on the Council's website of cycle routes in and around the AQMAs
22.	To continue to promote public transport and	FBC	2008/9	Low	Low	Increased public awareness; reduced	As for action 14	To ensure the details of the Gosport Ferry are

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	alternative travel arrangements such as the Gosport Ferry and local bus services on the FBC website					congestion; lead by example; reduced noise; reduction in other pollutants		maintained on the FBC website
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	2009/10	Med	Med	Reduced congestion; reduction in other pollutants; safer roads; boost image of company; improve employer-employee relations	15% of people working in Hampshire to be covered by a travel plan by 2011 (HCC LTP2 target)	(a)To set a similar travel plan target for Fareham (b)To ensure that the work travel plan agreed for the Quay Street retail development is implemented
24.	To continue to work with schools in Fareham close to the AQMAs for the development, implementation	HCC	2008/11	Med	Med (depend location of sc	Reduced congestion in peak periods; increased public awareness; safer roads	100% of students in full time education (5-16 years) to be covered by a travel plan by 2008/9 from a 36.5% base in	For schools in and around the AQMAs in Fareham to maintain their school travel plan at the current level or improve it to at least a level 3

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	and the annual review of School Travel Plans						2004/5 (HCC LTP2 target)	
25.	To implement the Town Access Plan proposals where they have an impact on air quality in the AQMAs	HCC/FBC	2010/11	High	Low	Reduced congestion in peak periods; increased public awareness; safer roads	Accessibility target (% of people with access to town centre) (HCC LPT2 target to be developed for Fareham)	(a)FBC to adopt HCC Town Access Plan (b)Accessibility target to be developed for Fareham
STATUTORY FUNCTIONS								
26.	To continue to inspect premises and take appropriate enforcement action in respect of Environmental Permitting risk assessment	FBC	2008/9	Low	Low	Reduction in other pollutants; compliant premises	To ensure that premises are inspected in accordance with the risk assessment regime	DEFRA return
27.	To use Environmental Permit inspections to encourage the provision of alternative fuels at petrol stations forecourts	FBC	2009/10	Low	Low	Reduced fuel costs; increased public awareness; alternative fuel availability increased	To provide petrol station operators during EP inspections with a leaflet regarding the benefits of providing alternative fuels at their	To liaise with HCC and raise issue at local pollution officers' meeting (ECAC) eg finance

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
							premises.	
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	2008/9	Med/High	High	Reduced congestion and noise; safer roads; healthier lifestyle; increased use of public transport	Examples of where FBC requires higher provision of cycle facilities or lower car parking facilities than the HCC standards for new developments	Liaise with the planning department
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	2009/10	Dependent on outcome of LDF	Med	Dependent upon development proposals and decisions taken in development of LDF; air quality concerns to be raised at LDF officer's working group	Member of the pollution team to continue to attend the LDF officers' meetings	Examples of LDF provisions related to air quality
30.	Regulatory Services will continue to work with the Development Control section	FBC	2008/9	Low	Low	Delays in planning application process; increased awareness ; need for pre-application advice; reduction of	Planning development control to continue to liaise with the pollution team	(a)Number of planning applications with air quality assessments (b)Number of

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	to ensure that air quality is taken into account in the planning development process					other pollutants; reduced congestion and noise; increased enforcement in respect of work travel plans		section 106 agreements specifically related to air quality (c)Number of conditions relating to work travel plans (d)Formal pre-application advice system operational
31.	To review the new FBC parking strategy and implement any measures that may result in reduced congestion in the AQMAs	FBC	2009/10	TBC	TBC	Reduced congestion; safer roads	Development of resident parking schemes possibly affecting the AQMAs	Number and location of such schemes in 2009/10
32.	To continue to review and consult on air quality in the Borough in line with statutory requirements	FBC	2008/9	Med	Med	Increased awareness; informed decision making	To ensure compliance with the DEFRA timetable	(a)To submit the further assessment of the AQMA on Portland Street and a USA by April 2009 (b)To maintain air quality reports on the FBC website
33.	To enhance the nitrogen	FBC	2009/10	High	Low	Lead by example; informed decision	To provide continuous	Outcomes of the LAQM reporting

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	dioxide monitoring network by providing continuous nitrogen dioxide monitors in the AQMAs					making; increased awareness; allows evaluation of other measures	monitoring information for the Gosport Road AQMA and to assess whether or not the annual mean objective for NO ₂ is not being exceeded so as to allow for the revocation of the AQMA	process using diffusion tube and continuous monitoring data from the Gosport Road and possibly Portland Street
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	2008/9	Low	Low	Increased public awareness; learn from others; increased funding for solutions	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
35.	To monitor the performance of the AQAP and	FBC	Annual progress reports to DEF	Med	Dependant on outcome of the AQAP	Informed decision making; reduced congestion and	To revoke the AQMAs for both locations	Outcomes of the LAQM reporting process using

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	review actions having regard to the air quality objectives and implement additional actions where necessary					noise; increased awareness; reduced other pollutants		diffusion tube and continuous monitoring data
36.	To continue to educate and enforce in respect of domestic, agricultural and industrial smoke nuisances and dark/black smoke	FBC	2008/9	Low	Low	Reduction in other pollutants; improved visual amenity; increased awareness; improved neighbourly relations	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
37.	To monitor as a Council data in respect of NI 194 and implement actions to achieve target set	FBC	2009/10	Med	Low	Lead by example; increased awareness; reduction in other pollutants	To set a target for Fareham Borough Council	To set a baseline figure in 2009/10

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
PROMOTION AND PUBLICITY								
38.	To continue to place air quality reports on the FBC website	FBC	2008/9	Low	Low	Increased awareness; may lead to changes in transport choice	To ensure that all appropriate bodies are kept aware of LAQM progress	All reports are placed 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	2009/10	Low	Med	Increased public awareness; reduction in other pollutants; reduced congestion and noise	To raise awareness of local and national air quality matters	(a)Information from the continuous nitrogen dioxide monitor to continue to be displayed on the FBC website (b)To assess what other Local Authorities are providing and at what cost
40.	To promote awareness via the FBC website of other air quality information web sites	FBC	2008/9	Low	Low	Increased public awareness; possible change in transport choice; reduced congestion	To raise awareness of local and national air quality matters	Links to other air quality websites established from the FBC air quality pages as necessary
41.	Support locally, national campaigns to raise awareness of	FBC	2008/9	Low	Low	Increased public awareness; possible change in transport choice; reduced	To support where appropriate, a national air quality	Evidence of this action

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	air quality, alternative transport choices etc					congestion	campaign at least once a year via the FBC website	
42.	To promote the use of alternative fuels eg LPG, hybrid	FBC	2009/10	Low	Low	Increased public awareness; possible change in transport choice; reduced congestion	To increase awareness of alternative fuels	(a) To provide petrol station operators during EP inspections with a leaflet regarding the benefits of providing alternative fuels (b) To provide appropriate information on the FBC website
43.	To produce a leaflet on the AQAP and distribute to libraries, GP surgeries etc	FBC	2009/10	Low	Low	Increased public awareness; possible change in transport choice; reduced congestion; lead by example	To raise awareness of the link between poor air quality and ill health	If financially feasible, to produce a leaflet for distribution at GP surgeries etc
44.	To liaise closely with the PCT in respect of identifying any linkage between areas with poor air	FBC HCC PCT	2009/10	Low	Dependant on outcomes of liaison	Lead by example; increased awareness; improved health; recognition of health inequalities	To understand more fully the relationship between poor air quality and ill health locally in Fareham	To liaise with the PCT before April 2009 to further this aim

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
	quality and ill health							
45.	To continue to promote energy awareness and efficiency in the Borough	FBC	2008/9	Med	Low	Reduced fuel bills; increased awareness; reduction in fuel poverty; assists in HECA return; lead by example	To progress the Fareham Home Improvement Energy Conservation Strategy 2006-9	To arrange to work in partnership with the Environment Centre as a referral agent for the Fareham Home Energy Insulation Scheme 2008/9
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 LTP2	HCC	2008/2011	TBC	Med	Reduction in other pollutants; increased awareness; reduction in congestion and noise; informed travel choice; improved employer/employee relations; better work-home life balance	HCC's targets for Hampshire's Smarter Travel Choices Strategy shown in Table 8 of section 10.7.1 of the AQAP	(a) Progress in respect of these targets via LTP2 progress reports (b) To add walking to the transport section of the FBC website (c) To assess progress of the Fareham Cycle Strategy Action Plan (d) To provide specific information on the FBC website of cycle routes in and around the AQMAs

ACTION	DESCRIPTION	LEAD ROLE	TIMESCALE	COST	AIR QUALITY IMPACT	NON-AIR QUALITY IMPACT	TARGET	INDICATOR
47	To continue to promote cycling and walking as healthier alternatives to the car on the FBC website	FBC	2008-11	Low	Low	Improved fitness; reduced congestion	As for action 46	As for action 46
48.	To implement Environmental Sustainability Strategy (ESS) and ensure that NO ₂ is considered in the development of the FBC Sustainability Strategy	FBC	2009	Low	Low	Reduction in other pollutants; reduced congestion and noise; increased awareness	To implement FBC's ESS	(a)Appoint an ESS coordinator (b)Progress of the ESS action plan

APPENDIX 7**CONSULTATION RESPONSE FROM DEFRA**

April 2008

**Re: “Draft Air Quality Action Plan, Gosport Road and Portland Street Fareham”
Fareham Borough Council 2008**

The air quality issue(s):

The report contains a summary of the review and assessment work and the need for an action plan in Fareham. In terms of air quality management the key conclusions are:

- Emissions associated with road traffic have led to the declaration of two AQMAs for exceedences of the NO₂ annual mean objective.
- Results of a source apportionment for the Gosport AQMA are presented indicating 30-55% of local NO_x is emitted by local traffic.
- Buses contribute around 5% of local NO_x emissions, cars emit around 10-20% LGVs emit around 5-10% and HGVs emit around 10-20%. These results suggest action to reduce HGV bus and car emissions should be prioritised.
- Concentrations of NO₂ must be reduced by around 7µg/m³ to achieve the objective in the Gosport Road AQMA. This is a highly significant reduction requiring a 25% reduction in NO_x or perhaps a 50% reduction in local NO_x emissions to achieve the air quality objectives.
- This level of reduction can only be achieved by ongoing national measures to reduce emissions from vehicles, local measures to accelerate the uptake of these cleaner vehicles and significant shifts in local travel patterns.
- A number of local strategies are cited that make clear that sustainable development, sustainable transport and good air quality are key objectives of the authorities strategies.

A source apportionment study should be completed for the Portland Road AQMA or evidence presented that demonstrates the similarities between the two AQMAs that would avoid the need to complete another source apportionment study.

The proposed AQAP:

51 individual measures are proposed. They comprise a comprehensive set of proposals focussed on addressing road transport emissions. We provide the following comments and will look to see how they are addressed in the final version of the action plan.

Comments on individual measures

Action 1 improve council fleet emission standards. Can a minimum emission standard and implementation timetable be included?

Action 2 seek a reduction in bus emissions (and other related bus-focussed actions). Little ambition is described on renewing the vehicles in the fleet. A Euro II compliance fleet with 20% Euro III vehicles in 2008 is not particularly ambitious in emissions terms. Some bus operators have Euro IV compliant fleets and already have

significant investment in Euro V vehicles. Can a realistic but stretching minimum emission standard and implementation timetable be included in QBP discussions?

Action 4 and related actions on sustainable travel plans, public transport patronage, cycling and walking. Table 8 of the action plan presents quantified targets. Measures related to travel plans should also be defined in terms of these of similar indicators and targets. This will improve the chances of quantifying the benefits accruing from the action plan.

Action 10 and related LTP road improvement schemes. These schemes should only be included in the plan if it is believed that they will reduce emissions in the AQMAs or otherwise prevent air quality worsening elsewhere. Presumably each scheme has had an assessment of its air quality impacts made and the key indicators and predicted outcomes could be included in the plan.

Comments on appendix 6

Appendix 6 presents the actions of the draft plan in tabular form which is somewhat consistent with Defra's guidance. We recommend that Fareham have due regard to the following comments in order to improve the information presented in this table.

Prioritising Actions

The council is advised to attempt to focus more resources on high priority measures (those that may have the biggest impact while being cost-effective and feasible) rather than attempting to make progress on all fronts simultaneously as appears to be the case.

Defining Actions

Actions should be defined in specific terms describing what will be done to make progress. One approach may be to list all actions that may need to be completed to fully implement the measures as they are currently described. Sub-actions could then be assigned to be implemented by a planned deadline.

Timescale for Actions

Rather than state that an action is ongoing we advise the council to define deadlines for actions (and sub-actions) that will indicate a) whether the plan is on target and b) when an action has been completed.

Indicators for Actions

We advise that each high priority action has a defined quantifiable indicator or indicators that will be the main evidence presented in progress reports to demonstrate progress. For example, Table 8 of the plan lists LTP targets and indicators. The essential point is that indicators should be chosen that allow the emission and air quality impacts of the measures to be quantified where possible.

Targets for Actions

We advise that targets could be set for key indicators. The target would indicate how far the actions would be implemented. For example, the number of new travel plans that would be implemented each year and their intended impacts. Targets will indicate a) the potential air quality benefits of the actions (where the quantified targets and

indicators can be used in an emissions or air quality assessment) and b) when the action has been completed.

Assessing the impacts of Actions

We advise that quantified indicators and targets could be used in dispersion or emissions models to indicate the benefits of the plan. Such information could then be used to state whether the plan will be sufficient to achieve the air quality objectives and, if so, when this is predicted to occur.

The draft plan does not include a statement of the air quality benefits that are estimated to accrue from implementing the plan hence there is not a statement of whether the plan is sufficient to achieve the air quality objectives nor when compliance is predicted to occur. The final version should attempt to introduce these conclusions as far as possible.

Consultation

The final action plan should include text on how stakeholders have been involved in its development.

Conclusions

This report is well structured and contains a large amount of relevant information. Fareham is advised to have regard to and act on the comments above in order to have a good action plan compliant with Defra's guidance. The overall purpose of an action plan is to detail those actions that will be implemented, detail the indicators that will be monitored to follow progress and to set out targets for these indicators along with an assessment of the air quality benefits that would accrue from implementation and whether this is sufficient to achieve the air quality objectives.

Contact Details for further enquiries

This commentary is not designed to deal with every aspect of the draft action plan. It highlights a number of issues that should help the local authority in developing its Action Plan. Issues can be followed up through the Air Quality Action Plan helpdesk as follows:

Action Planning Helpdesk telephone: 0870 190 6050

Action Planning Helpdesk email: lasupport@eat.co.uk

Action Planning Web-site: www.airquality.co.uk/archive/actionplan.php

APPENDIX 8

GENERAL CONSULTATION RESPONSES

DRAFT AIR QUALITY ACTION PLAN - CONSULTATION RESPONSES

CONSULTEE	SECTION OF PLAN	CONSULTATION COMMENT	POST CONSULTATION STEERING GROUP MEETING COMMENT
Transport Team South - Hampshire County Council	5.0 Paragraph 7 Major infrastructure improvements will be required to ensure the Strategic Development Area (SDA) does not have a negative effect on the already congested M27 to J11, the A27, the A32 and Fareham Town Centre	<p>The Air Quality strategy reflects the considerable impact that transport choice has on air quality levels within Fareham, the document enhances the need to implement the strategies and schemes named within the second Local Transport Plan. Please find below comments:-</p> <p>The development should need to mitigate any effects on the entire local highway network not just the areas mentioned. The SDA could potentially improve air quality as the provision of alternative transport modes should be a strong feature of the development.</p>	Limited affect on air quality but might have to be considered. Air quality could/will be included in sustainability criteria for SDA. Developer contribution for alternative transport for SDA. People working in SDA may come from Gosport Borough Council (GBC). Needs to be part of the design and planning process. Will the bus/rail interchange link to SDA?
	10.2.1.1 Gosport Peninsula Access Schemes	It is not necessary to include Stubbington Accessibility scheme within the report, the toucan crossing is unlikely to have any effect on the AQMAs	Actioned
	10.2.1.9 The County Council is currently working on the development of three major schemes	The development of the Botley bypass and the Stubbington bypass are currently not being actively progressed. However, the relevant local authorities retain a safeguarding on the necessary land should a scheme be pursued.	There is no safeguarding of the land
	10.4.5 Action – To	To implement the measures identified within the Town Access Plan (note no need for centre) could have an	

	implement the Town Centre Access Plan where it has an impact on air quality particularly in the AQMAs	impact on air quality but this would be a secondary consequence. The primary concern is with implementing measures to improve accessibility	Improving accessibility for pedestrians and cyclists
The Fareham Society	<p>Real time bus information at bus stops</p> <p>We feel strongly that buses parked at Fareham bus station should turn off their engines and as is suggested, taxis too.</p> <p>Poor air quality announcements on local radio and TV defining specific areas of concern to create local interest</p>	<p>The Society found this an interesting document to read and thank you for sending it to us. My Committee agreed that it could be very beneficial if all but one of the stated actions were implemented.</p> <p>We hesitated to support the real time bus information at bus stops because this has not worked in Portsmouth and wasted a significant amount of money.</p> <p>All measure to “keep traffic moving” in the AQMAs are encouraged to improve the situation.</p> <p>It was mentioned in discussion that it had been seen in a press article that an area (not near Fareham) were prosecuting bus companies who allowed their buses to leave engines running when stationary for sometime.</p> <p>The Society also feels that air quality information should be published in local papers and in Fareham Today. Local TV and radio stations should be asked to give more details of poor air quality across South Hampshire. If the weather forecasting teams, who occasionally mention the subject in summer months, could do it for smaller areas, it would create more local interest. Hopefully this would give the subject of air quality a higher profile.</p> <p>The Society understands that this document deals with Gosport Road and Portland Street but other areas may</p>	<p>This worked well in Cardiff; also London Underground; being developed for Winchester City Council and Southampton City Council; technical problems in Portsmouth City Council (PCC) - the Fareham Borough Council (FBC) system would have been developed from the Portsmouth system.</p> <p>New Forest District Council have signs but no enforcement</p> <p>Daily forecast by email at the moment – could be used.</p>

	<p>Signs in AQMA</p> <p>Promotion of public transport</p>	<p>come on stream and others must come quite near their totals. All the measures promoting public transport would appear to have large benefit/low cost.</p> <p>Signs in the AQMA would be relatively cheap and certainly would quickly raise awareness.</p> <p>All emission testing and reduction, by all the measures suggested presumably are not too costly and can be done as vehicles are replaced. The largest capital schemes would not all be borne by the Council but will eventually make a major contribution.</p>	
<p>Fareham Borough Council -Planning Policy and Design Officer</p>	<p>5.0 Transport and air quality issues in the Borough of Fareham</p> <p>8.0 Future developments and influences on air quality</p> <p>10.0 Discussion of the action plan measures</p> <p>Action 2 – to seek a reduction in emissions from the local bus fleet</p>	<p>P18 I think it was a case of no additional funding rather than no funding at all from the government for Light Rapid Transit system</p> <p>This section should include the Town Centre Area Action Plan (TCAAP) and the Town Access plan by HCC. 8.8 refers to the West Street vision which is included in the TCAAP. TCAAP refers to additional new development in the town centre.</p> <p>Public transport use will only increase if it provides a real alternative to car use by way of reliability, frequency, journey time and cost.</p> <p>The A32 has a captive market in terms of the low incomes of many in the Gosport area. Bus priority measures at junctions (particularly bus lanes) will only work in air quality terms if there is a significant increase in bus use (from</p>	<p>Actioned</p> <p>Actioned</p>

	<p>Action 4 – to continue to implement the FBC sustainable work travel plan</p>	<p>cars), otherwise the same amount of cars will be emitting in less road space and increased car congestion. Buses should consider electric operation as well.</p> <p>P38 – relatively speaking there is little employment in Fareham town centre therefore buses from Gosport should also be run as a direct route to Portsmouth employment centres – no stopping in Fareham</p> <p>P42 – the actions appear to be largely information promotions rather than hard cash alternatives.</p> <p>P43 – option 5 needs to be implemented quickly Suggest the following:-</p> <ul style="list-style-type: none"> • FBC should introduce pool cars with electric operation; • FBC introduce work at home for one day per week; • FBC introduce subsidised public transport; • FBC introduce shuttle bus from/to station; • FBC remove free parking for employees who do not require car for work everyday. 	<p>Due to the geography of the area from Gosport to Portsmouth by road requires a journey via Fareham. To not serve Fareham would be impractical and a detriment to many customers. Customers wishing to travel to Portsmouth from Gosport are advised to travel by bus to Gosport ferry and use the frequent ferry service to Portsmouth Hard where buses are available to much of Portsmouth. Through ticketing between First Bus and Gosport ferry is available on bus.</p> <p>Shuttle bus – wider issues for town centre accessibility generally – funding from town centre employees? Similar to Whiteley and Segensworth</p> <p>Also comment that many depot employees can't come to work by bus as they start at 0600 before the buses start running.</p> <p>Commercial routes will not be subsidised due to Government restrictions</p> <p>Workplace charging will come from Government</p> <p>Local authorities decide which services to subsidise. Policy on over 60s concessionary fares, whilst administered by local</p>
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	<p>Action 20 – to continue to subsidise bus travel to encourage bus usage.</p>	<p>See action 2 above. The reality of creating a modal shift in areas such as Fareham and having an impact on AQ is to provide bus subsidies on key commuter routes eg A32 and not just for over 60s and rural areas and ensure buses go to places of employment.</p>	<p>authorities, is generally decided at national government level. Bus operators are obliged to accept concessionary fares and operate bus services in rural areas either commercially eg without financial support from local authorities or under subsidy from local authorities. Local authorities often provide financial support (through the tendering process) to bus routes that are not financially viable to be operated on a commercial basis but considered socially necessary.</p>
	<p>Action 33 – to review FBC parking strategy and implement measures that may result in reduced congestion in the AQMAs</p>	<p>Review of parking strategy should also look at (re)location of public car parks to improve traffic circulation and arguably workplace parking charge.</p>	
	<p>Action Plan P93</p>	<p>No 5 – suggest outcome is low – who will volunteer and more importantly will they act to change vehicle? No 8 – suggest cost is low. Are there really alternative routes? And will they involve residential streets? No 15 – suggest outcome is low – very few people will take train to Fareham and then a bus somewhere else or bus to Fareham and bus/train elsewhere particularly from SDA given the relative ease of car access to major employment centres at Whiteley/Segensworth;</p>	<p>5-Explained about lack of VOSA equipment – will join in with greater exercise involving police etc later in the year – leaflets??? What about hiring the equipment for a day? 8-not telling people to take alternative routes but try to change behaviour eg not use car once a week</p>

		<p>Portsmouth etc. Note that the related bus priority on West Street received a low outcome category</p> <p>No 20 – could be med/high if the A32 bus service is subsidised as a good alternative to the car</p> <p>No 23 – cost must be low in comparison to others</p> <p>No 30 – GBC should be a lead role also to attract new employment to Gosport and reskill workers as necessary thus reducing out-commuting</p> <p>No 34 – how can mere consultation and review be a medium/medium outcome in terms of cost benefit</p>	<p>15 – a bus/rail interchange at Fareham is planned by Hampshire County Council. To achieve an effective bus/rail interchange would require meaningful bus priority measures along West Street Fareham to offer a reliable and seamless transport link between the railway station and town centre.</p>
Environment Agency	Draft AQAP	No comment	
Fareham Borough Council Councillor	P48 – Peel Common	2008 not 20008	
Fareham Borough Council - Engineering and Transportation		<p>If some of the actions are to be achieved it will require substantial additional resourcing to achieve. The studies could be quite onerous.</p> <p>I note that traffic growth does not seem to be included as a factor that will affect air quality. With the introduction of a SDA and general growth any traffic reduction measures and the resulting improvement in air quality may be overtaken by general growth. Experience shows that when conditions are improved then very quickly the latent demand for travel is realised.</p> <p>I have not read and provided comment in detail on all the paragraphs. Inevitably the text will become outdated because of the speed of change in the transportation world where there are a number of studies under way and groups meeting to consider the way forward.</p>	<p>Computer modelling of future air quality levels includes traffic growth factors</p>
Gosport	Concessionary	I am no expert but I suspect	

Borough Council officer	Travel	that the GBC concessionary travel scheme would have a bearing on travel between Gosport and Fareham. I am led to believe that a lot of journeys terminate in Fareham so our concessionary travel might actually increase problems at your end. I don't see any mention of this in the report.	
Winchester City Council		No comment. Happy to discuss any issues common to both Councils.	
Fareham Borough Council resident	Toll bridge	<p>I have read the suggestions offered in the above plan with interest. However, not to be negative about the problem with air pollution caused by the volume of traffic, I personally cannot see that any of them will be a solution. The situation is only ever likely to deteriorate with the proposed new housing in the area.</p> <p>I have personally suggested to my MP Mark Hoban a guaranteed solution to traffic problems. This was the construction of a toll bridge from the east of Frater Gate in Gosport to meet the M275 at Tipner in Portsmouth. This would provide access for Gosport, Lee on Solent and Stubbington traffic directly to Portsmouth or access to the A27 east and A3(M). I do not think any traveller would object as the cost would be balanced by the saving in fuel not to mention time.</p> <p>In 2005, Mark Hoban replied and stated that the Rapid Transport Link was the route to be followed. On the cancellation of that, I again urged him to rethink my suggestion. His reply was that it was the local and County Council's responsibility. I submitted my suggestion to the News and it was printed in the</p>	Dismissed again in 1989 for environmental, financial and practical reasons and because of the fact it would lead to further traffic problems for PCC.

		<p>letters page.</p> <p>The obvious benefits of my idea are as follows:-</p> <ol style="list-style-type: none"> 1) The traffic on the A32 between Gosport and Fareham and on Newgate Lane would be greatly reduced. Thus improving air quality. 2) Access to and from the M27 by Fareham residents would improve 3) Traffic between junction 11 and Portsmouth would ease (more than likely cancelling out the need for 4 lanes) 4) All local commuters would save money and reduce travelling times 5) Emergency vehicles would reduce travelling time between Gosport peninsula and Queen Alexandra hospital. Thus the possibility of saving lives. 6) Money spent on the construction and manning of a bridge could be recouped from tolls <p>I have spoken to many Fareham and Gosport residents and they all agree that this would be an excellent plan. Nobody would object to paying a toll.</p> <p>Having lived in the area for over 40 years and suffered traffic problems for all that time, I do not consider that this suggestion will be implemented. However I am sure that this will happen at some time in the distance future.</p>	
Local resident	Bridge over Creek	<p>The only solution to the traffic problem is to bypass Fareham south so that Gosport traffic bears east towards the motorway. This would of course require a new road and bridge over Creek. Gosport council must take into account the problems their traffic is</p>	<p>Traffic moving onto the M27 is presently regulated by the Quay Street roundabout. Any move to increase flow of traffic onto the M27 would be objected to by the Highways Agency. Also this is a difficult for environmental reasons eg Creek is a Site of Special Scientific Interest(SSSI)</p>

	Flyover	<p>causing at Fareham (and Stubbington) and not increase the population of Gosport area and hence vehicle usage.</p> <p>To further reduce congestion and hence pollution the Market roundabout must have a west to east flyover constructed which would allow traffic light phasing to be more favourable to clearing Gosport road traffic into Fareham town or to the east there would be much less traffic trying to access the roundabout.</p> <p>The only way to reduce pollution is to get traffic moving at a much greater pace with no queuing.</p>	<p>Reviewed in the early 1992 and seen to have a marginal benefit so abandoned as an idea. Ultimately the traffic would just move to the next queue more quickly.</p> <p>Interestingly, when the Quay Street roundabout was first introduced the journey times reduced for a while and have crept back over time.</p>
Fareham Borough Council resident	Bus usage	<p>I travel by bus to Gosport once or twice a week and was surprised to find there were no discount schemes in place specific to the area that would encourage bus use for commuters.</p> <p>At present it is only possible to buy a discounted Hampshire wide card for journeys and not a Fareham to Gosport discount or a ten journey ticket similar to those used by First in other parts of the country. Would this be a viable option to pursue? It may only have a relatively small impact but it all helps.</p>	<p>The current First Hampshire day ticket offers unlimited travel on all local bus services within Gosport and surrounding areas as First operates 100% of the bus network in this area. Cheaper day tickets are offered in neighbouring cities however the cheaper price is reflected in the fact that First does not operate 100% of the network in these locations. To buy a ticket giving 100% network coverage in areas where there are more than one bus operator would require the customer to buy the more expensive multi-operator "Solent Travel Card".</p> <p>Without specific examples of</p>

		<p>There also seems to be a general lack of publicity locally regarding bus use/ticket options (including the Explorer ticket that I often use) and travel planning websites.</p>	<p>where there is a lack of publicity it's hard to answer this. Where possible, we provide up to date timetable information at bus stops and through our four travel shops through South Hampshire. We also work with organisations such as tourist information and local authorities to ensure public transport information is widely available to the general public. There is a number of travel planning websites available, some are excellent but some not so good. First is revamping it's own website to make it easier for customers to search bus times. Demand for the Explorer ticket has dropped off considerably following the introduction of free travel to over-60s who were the main consumers of this ticket.</p>
<p>Fareham Borough Council -Planning Policy and Design</p>		<p>Thanks for the opportunity to comment. I have had a quick look and it is a very thorough and comprehensive document.</p> <p>My only general comment is that many of the issues and improvement actions apply across the Borough, if not the UK and I think that the draft Action Plan for the two AQMAs would be clearer if it included separate sections or summaries dealing with the actions that are specifically aimed at improving air quality in the AQMAs.</p> <p>I agree that the large benefit/low cost actions should be implemented first but I as usual would like some more information before attempting to say whether there are any that I do not favour. If my understanding of the data is correct, the current levels of nitrogen dioxide on the Gosport Road are as much as 62% higher than the objective of 40 ug/m³. Do you</p>	<p>Response regarding continuous monitoring and computer modelling required to assess specific</p>

		<p>have estimates of how this is likely to change with better emission standards but increases in traffic? It would be best if we could have this information with or without any specific action by FBC but I expect this is very difficult if not impossible to quantify any specific reductions as a result of the individual actions.</p>	<p>improvements.</p>
<p>Gosport Borough Council officer</p>	<p>Multi-occupancy vehicle lane</p> <p>Chapter 5</p>	<p>I refer to your letter dated 5th March 2008 and thank you for the opportunity to comment on your draft Air Quality Action Plan for Gosport Road and Portland Street Fareham. It contains a considerable amount of information and an impressive summary of current policies and proposals in respect of transport, which is my area of interest and responsibility.</p> <p>You have abstracted the relevant information from LTP2 and given a status report on current schemes. I could not add anything to the extensive list of possible actions you have identified except perhaps consideration of potential for multiple occupancy vehicle lanes.</p> <p>I have no objection to any of the actions under consideration.</p> <p>I would note that peak traffic congestion on the A32 within the AQMA appears to be more the result of lack of capacity at the A32/Salterns Lane junction and the Newgate Lane/Speedfields Lane junctions, rather than Quay Street itself. This deficiency results in queuing all the way back through the Quay Street junction and on Eastern Way over the Delme flyover. You have identified possible schemes by Hampshire County Council which seek to improve capacity at Salterns Lane and Speedfields.</p>	<p>Multi occupancy lanes – eg Leeds; enforcement difficult; lack of space; requires careful modelling</p> <p>This relates to one way traffic from north to south. Salterns signals have already been changed so that Gosport Road traffic has a longer green light period. A feasibility study for Newgate Lane improvements has been undertaken but there is no further progress at the moment and may be associated with development of Daedalus.</p>

	7.5	<p>I would suggest a review of the statistics regarding the job situation in Gosport. I think it is the case that the number of jobs in Gosport is equivalent to 51% of the working population. However, a proportion of these are held by non-residents with the result that nearer to 2/3rds of Gosport workers have to commute off the peninsula. Local job retention and creation is therefore a priority for Gosport. It is also important that within the PUSH initiatives as a whole that the new job distribution also reflects current need to minimise the need to travel.</p> <p>With regard to the Tesco development I understand that there are increasing doubts that the “throughabout” will enhance capacity to address existing problems or even mitigate the additional traffic impact, which I would consider to be an absolute minimum requirement for the development to be acceptable. It is important that should this development fail then the County Council seek other means of improving the junction.</p> <p>Clearly the proposed SDA of 10000 homes, 3700 homes elsewhere in Fareham and 2500 in Gosport can only place stress on the A32 and Quay Street and every opportunity needs to be taken to maximise capacity when other development proposals arise and land becomes available to enlarge and improve the junction.</p> <p>Alternatives to the failed Light Rapid Transit would be welcome but it must be recognised that they have limited potential to ameliorate existing problems and accommodate future growth. I</p>	<p>Economic strategy</p> <p>Should hear of Hampshire County Council decision by the end of May 2008</p> <p>First section of bus guided route – old railway line into Fareham station - £10-£12m – subject of a recent applied for Community Infrastructure</p>
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	Appendix 6	<p>believe it was expected that the proposed LRT between Portsmouth and Fareham would result in a 6% modal shift on the A32. The Bus Rapid Trust (BRT) route under consideration does not have the benefit of a direct link under the harbour to Portsmouth or the capacity and speed of LRT, so a better % performance is perhaps unlikely. Further more funding for BRT is not expected before 2016 at the earliest and the delivery of an extensive scheme is therefore unlikely before 2020.</p> <p>A strategy of restricted car parking in the town centre in conjunction with improved pedestrian, cycling, walking and public transport facilities is obviously best to reduce car dependency and encourage use of alternatives.</p> <p>In order to assess priorities and value for money of the actions identified some estimate of the likely impact of each action is desirable measured in terms of traffic or nitrogen dioxide reduction. It would also be helpful to have some overall target in order to identify how many measures need to be pursued to achieve air quality targets.</p> <p>Most if not all of the public transport improvements have merit for other reasons such as improving travel choice and accessibility as well as limiting the growth of congestion. These are shared policy objectives and would anticipate that these would be progresses by HCC regardless of the air quality issues. Similarly the road network alterations are essential to address congestion and the perceptions of access in order to promote job creation in Gosport.</p>	<p>Grant (CIF) with a completion date of March 2011. If grant not successful then will not be before 2016 – using regional funding.</p> <p>To contact Heather Walmsley of HCC. HCC started a feasibility study for this in Mar 08 and should be finished by Jun 2008. Scheme now short listed for funding - decision by March 2009.</p>
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		The alternative transport improvements are part of the wide range of initiatives all of which probably need to be employed to create accessible and sustainable transport, regardless of specific air quality problems.	
Fareham Borough Council resident		<p>The most straightforward method to reduce pollution would be a reduction in the speed limit. I have been banging my head against a brick wall on this matter to you for months. Please refer to Marc Samways (HCC) who, to his credit, has dealt with my frustration very well.</p> <p>A simple reduction from 40 to 30 on the A32 Gosport Road would reduce pollution, reduce noise pollution, improve safety – there has been at least 1 fatality and one major smash in the 6 months we've been living here. However each time I raise the issue there seems to be some reason for retention of 40MPH. Try the simple things first – less cost & more effect.</p>	Reply regarding fact that the speed in the AQMA is 30MPH already.
Local resident		One solution might help. Why not switch the traffic lights to amber and if the road is clear you can carry on. Many a time I have stopped at lights with no other traffic insight and just sat there twiddling my thumbs. There needs to be a study but 8pm to 6am on certain lights would be a contribution to air quality. It could put Fareham on the map to pilot this scheme.	<p>Will not be used for safety reasons and not applicable for heavily congested areas.</p> <p>Reply regarding the fact that the Salterns Lane traffic lights north-south have an extended green light from July 2007 to assist in keeping the traffic flowing.</p>
Local taxi operator		<p>I am a local taxi driver. I won't go into detail but it is sufficient to say I know only too well my customer feelings on the grossly over congested A32.</p> <p>The A32 between Fareham and Gosport needs to become less congested and I will be happy to help the Council achieve its goals as a resident of this road that affects 1000s of people everyday, twice a day.</p>	

		<p>If attitudes and green issues are to be encouraged, it would be a simple matter of putting a greener, cheaper alternative shuttle bus system, along the Gosport/Fareham A32 corridor.</p> <p>At present the buses cater for specific trips, with quite correctly the elderly in mind eg off the beaten track routes to help the elderly. But this is not good for the majority who may want to get to Fareham or Gosport quickly and above all cheaply and with the cyclist in mind as well.</p> <p>A new type of transport with the fitter commuter in mind would be a great alternative. The transport I have in mind would encourage cycling and more walking which would help to ease the congestion whilst being green at the same time.</p> <p>As far as I know the whole of the local bus service for the Gosport and Fareham area does not cater for the cyclist – a ludicrous situation for the 21st century. A bus/coach carrying min 40 passengers seated/unseated plus room for 20 cycles/bikes/ wheelchairs/prams etc/ I believe this could be done very cheaply eg £2 return trip Gosport to Fareham to ease car congestion.</p>	<p>Could only really work in touristy areas eg New Forest.</p> <p>Loading will take along time.</p> <p>Bus manufacturers are yet to develop a vehicle capable of carrying 40 passengers and 20 cycles. Various trials have been held throughout the UK with buses carrying bikes (on external racks) however these have been on routes primarily targeting the leisure traveller. Carrying bikes on normal bus routes would lead to delays on loading/unloading bikes on racks and make journey times unacceptable for the majority of non-bike travellers.</p>
Local taxi operator		<p>With reference to erecting “Turn off your engine” signs for the local taxi rank. I hope that any future enforcement considerations should remember that for a taxi driver the taxi is a place of work and needs to be maintained at an acceptable temperature. It is reasonable to expect taxis</p>	<p>Do not want sign clutter.</p> <p>Enforcement not yet considered.</p>

		<p>waiting on the ranks to have their engines turned off most of the time however occasionally the driver might need to run the engine for a short period to increase the internal temperature.</p> <p>My concerns are that our new on street/off street parking attendants might suddenly be able to book taxi drivers if they ever see them ranked with their engine running.</p>	
Fareham Borough Council resident		<p>I still cannot understand why the light rapid transit system between Fareham-Gosport – Portsmouth was not approved. The old railway line from Gosport to Fareham could have been used. However, an alternative must be provided in one form or another – perhaps still using the old railway line.</p> <p>There is only one of the improvement actions included in the draft AQAP with which I do not agree in any way. I have lived on Portland Street for over 26 years and overall I can only compliment Fareham Borough Council on the changes/improvements etc, namely the cinema, the restaurants, the Henry Cort iron exhibition which is unique and looks beautiful no matter the weather – the hanging baskets and flowers in the Market Street car park and the troughs of flowers usually placed on the railings directly opposite my house. Of course, more recently the repaving of West Street and the planting of the avenue of trees at it's western end. Full marks for all of this and much more.</p> <p>Which brings me to the point which troubles me greatly. I totally and wholeheartedly disapprove of Quay Street development. I do not understand for one moment why Fareham needs to have a supermarket right in the</p>	

		<p>middle of the town. We are more that well-equipped.</p> <p>Please can you explain to me why you feel it is necessary for another food store in Fareham? If the building does go ahead then of course it will add to the volume of traffic coming to/through Fareham. We will look out on to Quay Street roundabout – not an unpleasant sight for we are privileged not to be overlooked by any other houses, we have double glazing which defuses the noise, it is light, bright and quiet(strange though it may seem) and more important to me than anything is the magnificent roundabout which is sponsored by Warner Goodman and so beautifully looked after by Fareham Borough Council gardeners. The thought of this being tampered with fills me with dismay – the proposal of cutting a road through it is in my opinion the first nail in the coffin of demolishing the roundabout entirely. I drive frequently and in so doing use the Quay Street roundabout. There is never an occasion when I do not get joy from seeing the shrubs trees and flowers as I approach it – and I have seen it hundreds of times – I live opposite it and have done so for 26 years!! It never fails to impress me. I know this isn't what angry drivers want to hear but it all adds to the appeal of Fareham to me and is a welcome feature.</p> <p>Can the council honestly think that the building of another food store will not interfere with the successful running of the existing businesses in the town? We hardly want to see another "Gosport" happening in Fareham with shops closing down and standing empty. We are more than adequately provided for with</p>	<p>Responded to as requested.</p>
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		<p>food outlets so why is there the need to add to the traffic problems by the building of another food store thus bringing more traffic to the town.</p> <p>If, as is proposed, HMS Sultan closes within the next few years, then this will mean a drastic reduction in the volume of traffic going to and coming from Gosport along the A32. I would, therefore, ask the Council not to make any hasty decisions regarding changes to the Quay Street roundabout which is, in effect, my "front garden". And very beautiful it is too.</p>	<p>South East Plan does not include housing here until 2026 – if there was housing here there would be more out commuting and more traffic</p>
Local businessman		<p>I'm responding to your request for comments concerning the above as set out in the Fareham Town Centre News as both a local businessman and also a Borough resident with particular reference to the poor air quality findings at Portland Street/Market Quay and Gosport Road/Redlands Lane.</p> <p>These findings come as no real surprise to me and the main causative factor is doubtless the high volume of traffic using these roads.</p> <p>To my mind, the obvious way to alleviate this problem is to resurrect at least in truncated form (see below) the Light Rail Transit Scheme. My understanding is that this has been put on ice indefinitely owing to the prohibitive costs of engineering a tunnel under the Portsmouth Harbour yet the Gosport- Portsmouth link of the LRT scheme is in my opinion the least important as there is already a good public transport connection across the Harbour mouth namely the Gosport Ferry service.</p>	

		<p>The vital missing link is the public transport infrastructure is between Gosport and Fareham and it is essential that a transport corridor other than the road network be opened between both towns sooner rather than later to avoid increasing congestion, air pollution and ultimately, the economic strangulation and subsequent death of Gosport as a viable settlement.</p> <p>My suggestion is therefore that the LRT scheme be reinstated as between Fareham town centre and Gosport town centre and be got up and running as soon as possible; the Gosport-Portsmouth link can be then constructed as and when the necessary finance is available. I can see no good reason as to why this could not and should not be done and should be grateful for your comments on this proposal.</p>	<p>Responded to as requested.</p>
<p>The Portchester Society</p>		<p>Thank you for sending us the Air Quality Action Plan. It is a very interesting, well written and comprehensive report and I found it most informative.</p> <p>The AQMAs lie outside our remit. However, most of us use the Gosport Road quite often and understand the problems. How they can be solved with an ever increasing population and greater car use in the PUSH area must be a big headache for the Borough Council.</p> <p>We consider that the South Hampshire Rapid Transport light rail scheme would have eased the congestion and we hope that the study commissioned by Hampshire County Council will identify a solution.</p>	

Fareham Borough Council – Streetscene officer		<p>Current measures to reduce fuel consumption and emissions in the Council fleet.</p> <ul style="list-style-type: none"> • We have trialled an electric hoist and our two new collection vehicles will be fitted with electric hoists which reduce consumption by up to 10%; • We will consider how we move forward with a programme of retrofitting these to the existing fleet subject to capital being available; • We have moved to only cycling the pressure plate once every four lifts – as you are probably aware cycling the plate requires the engine to be revved and the fewer times we cycle it the less fuel is consumed – we currently do it on every lift – this is being trailed at the moment and will be rolled out to the fleet subject to positive feedback and <p>I have asked the TRD manager to look at the issue of alternative fuels and hybrid vehicles and clearly as they become more available and costs come down we can include them in our replacement programme.</p>	<p>Ahead of other local authorities of refuse vehicles</p> <p>Refuse collection vehicles – 4 x that remaining fleet will be replaced on an annual or biannual or dependent budget basis.</p> <p>Priority is refuse vehicles although Transport Repair Department (TRD) continue to look at hybrid etc vehicles for the rest of the fleet</p>
Local bus operator		<p>Answers provided as above in relation to consultation responses that involved reference to local bus services.</p> <p>The answer to reducing car congestion with the benefit of improving air quality would be to invest in meaningful bus priority measures along key corridors throughout the Borough thus allowing public transport to provide a viable alternative to car travel. Fareham Borough Council currently has very little</p>	

		<p>meaningful bus priority therefore it is disappointing that the bus lane in West Street was recently closed during road works in order to avoid inconveniencing car users – this kind of action certainly doesn't encourage modal shift out of the private car and I am sure does nothing to improve air quality.</p>	
Local resident		<p>It is my opinion that the document does not propose a total solution. The problem is identified but not addressed with sufficient vigour. Promoting is only productive is people listen and act. However, they are not encouraged to act when so much town centre car parking is provided eg encouraging a "park nearest to the shop" culture, thus increasing the traffic in the areas of concern. I am sure the removal of much "shopper" traffic will also aid flow and consequently pollution.</p> <p>There is no suitable public transport supporting the outer town parking sufficient to remove private cars from the town centre. Drivers use West Street/Osborne Road as a through route and I am sure the A32 traffic particularly at weekends is mainly shoppers. The town centre should be access only giving priority to public transport and cycles.</p> <p>The cycling provision in Fareham is woefully inadequate and in my opinion recent developments have made cycling more problematic. The cycling strategy paid lip service to the provision. For example, on the west to east route, the pinch points without any further provision introduced in West Street are hazardous. Car drivers still think they have priority and will attempt to squeeze past or harass close to the cyclist's back wheel. The lack of a</p>	Received after consultation period ended

		<p>dedicated cycle lane or road markings on West Street is bad enough but then the problems just get worse. There is no proper segregation of cyclist and pedestrians between the taxi rank and bus station and through the Market Quay car park. Pedestrians are oblivious to the cycle track. Was this route an afterthought? After this, there is no cycle track provision at all. On the south route, have you tried to egress the town centre towards Gosport on a bike?</p> <p>Finally, traffic passing through the town, as you know, is baulked by pinch points to the major through routes and hopefully something meaningful will be done with the improvements to the A32. Much could be done to improve the A27 flow both in access to the flyover from the east and at the Western Way "Fire Station" roundabout. The latter to stop drivers using the right lane to circle the roundabout and gain access to the A27 with priority over those on the A27 left lane. This not only stops traffic continuing on the A27 but also West Street.</p> <p>In summary, provide out of town parking with park and ride, free the town centre for pedestrians and cycles and keep the major through traffic moving.</p>	
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