

Chichester District Council

CABINET

7 April 2015

Air Quality Action Plan for Chichester District

1. Contacts

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2. Recommendation

- 2.1. That the draft revised Air Quality Action Plan (AQAP) for Chichester District is approved for public consultation.**
- 2.2. That authority be delegated to the Head of Housing and Environment Services to consider any representations arising from the consultation exercise and, provided the representations do not require significant amendments to the AQAP, to approve adoption (with minor amendments if considered appropriate) of the AQAP following consultation with the Cabinet Member for the Environment.**

3. Background

- 3.1. Chichester District Council has declared by order three Air Quality Management Areas (AQMA) (2006 and 2007). These AQMAs exist where air quality fails or is likely to fail an Air Quality Objective prescribed in Regulations. These AQMAs are in parts of St Pancras, Orchard Street and Stockbridge roundabout. When an AQMA is declared then an AQAP must be adopted. The AQAP must propose actions aimed at driving local air quality towards compliance with the relevant air quality objective of $40\mu\text{g}\text{m}^{-3}$ of Nitrogen Dioxide measured as an annual mean.
- 3.2. Outcomes delivered under the 2008 AQAP include:
 - Grant monies, match awards and work received in kind to the value of £290K from a variety of sources including DEFRA, NHS SE, WSCC, Public Health Wellbeing and Sussex County Sports Partnership,
 - the setting up of the Co-Wheels car club in Chichester (with 54 members and utilisation rates currently in excess of 20% at which the club will self-sustain),
 - electric vehicle charging posts at East Pallant House (with 2000 charging events since installation) and the installation of eighty additional bike racks in Chichester City centre,

- the installation of two bike counter loops and 55 cycle maintenance and cycle confidence training sessions,
- delivery of numerous cycling promotion events, the implementation of the Cycle to Work tax free bicycle purchase scheme at CDC (as a staff benefit) and the purchase of four CDC pool bikes,
- partnership working with WSCC and the community and
- delivery of the Workplace Cycle Challenge with in excess of 1500 participants over three years.

3.3. This Cabinet report introduces the draft revised AQAP for consultation which is included at Appendix 1.

4. Outcomes to be achieved

- 4.1. The draft AQAP proposes measures which will contribute towards better air quality across Chichester District. Given that the three AQMAs relate to local traffic emissions then the actions relate to tackling these and include: continuing to monitor air quality, carrying out further modelling work to establish where best to target our actions, tackling cumulative impact through the planning process, working closely with our partners, seeking grants and match funding to support our actions, encouraging low emission technology, encouraging behavioural change and modal shift.
- 4.2. The intention is to continue to promote and foster modal-shift¹ in order to normalise behaviours that are beneficial to emissions reduction. This is in line with the Corporate Priorities of 'Manage our built and natural environments' and 'Support our communities'.
- 4.3. Metrics for evaluating the success of the proposed measures include; measuring activity for actions such as provision of infrastructure (car-club, bike racks and cycle paths), before and after studies for behavioural change interventions, and applying metrics from evaluations for similar actions elsewhere. We continue to measure air quality to see the overall trend in ambient air pollution concentrations and to observe the compliance or otherwise with UK air quality objectives.

5. Proposal

- 5.1. The review of the AQAP has aligned it with the changed context for air quality, both in relation to its impact on health, the DEFRA review of the Local Air Quality Management regime and the EU infraction proceedings against the UK (see para 8.2). This is with a view to moving towards compliance with the regulatory objective.
- 5.2. The Air Quality Action Plan will continue to be managed through the Air Quality Working Group. This group is attended by elected members and officers of both CDC and WSCC. The group meets twice per year and a

¹ WSCC data indicates that cycling has increased 8% in Chichester between 2008 – 2014. The car club has fifty four members and four cars. The utilisation rate (hours of car use) continues to grow with December 2014 having the highest utilisation to date.

draft work programme is agreed by attendees and the outcomes are reported back to the group. The AQAP covers the period 2015 to 2020, after which it will be reviewed. Actions delivered will be reported in the statutory annual air quality report.

6. Resource and legal implications

- 6.1. Beyond existing budgets there are no cost implications to this authority for the implementation the AQAP. Many of the actions fall to WSCC to deliver and CDC will seek monies through the annual DEFRA Air Quality Grant and other relevant grants. The Council will also seek match funding from partners. CDC currently chairs the Chartered Institute of Environmental Health Sussex Air Quality Steering Group which takes approximately six days of officer time per year.

7. Consultation

- 7.1. Subject to the draft AQAP being approved, consultation will be undertaken as follows:
 - (a) Internal consultees: Development Management, Parking Services, CCTV and CDC Members via Members' Bulletin Board and the Air Quality Working Group.
 - (b) External consultees: Chichester City Council, West Sussex County Council (Planning and Transport Policy), the Environment Agency, Sussex Air Quality Partnership, South Downs National Park, West Sussex Public Health, Transition Chichester, Chichester and District Cycle Forum and the Chichester District Parking Forum.
 - (c) Public consultation by publishing on the Council's website.
- 7.2. The consultation period will run from 27 April to the 8 June 2015. Should the consultation result in inconsequential changes to the document then authorisation is sought by officers to adopt the Strategy without returning to Cabinet. However should the consultation require key changes the amended strategy will be referred to Cabinet in September 2015.

8. Community impact and corporate risks

- 8.1. The proposals included in the action plan are intended to encourage non-car modes of travel, promote a strong working relationship with WSCC Planning and Transport Policy and to promote a strong working relationship with the wider community. The intention is that emissions across Chichester City and within the AQMAs are reduced as a result.
- 8.2. The UK Government may be fined by the EU in relation to infraction proceedings for breaching an EU air quality limit for nitrogen dioxide. Discretionary power in Part 2 of the Localism Act 2011 enable the Government to pass all or part of the fine to responsible authorities. There is a risk that CDC could be fined. DEFRA have indicated that authorities

actively engaged in the local air quality agenda might be viewed in a more favourable light. This risk is noted on the CDC Corporate Risk Register.

- 8.3. The work proposed by the AQAP largely depends on grant funding. As such there remains the risk that relevant grants do not become available or that applications and bids do not result in CDC being awarded monies. Likewise, whilst we seek to deliver initiatives and interventions that offer the best business case we are nonetheless partly directed by what grants are available. The AQAP allows for these possibilities and, whilst it seeks to direct our efforts to where they will have most effect, allows flexibility to accommodate the above issues.

9. Other Implications

	Yes	No
Crime & Disorder:		✓
Climate Change: The actions contained in the draft AQAP seek to reduce car use and/or encourage journeys by walking and cycling, public transport or car share etc. As such they will reduce the use of fossil fuels and so contribute positively to tackling climate change as identified in the Climate Change Impact Assessment.	✓	
Human Rights and Equality Impact: Poor air quality tends to impact more on the health of persons with pre-existing respiratory health issues (asthma and/or Chronic Obstructive Pulmonary Disease) who tend to be the very young and the elderly. As such improving air quality and/or informing persons or their carers about poor air quality so as to enable better management of their condition tends to most help these two groups.	✓	
Safeguarding:		✓

10. Appendix

- 10.1. The draft revised Air Quality Action Plan for Chichester District.

11. Background Papers

- 11.1. None.