

Revised Air Quality Action Plan Consultation

Analysis report — July 2021

Introduction

The council's Environmental Protection team has drafted a Revised Air Quality Action Plan, which sets out a range of actions that could be taken to continue improving air quality in the district over the next five years. This also proposes that two Air Quality Management Areas no longer need this designation following improved air quality in those locations.

Chichester District residents, businesses, community groups, environmental groups and other relevant stakeholders, were invited to share their views on this proposal in a public consultation.

Executive Summary

- The views of **6,695 people** were recorded as part of this survey through **219 survey responses**. The survey was live between 17 May and 28 June 2021. Responses were received from a range of different individuals and groups, some of which told us that their response represented a number of people.
- To help people get involved in the consultation, a consultation web page was created with a range of Frequently Asked Questions to provide background, context and a glossary of terms used. We reached out to various target groups, including young people, parish councils, local businesses, residents and stakeholders to encourage as many responses from as many different people as possible.
- The majority of respondents either **agreed** or **strongly agreed** with the proposal to continue with a range of existing actions to improve air quality in the district
- The majority of people **agreed** or **strongly agreed** with the ideas to introduce anti-idling campaigns and an ebike and a pilot pool car fleet for council staff work-related journeys, should additional funding be secured. The majority were **neutral** about a review of on-street parking arrangements in Midhurst or a low traffic neighbourhood type approach.
- The majority of respondents **strongly agreed** that new actions to help tackle issues relating to microscopic particles in the air should be included within the plan (**46%**).
- The majority **strongly disagreed** with the proposal to remove the Stockbridge A27 and Orchard Street AQMAs (**28.4%**) with the remainder of the responses fairly evenly split across the other options.
- Most respondents **strongly agreed** (**48.4%**) or **agreed** (**36.9%**) with the proposal to continue monitoring AQMAs at St Pancras and Rumbolds Hill.
- **161** respondents provided further comments at the end of the survey.

Methodology

To understand people's thoughts on the draft plan, an online survey was created. This enabled respondents to comment specifically on some of the key proposals, as well as give their views on the plan as a whole. Paper copies of the survey were available on request.

To help people get involved in the consultation, a range of Frequently Asked Questions were developed and included on the consultation web page to provide background, context and a glossary of terms used. Here, respondents could also find a link to the survey in which they could share their views on the plan. They could also view the findings of the modelling data, which informed the draft policy.

The views of **6,695 people** were recorded as part of this survey through **219 survey responses**, which was live between 17 May and 28 June 2021. Responses were received from a range of different individuals and groups, including residents, parish councils, businesses and community groups, some of which told us that their response represented a number of people. We received feedback from an additional **7** people by email.

Promotion

Branding for the consultation — 'Let's Talk: Air Quality' — was created and used to promote the consultation in a variety of ways, including:

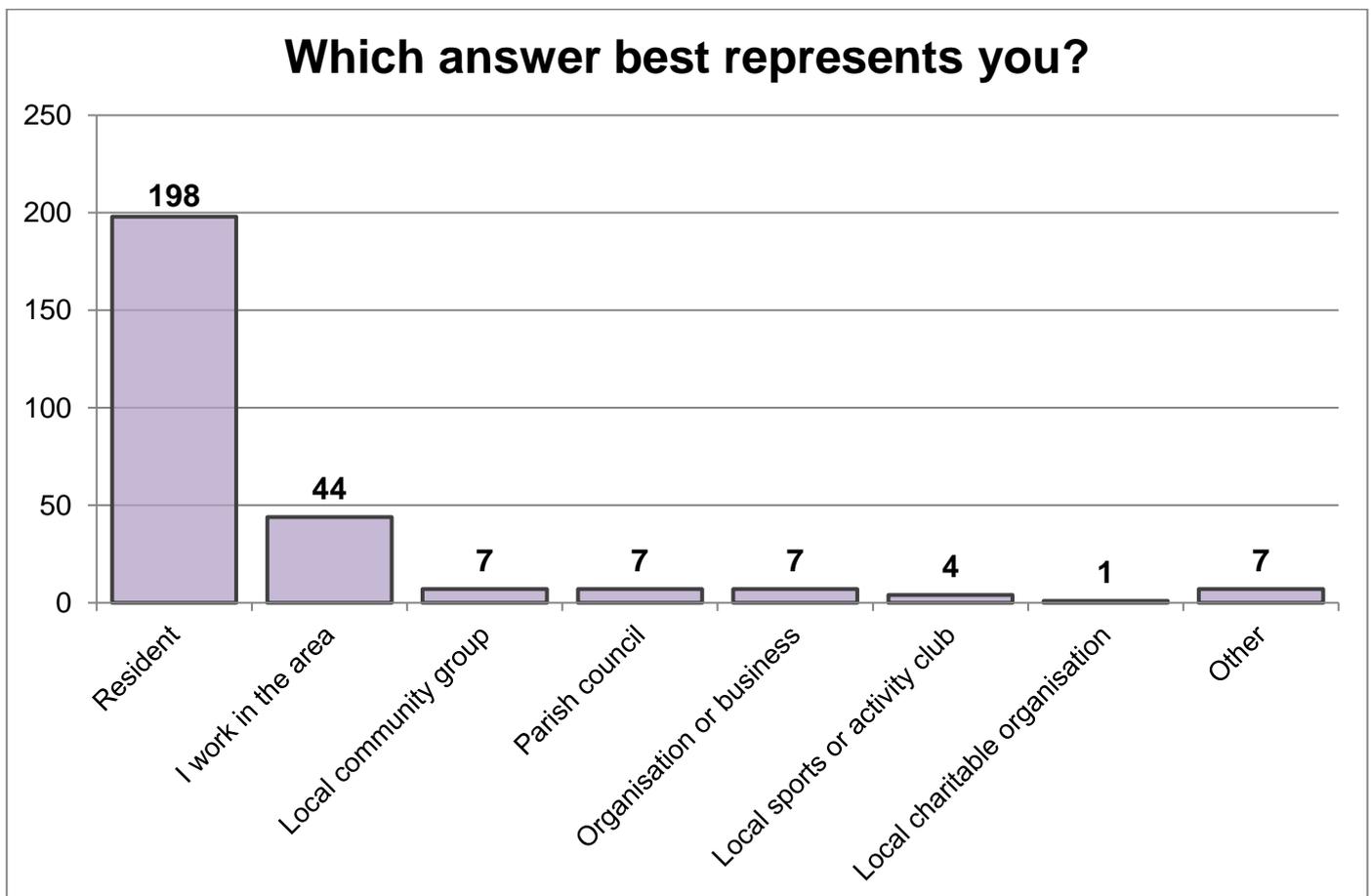
- Working closely with **groups and organisations, including council partners**, such as parish, town and the city council and the University of Chichester.
- Social media platforms, such as **Facebook, Twitter, Nextdoor, LinkedIn and Instagram**, were used to promote the consultation and invite people to take part (a full social media reach breakdown is included in Appendix A).
- On the **council's website**, a campaign banner was developed for the homepage and an advertising banner was displayed at the top of each web page.
- **775 Let's Talk Panel members**, who have all signed up for consultation updates, were notified of the consultation and given details on how to participate.
- A **media release** was distributed to announce the start of the consultation and another reminder release was sent out nearer the consultation deadline.
- The consultation was referred to in two issues of **District Dispatch**, the weekly Leader's column in the **Observer series**.
- The consultation was promoted in the council's general email newsletter and business **email newsletter**.
- The consultation also went out through West Sussex County Council's **6,000 strong 'Your Voice' e-newsletter** and was on their online engagement hub.

A full list of promotions is available in Appendix B.

69 respondents joined the Let's Talk Panel at the end of the survey, and 58 subscribed to the council's email newsletter.

Section One: Respondent Profile

Respondents were asked to select which answer best represents them from a list of options. The majority of respondents (**198**) told us they are district residents. The graph below breaks down the full results.



6 respondents selected 'Other' and specified: I travel through Chichester weekly (1); I visit from elsewhere (3); I am a resident of West Sussex (2).

To spread the word about the consultation across the district, we used a variety of promotional channels, including liaising with parish councils and encouraging members to help us promote the opportunity for their local residents to have their say.

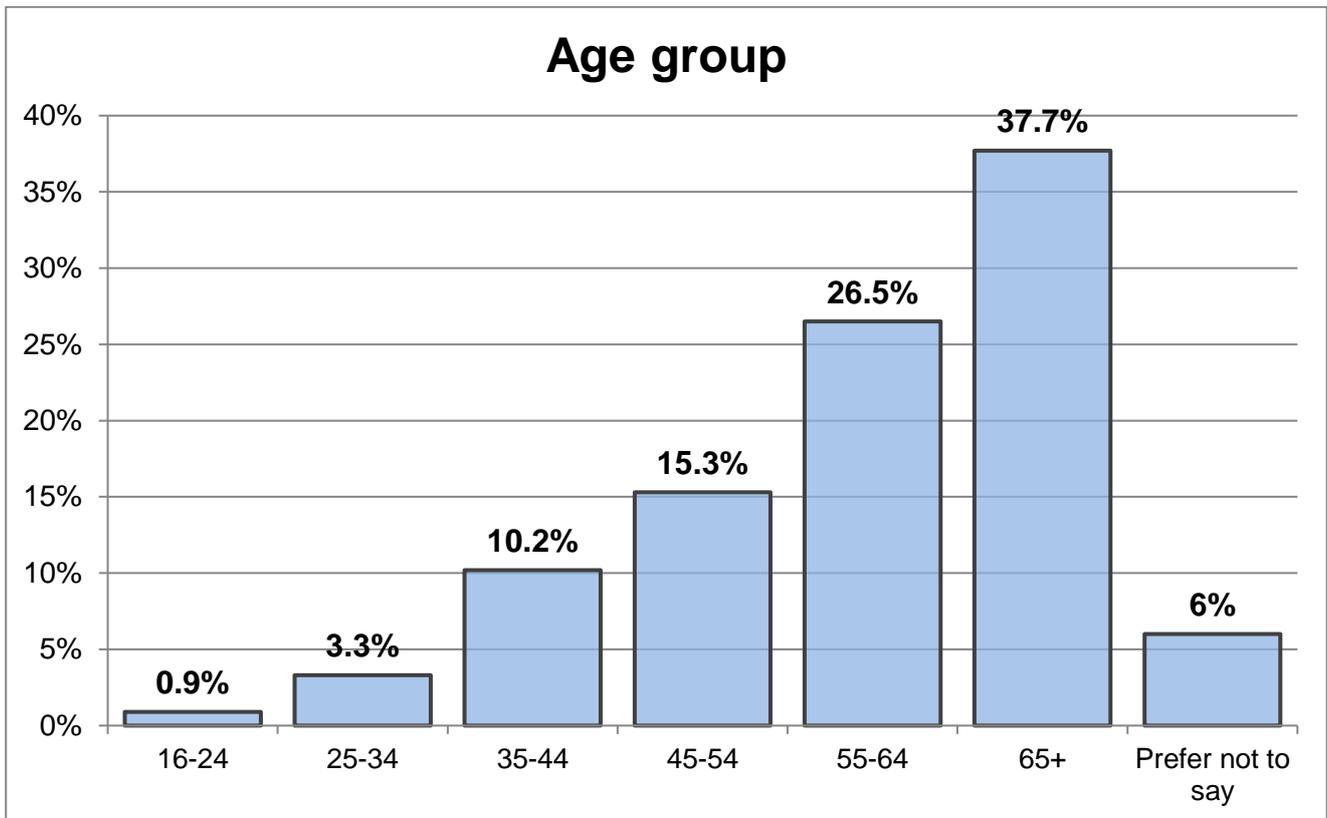
Of the respondents who live in the district, **44%** (59 respondents) said they live in Chichester City. The table below shows the number and percentage of respondents from different areas across the district, from the most responses to the least.

Which area of the Chichester District do you live in?		
Area	Percent	Count
Chichester City	44%	59
Donnington	12.7%	17
Fishbourne	6.7%	9
The Witterings	5.2%	7
Westhampnett	5.2%	7
Selsey	3.7%	5
Birdham	2.2%	3
Boxgrove	2.2%	3
Southbourne	2.2%	3
Bosham	1.5%	2
Petworth	1.5%	2
Tangmere	1.5%	2
Fernhurst	0.7%	1
Midhurst	0.7%	1
North Mundham	0.7%	1
Oving	0.7%	1
Stedham	0.7%	1
Westbourne	0.7%	1
Wisborough Green	0.7%	1
Bury; Chidham and Hambrook; Easebourne; Funtington; Harting; Ifold; Lavant; Nutbourne; Plaistow; Rogate; Sidlesham.	0%	0

7 respondents ticked 'Other' and specified an area in the district, as below:

Hunston	2
Batchmere	1
Bognor Regis	1
Crawley	1
Whyke	1

As part of this consultation, we reached out to various target groups, including young people, parish councils, local businesses and stakeholders. From this, the most responses came from those aged between 65 and older (**37.7%** or 81). The table below details the distribution of age groups across respondents.



There were slightly more male respondents (**49.3%** or 106) than female (**44.2%** or 95) in this consultation. **6.5%** (14) did not wish to disclose their gender.

You can find out more about how we promoted the consultation to different groups in Appendix B.

Section Two: Our Revised Air Quality Action Plan

We asked people how concerned they are about air quality in the district. The majority of those that engaged with our consultation told us they were 'extremely concerned' (**45.4%** or 99 respondents). **25.2%** (55) said they were 'very concerned'; **23.4%** (51) said they were 'somewhat concerned'; and **6%** (13) said they were not concerned at all.

Current air quality schemes

We asked whether respondents were aware of any of the initiatives introduced under the previous or current Air Quality Action Plans. The responses were given as follows. Please

note that as respondents could select more than one choice, percentages have not been included.

Are you aware of any of the following current initiatives, which aim to reduce air pollution in the district?	
Initiative	Count
The introduction of electric vehicle charging points in Chichester District Council owned car parks across the district	150
The development of the Chichester City Local Cycling and Walking Infrastructure Plan , which identifies infrastructure improvements to local cycling and walking networks in and around Chichester City centre.	126
The Co-Wheels car club, a car share scheme in Chichester	120
The introduction of electric vehicles in Chichester District Council's fleet	102
Doubling the number of bike racks in Chichester City Centre to encourage green transport	58
The Selsey Greenway community-led project , a proposed traffic-free shared use route connecting Selsey and Chichester, part-funded by Chichester District Council	34
Community and schools engagement to promote positive behavioural change towards green transport and to raise awareness of air pollution	33

41 respondents said that they weren't previously aware of these schemes.

Proposals to continue existing air quality improvement projects

As part of our draft Revised Air Quality Action Plan, we are proposing to continue with a number of projects that are already in progress. We signposted respondents to the specific pages of the plan relating to these suggestions, and to our range of frequently asked questions where we summarised the plan's suggestions and explained some of the terms used.

Respondents were asked to what extent they thought that continuing with a variety of actions could improve air quality in the district. The majority of respondents either **agreed** or **strongly agreed** with the suggestions. The table below shows agreement and disagreement.

To what extent do you agree that the following actions to improve air quality should be included in our revised Air Quality Action Plan?						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
Air quality assessments to help inform Chichester District Council's consideration of planning applications	71% (154)	20.3% (44)	6% (13)	1.4% (3)	1.4% (3)	0%
Implementation of the Chichester City Local Cycling and Walking Infrastructure Plan, which identifies infrastructure improvements to local cycling and walking networks in and around Chichester City Centre	54% (116)	29.8% (64)	12.1% (26)	1.4% (3)	2.8% (6)	0%
Improve emissions regulations for the council's Taxi Licensing Standards	43.1% (91)	39.3% (83)	15.2% (32)	0.9% (2)	1.4% (3)	0%
Promote development of car clubs across the district, using zero emission vehicles where possible	28.6% (60)	33.8% (71)	28.1% (59)	5.7% (12)	1.9% (4)	1.9% (4)
Include air quality related policy in the revised Local Plan	69.6% (151)	22.6% (49)	6% (13)	0.5% (1)	0.9% (2)	0.5% (1)
Embed a GIS layer of walking and cycling routes in the revised Local Plan	52.9% (111)	25.2% (53)	17.1% (36)	1.4% (3)	1.4% (3)	1.9% (4)
Replace Chichester District Council cars and Large Goods Vehicles with electric versions wherever possible, and help to optimise waste and recycling routes	53.1% (113)	32.4% (69)	8.9% (19)	2.3% (5)	2.8% (6)	0.5% (1)

Encourage green travel amongst Chichester District Council staff for all journeys	50% (106)	30.7% (65)	15.6% (33)	2.8% (6)	0.9% (2)	0.5% (1)
Participate in the all Sussex councils' air quality group (Sussex-air), and support Air-Alert, which sends predictions of tomorrow's air quality as well as advice for people with vulnerable respiratory health	54.7% (117)	29.9% (64)	10.3% (22)	2.3% (5)	1.4% (3)	1.4% (3)

Proposals to introduce new actions if additional funding can be secured

The draft plan also sets out some actions that could be achieved if additional funding can be secured. Again, we directed people to the relevant pages of the plan for more information, and to our Frequently Asked Questions for more context.

Respondents were then asked to what extent they thought the following actions should be included in the plan if funding can be secured:

To what extent do you agree that the following actions to improve air quality should be included in our revised Air Quality Action Plan?						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
Deliver anti-idling campaigns in targeted locations	48.8% (104)	35.2% (75)	10.8% (23)	2.8% (6)	0.9% (2)	1.4% (3)
Provision of a small fleet of ebikes for Chichester District Council staff to use on work-related journeys	36.6% (78)	32.4% (69)	18.8% (40)	8% (17)	2.8% (6)	1.4% (3)
Delivery of a pilot pool car fleet for Chichester District Council staff to use on work related journeys	25.6% (54)	35.1% (74)	23.2% (49)	8.5% (18)	4.3% (9)	3.3% (7)
A review of on-street parking arrangements in Midhurst	10% (21)	21.9% (46)	52.4% (110)	3.8% (8)	1% (2)	11% (23)

Consider the use of on-street parking for a Low Traffic Neighbourhood type approach	16.4% (34)	24.2% (50)	31.4% (65)	11.6% (24)	5.8% (12)	10.6% (22)

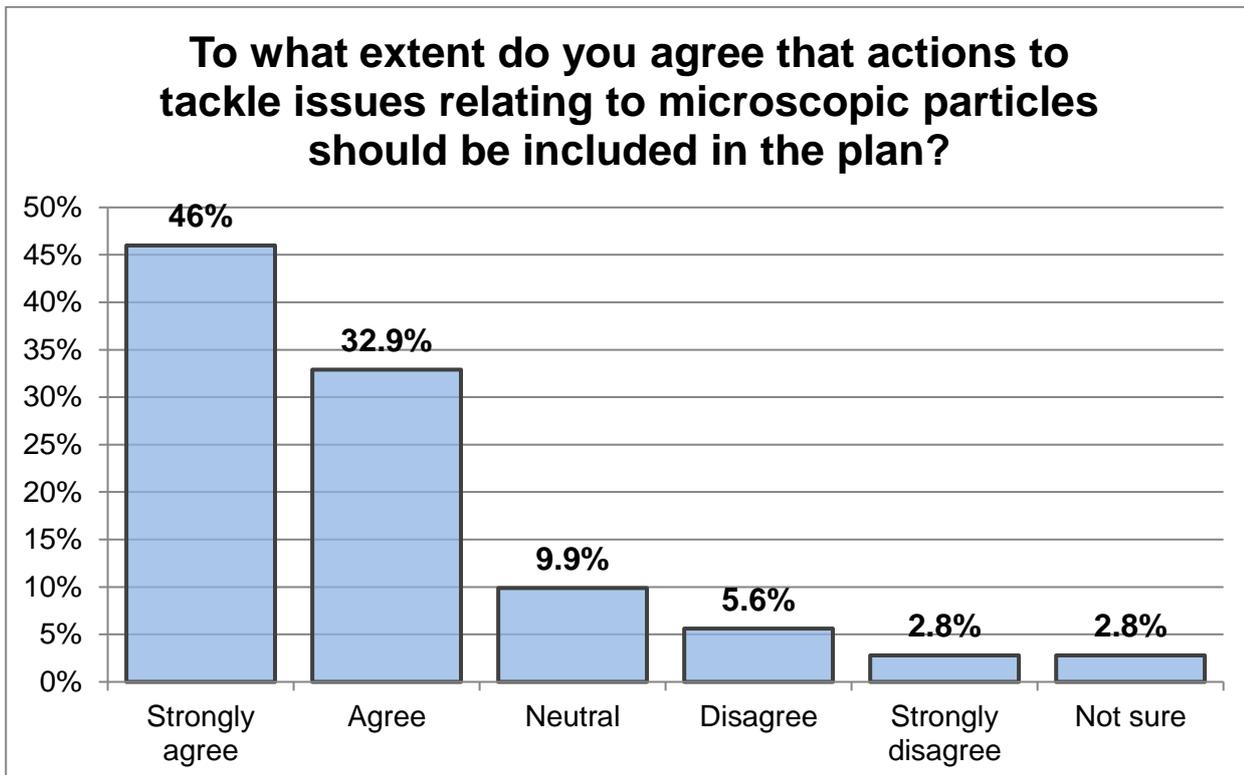
The majority of people **agreed** or **strongly agreed** with the idea of introducing anti-idling campaigns, as well as the ideas to introduce ebikes and a pilot pool car fleet for council staff use on work-related journeys.

Most people opted for 'neutral' on the proposal relating specifically to Midhurst. It is worth noting that not many respondents told us they lived in this area.

Proposed new actions

The revised plan also includes some new actions to help tackle issues relating to microscopic particles in the air, called particulates. In particular, these actions look to encourage cleaner domestic burning of solid fuels (for example, in open grate and wood-burning stoves). More information on this was included in our FAQs and people were directed to the relevant pages of the plan for more details.

The majority of respondents **strongly agreed** that these types of actions should be included within the plan (**46%** or 98 respondents), and **32.9%** (70) agreed. The full results can be seen in the graph below.



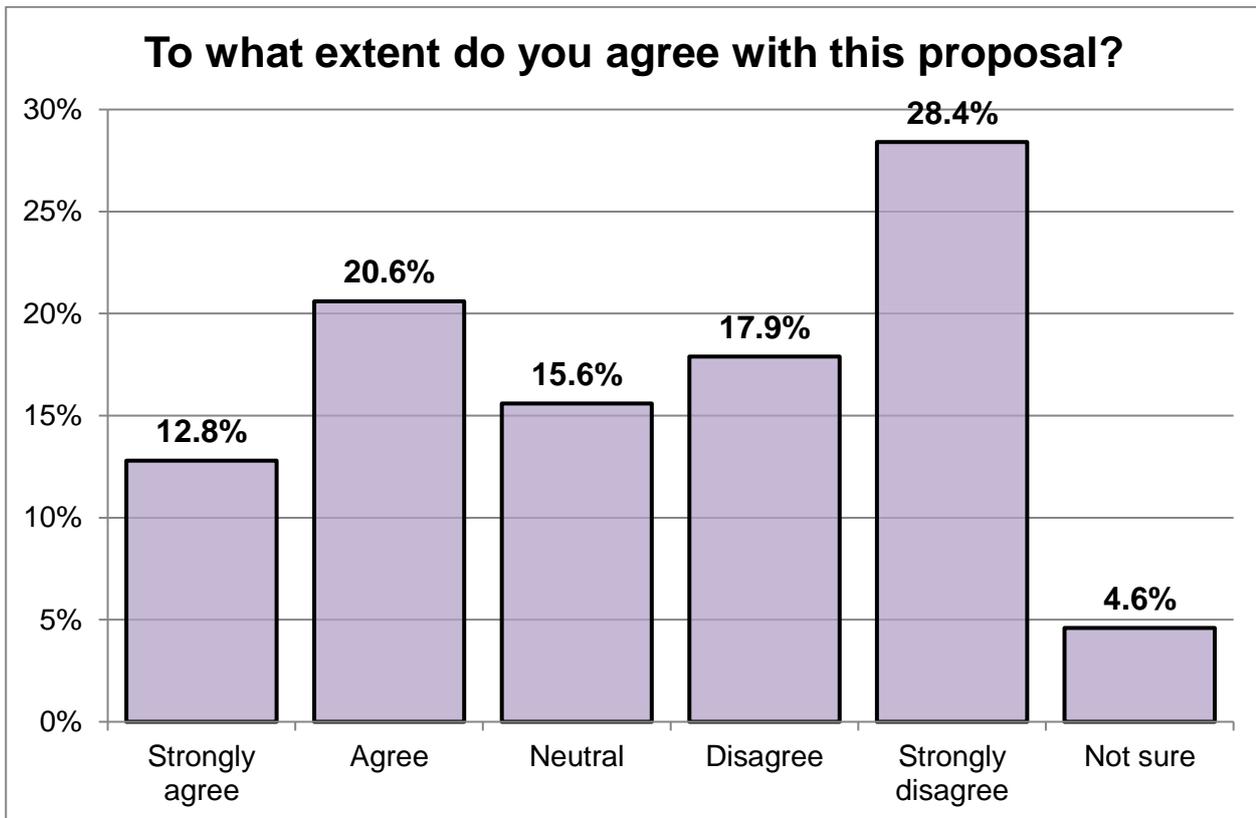
Section Three: Air Quality Management Areas (AQMA)

In our survey, we explained that air quality in the district has steadily improved in the last five years and the modelling predicts that this trend will continue.

Stockbridge A27 and Orchard Street AQMAs

Air quality has improved in Chichester's Stockbridge A27 and Orchard Street AQMAs to such an extent that the draft plan recommends that these AQMAs are 'undeclared' and that the Orchard Street air quality monitoring station is decommissioned (though monitoring will continue using a different method). It is also proposed that the monitoring of ground-level Ozone (O₃) at Lodsworth be decommissioned.

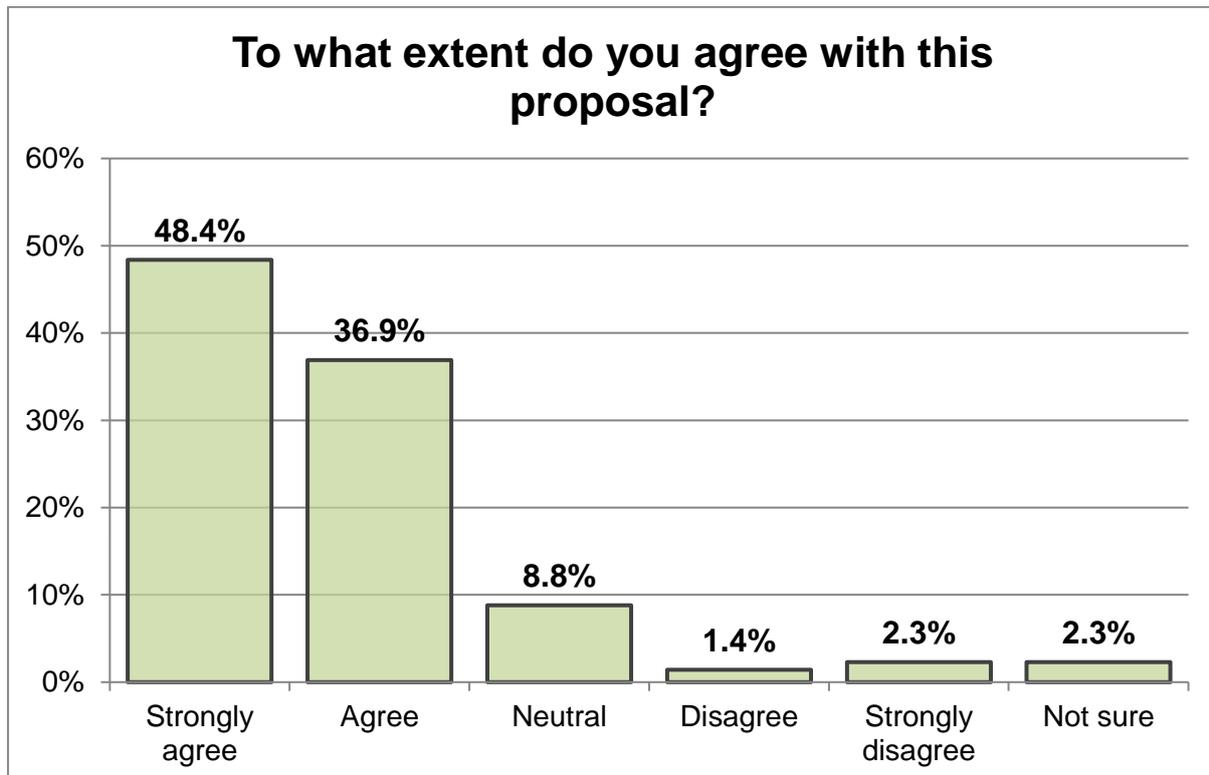
People were directed to more information and modelling reports on our consultation page and in our plan, and were asked whether they felt that based on the evidence, to what extent they agree with this proposal. The majority **strongly disagreed** with this proposal **28.4%** (105) with the remainder of the responses fairly evenly split across the other options. Full results can be seen in the graph below.



St Pancras and Rumbolds Hill AQMAs

It is also proposed that the St Pancras and Rumbolds Hill AQMAs, which are both predicted to be compliant with the UK's Air Quality Standards by 2024, continue to be monitored. Again, to inform people's responses, we signposted respondents to more information and modelling reports on our consultation web page and in our plan.

We then asked respondents to what extent they agree with this proposal. Most respondents **strongly agreed** (48.4% or 105 respondents) or **agreed** (36.9% or 80). The full results can be found in the graph below.



Section Four: Further comments

When asked if people would like to provide further thoughts or suggestions on the plan and its proposals, **161** provided comment.

A full list of comments can be seen in Appendix C. These should all be reviewed and considered by the service area.

Of the survey responses, the main themes of the comments have been highlighted below.

- **34** of the responses specifically **disagreed or were concerned about the proposal to discontinue the AQMAs** proposed in the report.
- **24** cited the **impact of the transport network and road infrastructure**, such as flow of traffic, issues with A17 and buses on air quality. Related to this:
 - **15** comments referred to concerns around the **number and speed of vehicles**, and
 - **4** additional comments referred to increase traffic and congestion around **schools**.

- Around **22** comments suggested **walking or cycling infrastructure improvements or issues** with the current infrastructure
- **21** comments highlighted an area where air pollution is an issue. Some **specific air pollution hotspots** were identified, as follows:

Air pollution hotspot	Count	Air pollution hotspot	Count
The Rolls Royce factory and areas around this, including Stane Street and Westhampnett road, Chichester	8	Traffic in and out of Goodood	1
St Pauls Road, Chichester	3	The area between Whyke and Bognor Road roundabouts	1
The A259 Fishbourne and specifically area around Fishbourne Tesco	3	The Chichester City roads: Spitalfield Lane, New Park Road, Basin road, Quarry Lane	1 mention of each
Needlemakers and the Hornet area, Chichester	3	The area around Central School, Chichester	1
St Pancras, Chichester (it is proposed this AQMA continue to be monitored)	2	The area around Bourne School	1
B2145 Whyke Road between A27 and Langdale Avenue	1	Bosham Broadbridge roundabout to Chidham	1

- Around **15** comments specifically cited a negative **impact of house building and development** on air quality.

Of some of the actions identified in the proposal, or relating to work the council is already doing, there was support for:

- **anti-idling** campaigns (7)
- **car share** schemes (3)
- **tree planting** initiatives (4)
- addressing the issue of **burning unseasoned wood** (1)
- **low traffic neighbourhoods** (1)

Some people raised the **issue of bonfires and burning of waste** (3), which is something the council is addressing within its communications. A couple of people commented that **electric vehicles are too expensive** and that the benefit of investing in these would not be seen (2). The **impact of agriculture** was also commented on (1)

There were lots of ideas put forward to help tackle air quality, and these can all be read in Appendix C. Some included:

- **incentives to encourage active transport or electric vehicles** (6), for example increasing the cost of car parking or implementing more parking restrictions

- increasing electric vehicle (5) and e-bike **charging points** (1)
- **park and ride** scheme (2)
- a campaign to educate and **encourage motorists and cyclists to share the road** (1)
- **electric or green buses** (1)
- **encouraging businesses away from diesel vehicles** (1)

Conclusions

- The majority of respondents (**198**) were district residents, with **44%** living in Chichester City. The most responses came from those aged between 65 and older (**37.7%**) and there were slightly more male respondents (**49.3%**) than female (**44.2%**)
- Responses were received from a range of different groups as well, including parish councils, businesses and community groups, some of which told us that their response represented a number of people.
- The majority of those that engaged with the survey told us they were 'extremely concerned' (**45.4%**) about air quality in the district. **25.2%** (55) said they were 'very concerned'; **23.4%** (51) said they were 'somewhat concerned'; and **6%** (13) said they were not concerned at all.
- There was a good awareness of the schemes that have been introduced as a result of previous iterations of the plan. The top initiatives people knew about were: the introduction of electric vehicle charging points in council owned car parks across the district (**150** responses); the development of the Chichester City Local Cycling and Walking Infrastructure Plan (**126**); and the Co-Wheels car club (**120**).
- Respondents were asked to what extent they thought that continuing with a variety of actions could improve air quality in the district. The majority of respondents either **agreed** or **strongly agreed** with continuing the suggested actions.
- Respondents were then asked to what extent they agreed that a range of actions should be included in the plan if funding can be secured. The majority of people **agreed** or **strongly agreed** with the idea of introducing anti-idling campaigns, as well as the ideas to introduce ebikes and a pilot pool car fleet for council staff use on work-related journeys.
- The majority of respondents **strongly agreed** that new actions to help tackle issues relating to microscopic particles in the air should be included within the plan (**46%**).
- The majority **strongly disagreed** with the proposal to remove the Stockbridge A27 and Orchard Street AQMAs (**28.4%**) with the remainder of the responses fairly evenly split across the other options. Full results can be seen in the graph below.

- We then asked respondents to what extent they agree with the proposal to continue monitoring AQMAs at St Pancras and Rumbolds Hill, most respondents **strongly agreed (48.4%)** or **agreed (36.9%)**
- **161** respondents provided further comments at the end of the survey — all the comments can be seen in Appendix C, and these should all be reviewed and considered by the service area.
- Initial assessment of these comments highlighted some key themes, including: concerns about removing the AQMA designations, as proposed in the plan; the impact of the transport network and road infrastructure on air quality in the area; suggestions for, or issues around, cycling and walking infrastructure; some air pollution hotspots; and concerns around the impact of development on air quality. There were also a range of suggested measures to help improve air quality, and some of these are included in the report analysis as examples.

Appendix A – Social Media Reach

Social media campaign results:

- **131** total clicks (112 on Facebook and 19 on Twitter)
- **51,597** total reach (36,979 on Twitter; 11,733 on Facebook; 2,885 on Nextdoor)

- 32 retweets / shares on Facebook and Twitter
- Positive engagement rate of 6.2% on Facebook and Twitter

26% of households in the Chichester District are on Nextdoor. This is a very high engagement figure– most authorities can only reach around 5% of their population.

Tweet

 **Chichester District Council** @ChichesterDC · May 14

Chichester District Council is updating its revised Air Quality Action Plan and is asking for people to share their views in a new public consultation running from Monday 17 May until 28 June 2021.

Read more at: orlo.uk/latestnews_CIO...



1 retweet 1 like



Chichester District Council

Published by Orlo · 25 May ·



Are you concerned about air quality?

There are many factors that contribute to the quality of the air we breathe, but as a council we are committed to doing all that we reasonably can to make our area a cleaner, safer and healthier place to live, work and visit.

We are fortunate that air quality in our area is generally very good, however there are a small number of places that are adversely affected by air pollution and we are working to help tackle this issue through a number of schemes and projects associated with our Air Quality Action Plan.

We're keen to hear your thoughts on our revised plan, which sets out a range of ways in which we propose to help continue improving air quality in the district.

You can have your say on the plan and its proposals by visiting: http://orlo.uk/letstalkairquality_qdXWC and completing our survey before midnight on 28 June.

Don't forget that if you or someone you know need a paper copy of the survey, you can request this by emailing us at: letstalk@chichester.gov.uk



awareness about air pollution and provide information everyone. You can find out more about this at

www.chichester.gov.uk/letstalkairquality. Here's James from our Environmental Protection team with more information on how you can get involved.



Chichester District Council

Published by Orlo · 8 June at 12:00 ·



Do you have questions about our 'Let's Talk: Air Quality' consultation?

We have created a range of Frequently Asked Questions to give you as much background information as possible.

The FAQs include: What is an Air Quality Action Plan? How does the council intend to fund the air quality actions? As well as air quality monitoring data and modelling reports that have informed the proposals in the plan.

You can find these, along with a link to take part in the survey, at

http://orlo.uk/letstalkairquality_ndAn1 See less



Appendix B – Consultation promotion

- As part of this consultation, we worked closely with a range of different groups to engage with as many people as possible.
- Local partners and organisations (such as, parish councils, hospitals, Sussex Police's Neighbourhood Watch etc.) were contacted and asked to support promotion of the consultation.
- The University of Chichester sent information about the consultation to Student Union members, posted our messages on their student Facebook groups and issued information to their staff through a staff e-newsletter.
- A media release was sent out promoting the consultation and another to remind people of the deadline.
- The consultation was also promoted within the Leader's column, District Dispatch, in the Chichester Observer and the Midhurst and Petworth Observer.
- The consultation was promoted in the council's general email newsletter, business email newsletter, for the area, and in WSCC's Your Voice consultation newsletter.
- WSCC also promoted the consultation on their Consultations Hub web page.
- Members were provided with posters and link to the consultation page for promotion in their areas.
- A digital screen advert was displayed in the reception at The Novium Museum.
- An email was sent to **775** Let's Talk Panel members.
- The consultation was promoted on social media – see Appendix A for a full breakdown.
- A campaign banner promoting the consultation was displayed on the homepage of the council website. An advertising banner was also displayed at the top of every web page. This was viewed **27,418** times.
- The survey was sent to all CDC staff and placed on the intranet and Workplace. A desktop advert was also created and displayed as background on staff laptops.

Appendix C – Consultation comments

Look at the A27... Needs less cars, more (or at least some!) cycles
I disagree with discontinuing monitoring at Stockbridge roundabout: the air quality here is chokingly bad for both cyclists and walkers along the north and south stretches of Stockbridge road. I can taste the car/goods vehicle fumes when I walk into town. In my opinion air quality is still a major issue in this location.
The council also needs to consider other forms of pollution, particularly the candle factory in Quarry Lane, which has equally harmful toxic chemical emissions. Not enough is being done to stop their emissions from reaching as far away as the Cattle Market carpark and further, on some days.
Far too many drivers in Chichester drive too fast (often >30mph in 20mph residential zones) and are often "racing to queue" and then slamming brakes on and leaving their engine idling. So many cars idle by the level crossings in Chichester. I think there should be education on this and the Police need to have powers to stop this speeding and idling! These driver behaviours deter pedestrians and cyclists and are a risk to their health and well-being.
Improve and extend a good cycle path to the Witterings. The current path is hardly being used, often cyclists on the road as it is in bad shape. It would help the enormous amount of traffic on the A27 and towards the Witterings in the summer if more people would cycle. Make parking more expensive but make an exception for working staff. Educate both cyclists AND drivers how to share a road. I am Dutch so used to cycling and often see both drivers and cyclists not understanding how to share the road. Chichester is a perfect city to cycle to but it should be made safer and clearer. Also make a safe place to park your bicycle in the city? Fishbourne roundabout is a nightmare. More people are using Salt Hill road now. Not telling you anything new I'm sure but it's extremely dangerous and far too busy.
Burning of waste around the area needs to be addressed. There are bonfires being lit emitting foul smelling odours and black smoke into the air, goodness knows what particulates are in that! It is well known that many of these fires are lit on the gypsy sites east of Westbourne. Nothing ever seems to be done about this. The increased difficulty in taking waste to the local tips is encouraging people to burn their waste in their gardens or fly tipping. I think this is an area that really needs addressing.
Fleet of electric or other green energy bus fleet that are council run on a subs basis. Any one within two miles of central Chi not allowed to park in central Chichester in ICE car. All home delivery companies to only be allowed to work in area with EV only. No DERV vehicle allowed in central Chi near to schools. No drop off to schools allowed unless there is GREAT need.
There seems to be a considerable increase in the use of log burners. Unseasoned Wood is being used and spring, autumn and winter evenings all you can smell and see is wood smoke. There needs to be much more focus on this form of pollution.
I really believe that more needs to be done to improve air quality in Chichester, especially on St Pancras as it's used by so many people. Too many roads are used as through roads, speeding and poor driving is an issue. There is almost nothing to encourage better and more efficient driving. Noise pollution is also a massive issue on St Pancras.
Monitor the air quality around schools. We live near Bourne school and far too many people collect their children directly from the school in their cars, and also many sit outside idling. This is not good for the health of the children and ourselves, and I've got concerns about growing fruit and veg around this sort of air quality.
I am concerned about the air quality in the derestricted zone between Bosham Broadbridge roundabout and Chidham. The traffic increases speed when travelling between these locations and the diesel fumes can be absolutely dreadful. What are you doing about this type of area outside of central Chichester?

Don't forget that the last 15 months will have given a false reading, as more people have been staying at home. It is completely premature to stop any monitoring of air quality in the Stockbridge area or around the A27. As soon as the 'working from home' pandemic rules are relaxed the levels will return to unacceptable.

My one comment is that since the opening of the free school in Chichester it has created traffic James a long way back up Whyke Road and wonder if this has been considered. Also since the new creation of a Primary school in Rumbolds Close this will create more traffic at school opening and closing times in Whyke Road too as there will be more parents trying to park and/or leaving their engines running whilst picking up.

It is stated in your explanations that air quality has improved in the district, and continues to do so. As people replace higher polluting vehicles with less polluting alternatives due to taxation and peer/societal pressures, then air quality will continue to improve at a faster rate still. Measuring this rate of improvement is important, as no measurements permit no analysis. I strongly disagree with any proposal to replace the council vehicles with electric alternatives, these are far too expensive at the moment, and the marginal benefits to air quality that they will bring is far outweighed by the cost to the Council Taxpayer. Economies of scale will eventually bring down prices of e-vehicles, and those coming to the market will undoubtedly become more efficient, and hence cheaper to purchase. At the moment the difference is a minimum of £10,000 between an electric car and a petrol alternative, this additional cost cannot be justified. The only alternative that could permit any electric vehicles would be that all purchases are to be made with no increase in overall budget costs. ie that less electric vehicles are purchased than the petrol equivalent to balance the budget. The few council owned cars will make NO tangible impact on air quality in the area given the hundreds of thousands of petrol and diesel cars and heavy diesel lorries already being used. I suggest that someone actually undertakes a costing plan of the options, either to replace or not, this study, if performed accurately with no fiddle factors included it can then used to justify a e-vehicle non purchase stance by Chichester district. Introduction of e-vehicles is a virtue signalling token which I suggest is designed to show off to other councils and overzealous pressure groups. Most taxpayers would prefer a pragmatic, practical, budgetary aware non woke strategy. Times are tough, post Covid, now is not the time to waste money on token initiatives. Also, overzealous increases in bike lanes in Chichester that cause traffic jams create more pollution than anything else. Bike lanes are good, but need to be linked to usage, a few people using a bike lane is not more important than hundreds of vehicles idling in traffic jams around Chichester centre in reduced carriageways. **DO NOT ALLOW ESCOOTERS IN CHICHESTER**, they are not a practical alternative to the car at the level of a small city, they just are dangerous to children, animals and the elderly who are not aware enough to manage the speed within a pedestrian zone. People do not use them as alternatives to cars, but as dangerous playthings. People should be encouraged to walk and cycle only (yes ebikes are good, but ONLY if used on the road, not in pedestrian areas or pavements).

Pleased you are looking into this. But you need to communicate better what you are doing and where. There is a need for more EV and the associated charging points. I've not seen many in CDC car parks and no initiatives for homeowners or estates. I am chairman of Bishopsgate Walk estate and we would love to consider ways of adding EV charging points and need advice and possibly grants etc to achieve this. It is an admirable idea to move the council vehicles to EV but their number is a small proportion of the vehicles in the district.

Every working day Stane Street in Westhampnett is subjected to high levels of pollution from the stationary traffic queuing from the Park Hotel roundabout to the entrance to Rolls Royce and, in the opposite direction, along Roman Road. Your council has granted permission for the expansion of this factory from about 560 employees to over 2100. This unacceptable and avoidable pollution is being caused by the poor access and egress to and from the Rolls Royce staff carpark. What measures will you take to monitor this daily pollution and how will you eradicate this daily nuisance of gridlock in Westhampnett that is being allowed to occur because the Rolls Royce "Green Travel Plan" that your council approved is clearly not fit for purpose. The Ward Councillor has admitted to the Parish Council that he is fully aware of the problem but nothing has been done. Local residents have asked Rolls Royce to set up a 2nd park & ride scheme, in addition to the the underused Bognor scheme, using Goodwood airfield, this measure has been used successfully in past. Why isn't your council acting to protect the residents of Westhampnett from this pollution and what will you do to stop it?

<p>The addition of another Monitoring site would be very helpful - that is from Chichester Park Hotel to Maudlin along Stane Street. The long stationary queues Mon-Fri at Rolls Royce Shift start in the early morning and change in the afternoon are appalling, and last for at least 20 minutes each time. This must be leading to increased air pollution as the engines are idling / going slowly.</p>
<p>You need to blanket the city with pArking restrictions - like 2 hr no return or permits between certain hours, stop leaving roads exempt from CPZs as it helps you guys out with free all day parking! make cars drive to large car parks and not driving around residents road trying to find free parking. It wouldn't happen in other cities! I don't think encouraging more cars or electric cars is the right way to go, the cycle and walking infrastructure needs modernisation and people need to be more aware of distance (it's 500m to walk from the multi-storey car park to the cross / or less than 3min walk!) E scooters need to be passed through parliament, this would be a great way to making greener transport changes.</p>
<p>Look ahead and redesign the roads in/ around Chichester to prevent queues through the town centre. Eg. Hold ups at the railway crossings and slow traffic along Market way, onwards to Bognor/ Selsey roads. Encourage and make easier a proper Ring road (A27) to keep traffic moving around the City. More sensibly would be a northern route to keep long-distance traffic moving and this could also have a slip road off to Goodwood events. This would avoid gridlock in Chichester. Many trees could be planted in that area to improve air quality.</p>
<p>Whatever decisions are made, on no account should roads be narrowed to 'squeeze' cars in favour of cycles. The appalling experiment of 'Covid cycle lanes' caused a noticeable and uncomfortable deterioration in air quality right outside my house, as more cars idled waiting for access to a roundabout.. do not replicate this disaster. Cycle routes should be carefully managed, and places where cycles are not allowed should be more rigorously monitored : Jubilee Park is being destroyed by informal and unscripted cycle routes. The trees will start dying soon. A lot of your proposals are very ' inward looking' , regarding CDC use of sharing, e vehicle security etc. What about the community.</p>
<p>I live in the Stockbridge/A27 area and i can tell you that the air quality in this area has definitely not improved. Traffic levels on Stockbridge Road are now greater than pre-Covid levels. There has been a dramatic increase in housebuilding in the area and applications for planning permission indicate that there are many more houses to be built. What measures are being taken to ensure that more housing has a limited adverse effect on air quality in the area? Car share initiatives are an excellent idea for traffic reduction, but for these to be effective, they should be controlled from a central ocation or database that is easily available to all interested parties. Such initiatives should be widely publicised to attract a significant number of users.</p>
<p>Cycle and walking routes are good, but should be separate rather than shared space, since many older people and those with pushchairs, cannot get out of the way quickly enough. Cycles need to keep to a speed limit and also give advance warning when pedestrians are around. More needs to be done for the elderly who cannot walk any distance or at speed.</p>
<p>Stockbridge Road heading towards Witterings can be blocked while delivery lorries or builders/works vehicles are parked outside private properties, blocking traffic coming off the A27, which in turn blocks traffic coming onto the roundabout from all directions, which is not only dangerous but raises the fumes given off by vehicles standing and not able to move. Could those properties that have access from Queens Avenue have deliveries etc be made from that road. Over a year it could help to reduce the fumes that locals have to endure. Also there does not appear to be any mention of planting trees in significant numbers, which are being looked at by local parishes and other organisations. Planting trees should be a matter of priority to ensure that the local community benefits over years to come. Not only do trees help control carbon dioxide but help to keep things cool. Pay and Display car parks should be available all the time, not just at Christmas</p>

<p>This concerns the south of Chichester City - The air quality at Stockbridge roundabout (A286/A27) I understand has only ever measured nitrous gases and never particulates. To discontinue monitoring air quality means CDC would be ignoring the polluting effect of particulates. Particulates will continue to be produced from vehicle tyre wear and the tyre/road surface interface regardless of whether vehicles are petrol, diesel or electric driven. Engine idling enforcement needs to happen at the Stockbridge Road and Basin Road railway level crossings. Drivers ignore the 'no idling' signage, giving no thought to the residents of the retirement flats living very close by, especially if they have opened their windows for 'fresh air' during better weather. Although new cars automatically switch off rather than idle, the vast majority of vehicles waiting and idling at the level crossings are non-electric, and many, many are diesel.</p>
<p>You should say what GIS is. Not everyone is familiar with this shorthand</p>
<p>The approach to air quality does somewhat miss out on the impact of the A27. The proposed initiatives, though positive, will not have as big an impact as addressing A27 congestion In terms of encouraging cycling, more efforts need to be made to provide joined up and well signed safe routes Both cycling and walking need to have better infrastructure for crossing major roads - particularly near schools, at the canal road crossings and along the A27</p>
<p>The dichotomy for central Chichester is that if you want people to shop in the central area, then it needs to be easy to transfer shopping to the shoppers vehicle easily and in proximity to the shops you want them to use. Current arrangements make that difficult. How about charging points in limited stay areas in the city centre- adjacent to the pedestrian areas. Alternatively an easy acces (ramp to footpath to make use of shopping trolleys easy) and frequent (reliably every 5 mins during shopping hours) electric bus service linking the outer car parks to the city centre. The area within the ring road could then be resident and local business/ delivery parking only. This would reduce traffic in the centre and stop any queues for in city parking areas.</p>
<p>It was a backward step removing the covid cycle lanes. Why are more houses being built without the required infrastructure to stop people using cars?</p>
<p>At the primary schools in both West Dean and Singleton, where I live, a huge number of the pupils are driven there by their parents. These additions are obviously welcome to what might otherwise be dwindling and sometimes unsustainable numbers in rural schools, and likewise these locations offer a good, if not outstanding education, in an idyllic setting in the South Downs National Park. However, the impact on air quality that all these individual journeys perhaps needs to be taken into consideration and more initiatives put in place to encourage car sharing, an extension to the school bus which collects and drops off children living in East Dean or subsidised use of the No 60 bus.</p>
<p>Add a monitoring area for B2145 Whyke Road between A27 and Langdale Avenue</p>
<p>Aircraft pollution from cars and aircraft in and out of Goodwood. Avoid neighbouring roads.</p>
<p>Bike racks should be good quality U racks, that allow the use of secure U locks, not the style that only allows the front wheel to be locked. Additionally e-bike charging points should be considered.</p>
<p>Any data gathered during the first lockdown should be discounted from any trends / statistics / predictions due to the unprecedented nature of the forced changes oil behaviour</p>
<p>There has to be a way of making safe for people to be able to walk and cycle around the city. Also parking is an issue for people travelling into Chichester for work - particularly at the hospital where many are not able to come by public transport due to the shifts they do.</p>
<p>More leadership , no buses in town city walls area , pedestrianise south street , west street, electric hydrogen buses, people , bike , car hierarchy within city walls, park and ride , new electric local transport system , final mile electric delivery hub , holistic approach to all local development issues , they are all interconnected , More inventive interactions , green streets , remove large areas of hard paving , e bike delivery systems ,etc etc I could go on</p>
<p>It makes a lot of sense, especially if it raises public awareness of the harm caused by traffic fumes etc.</p>

I am most conscious of lower air quality when close to petrol stations. Although these are needed, the switch to electric cars should ensure the air quality improves in the vicinity of petrol stations.

I am curious as to why modelling of future emissions has not factored in the impact of excessive housing development around Chichester and the consequent increase in road traffic, congestion and as a consequence air pollution? Clearly this is the biggest threat to our districts plans to improve air quality. There is also no conversation about improving the flow of traffic from the Manhood Peninsula into Chichester (despite permission being given to ever greater numbers of housing developments) or improving cycle access from the Witterings to Chichester (which still dangerously relies on the main road). Why isn't air quality being used as an argument to further debate the Chichester bypass on the A27? This issue raises once again the balance that has to be gained between meeting government targets on housing and meeting the infrastructure demands.

Stockbridge should still be included and monitored for air quality. The amount of particles that come from all the traffic coming up or idling in at the Stockbridge roundabout on the A27 cannot have gone down, it's ridiculous to suggest it has. The traffic congestion is the same and always will be unless something is done to sort out through traffic travelling from East to West and viz a viz.

So far so good - it's noticeable that air quality has improved. Can you add additional lighting from the University down to town, please, to encourage more walking down College Lane and into the city centre.

Stane Street in Westhampnett should have the air quality assessed as 1000's of cars at shift change over cause very poor air quality and environment for residents as the cars either speed through the village when leaving Rolls Royce or sit idling in long queues to enter the site along Stane Street in long tailbacks.. HGV's travelling to the site every 5 mins enter the Rolls Royce site twice a day causing air pollution too.

Keep the monitoring facility at the Stockbridge roundabout. Monitoring should continue until peak summer months when there is high traffic volumes to and from the Manhood Peninsular - when traffic delays will be inevitable. It is far too soon to undeclare the AQMA at the Stockbridge roundabout.

The Long delays caused by the level crossing gates staying down for long periods must be addressed, as must the A27 traffic use (we need the northern bypass built in a manner to keep emissions low

Pressure to implement a Northern By Pass for Chichester

I believe that air quality monitoring is very important and the Whyke roundabout and Bognor Road roundabouts should also be monitored as traffic regularly queues here!

I live in Orchard Street and cycle around Chichester, I do not own a car. I have not noticed any significant improvement in traffic congestion in Orchard Street, this concerns me. Your plan mentions cycling and walking improvements in Chichester, but I have not noticed anything significant. This concerns me. Your plan mentions a car fleet pool for council workers, I would only support this if all the cars are electric. There is little mention of public transport in your plan. In order to improve air quality, we need to reduce travel in private cars and encourage use of clean, green public transport, as well as walking and cycling which are not practical for all journeys. Buses need to be electric, cheaper and more frequent, the same applies to trains. What about the introduction of electric trams for some routes? The recent banning of cycling in the pedestrian precinct on Sundays does not help encourage cycling and could result in more people using their cars instead, thus worsening air quality.

Air monitoring should be increased and not decommissioned at any site as new housing is continually being built which will increase traffic emissions. The local plan should prioritise housing locations close to railway access and less than 5 miles to the city or major employment/training hubs. Reduction of local car journeys should be prioritised in planning. The status of East Wittering and Bracklesham as a settlement hub should be reduced to a service village as it has no train access, an unreliable bus service due to road congestion, one road in and out, is positioned at the end of a cul de sac, has very few employment opportunities (400 lost in recent years) and no schooling or training above the age of 11. Any proposed changes to the A27 should avoid local traffic being forced onto small roads such as roads going through villages, the countryside and the city. Introducing no right hand turns on the A27 together with the proposed link road to the congested A286 will cause more rat running through the district which will further discourage the use of cycling as a means of travel. HE should be encouraged to produce a fully functioning long term A27 scheme that will allow a truly groundbreaking local sustainable transport revolution in Chichester district. We have an incredible opportunity here to lead the way with vision and political will. See the Systra build a better A27 and use the model to make bikes and e-electric cars the primary mode of local transport on the flat coastal plain. Incentivise use of electric vehicles. Create a Green Lane model on the Manhood Peninsula. This is a perfect location for introducing cycle/horse riding safe roads similar to schemes that have been pioneered in Norfolk and the Isle of Wight. The peninsula is at the end of the road and not on route to anywhere, it is flat, has the driest weather in the U.K., it has a series of small, relatively quiet local roads cross crossing the peninsula that could be converted to Green Lanes. Cycling is already a popular tourism draw for staycations in the area and such a scheme would further encourage this growing sector of the economy. There are plenty of horse owners and riding stables on the peninsula sea and this could also contribute to the peninsula's booming outdoor activity/green tourism sector. These initiatives will also tie in with the efforts by local communities in the peninsula to create an economy and an environment that will make them more resilient to climate change. CDC has the opportunity to create a visionary, pioneering, groundbreaking sustainable transport strategy that befits its position as a coastal council which is on the frontline of climate change.

Air Quality Monitoring on known busy routes MUST be implemented. Prime examples A286 The Birdham Straight and B2179 leading to Wittering Beach. Lowering the speed limit on these particular routes will cut air pollution, as well as prevent accidents. Plant more indigenous roadside hedging along busy routes to provide carbon/pollution sinks. Make hedge and tree planting a planning condition whenever possible. Larger developments should make a more substantial contribution to landscape schemes, even in separate locations where landscaping is required. ALL incineration must be more strictly controlled. Household wood burners can only use seasoned timber, garden bonfires should be more limited, businesses should not be permitted to burn anything which can be recycled, at all, and burning any treated timber waste or product should either be banned completely or so strictly controlled and monitored that it discourages any use of incineration.

You are allowing far too many developments on Green land and the houses built are not fit for purpose, being built on flood plains and with poor build quality / infrastructure problems (drainage etc). Far too many houses are built with inadequate car parking spaces per dwelling, building smaller / extended pockets , developments also causes excessive issues with poor air quality due to the amount of traffic now on the roads. Parking becomes a serious issue - with vehicles parked over paths and walkway's restricting access, awaiting a serious accident to occur because of this! This is highlighted in numerous areas across Chi - specific examples being the Witterings area (especially EW/BB), which already has excessive traffic in the summer months and now you are allowing faceless developments builds - which are getting built after numerous appeals by unscrupulous developers - with council assistance !! The amount of traffic with carbon emissions etc these generate is frightening. Majority of new developments are purchased by people from outside the area who apart from pricing our younger generations out do not care about out infrastructure and history. People want to have nice walks in fresh air without having to negotiate the now chaotic roads and looking at concreated environments that are no more - animal loss of habitats also being critical now. You as a council do not appear to care - only blaming 'what is directed by the government' instead of listening what the local people already living here want and how to help them. Another survey isn't going to do anything, we need actions to increase living standards - and not by building everywhere with more vehicular access.

As I understand it the air quality check at Stockbridge was taken during the pandemic. It is therefore not a true picture!
No, thank You it's fine .
The councils approach to cycling is COMPLETELY WRONG. Cycling is a fantastic tool to combat climate change. But the reason people don't cycle, is because they don't want to cycle. Wasting money on cycle lanes no one is going to use is the wrong move, and is going to get people angry at you. Remember the covid cycle lanes? The ones everyone hated and complained about? In the time they were up I saw them being use 3 times. What you need to do is incentivise cycling. Set up a system where people either get money, or reduce their council tax if they cycle. I would suggest starting this scheme in a small area, and see how well it works. Because trust me, not many people care about climate change, but most people care about money. Also, if there is a program that could be implemented that incentivises business to use locally grown produce/materials, that would contribute a lot to removing the need for trucks/lorries/vans coming in to chichester, or at least would reduce it. Revamp our busses, cheaper and more of them, plus make them carbon neutral if possible. I rememt Sarah sharp talking about this issue and hopefully chichester can come together to get this done. Last point, I'm not 100% sure if this affects our farms or not, but I would advise you all to watch kiss the ground. It's about climate change and the power that farmers have to aid in this process. As well as the damage that tilling has to our dirt. So maybe a ban on tilling/incentives/educational courses on the methods seen in this documentary to make sure farmers contribute to us fighting climate change, instead of adding to the problem. I would like to know what the response is to the points I raised, and I would like to suggest there is a recorded meeting discussing all of the submissions to this survey, if there isn't already one scheduled. I want to know that I'm not wasting my time trying to suggesting things to the council, and that my voice is actually heard. My email is baileymanoogian@msn.com if you have further questions/updates to the recorded meeting. Thanks.
A traffic light phasing review might help reduce some air quality issues in certain areas as well. Even if compliant, we should aim to keep reducing harmful particles in the air. Just because we have reached the target level, doesn't mean we should stop.
I applaud your work to ensure staff (and work-related travel) for the District Council be as green/ good for air quality as possible. Is there a way of rolling out the example to other major employers in the area in a carrot and stick way? eg signing up to best practice badge with specific requirements to be met to earn that badge?
The volume of traffic through and around Chichester is far too high. The biggest thing the council could do to improve air quality is to end the endless house building which has decimated the local area in recent years. Further more it seems ridiculous that South Street hasn't been pedestrianised yet. I would further more look to move the taxi rank at the station to the south side only, more needs to be done to create a safer space for pedestrians to access the station, rather than walking out in to a pool of ideling car exhausts. Chichester is perfectly designed to be car free, the council should run with it and promote Chichester as a car free city They should also look to build an integrated cycle network across the district to ensure wherever you are in the district you can cycle safely. Chichester should be pedestrian first - cars last
Stane Street in Westhampnett is subjected to high levels of pollution from the stationary traffic queuing from the Park Hotel roundabout to the entrance to Rolls Royce and, in the opposite direction, along Roman Road. Cars, vans and buses sit in a virtually stationary queue for nearly half an hour, belching out traffic fumes. This pollution is being caused by the poor access and egress to and from the Rolls Royce staff car parks. Rolls Royce has a "Green Travel Plan" but it is clearly not fit for purpose.
Maybe monitor what emissions Rolls Royce pump out. The smell of plastic and paint is a daily occurrence
Do not create more cycle lanes that slow traffic
I would like to see the air quality being monitored in Stane street when the workers at Rolls Royce are arriving and leaving at shift change. There are significant queues of cars waiting to go into the factory and cars leaving, often revving engines and leaving at speed. Also the factory often emits chemical smells possibly to do with spray painting.

What about Westhampnett? There are two big issues: 1. Rolls Royce There is heavy pollution from a daily traffic jam that is caused by Rolls Royce staff queing up to get into the RR car park (can I send you photos?). Also, you can regularly smell varnish coming from the spraying rooms and a heavy 'burning' smell. It would be great to have reports available to the public showing how much pollution the factory is emitting. 2. Viridor/Household Waste Recyling Site 2a. Recently, a parking/waiting area was installed on Stane Street where all the waste vehicles are parked. This has been placed opposite the entrance to the new homes being built. The black metal railings that have been installed are open to the path and cycle lane where school children walk past, people jog, and cyclists travel. The vehicles that are parked here are reversing into spaces with their exhausts pointing onto the pavement for people to breath in. It is also unsightly to look at as it's been placed in the middle of a village without much thought for how it looks in a residential setting. It would be great to replace the metal railings with vertical wooden fence panels or even pollution absorbing shrubs, or both. ----- I also wanted to mention the cost of the buses. Westhampnett has a great bus service (no. 55). The bus stops every 30 mins right outside my house but I never use it because it costs more than parking the car in town. My daughter goes to senior school in September but we've decided to drive her there because the child's ticket is too expensive. It would be great if the child's ticket could be subsidised as it's almost the same price as an adult's ticket. On a positive, I wanted to say that the new Westhampnett cycle lane has been a triumph. It's heavily used and a real asset to the village. It's used by Rolls Royce workers but also the children in the area who cycle up to Sainsburys for fun (they don't have much to do around here!) It's also heavily used by parents with prams and also joggers, so thank you! More dedicated cycle lanes would be great, connecting up key areas like schools eg. Westhampnett to the Free School. Thank you.

Barbecue s, garden fires , and fire pits should be strongly discouraged or banned in highly pollution areas eg Orchard St . I suffer from asthma any at times in the summer I cannot sit in my garden for fear of exacerbating the condition.

Living on Orchard Street I am dismayed at the propoal to decommission the air quality monitoring system especially because of all the monitored areas it is the only one with two primary schools directly at the road side. It is also not mentioned in the draft action plan that Chichester's much needed Food bank is also on Orchard Street, at the site of the Family/ Immanuel Church. Traffic idling at peak times when children are walking to attend the schools, or we are walking to reach our daughter's school (when you can smell the fumes in the air); an uprecedented increase in heavy goods vehicles using the street to access sites outside of the city make the road unpleasant at the best of times (sometimes unsafe where pavements are particularly narrow), whilst the Fire and Ambulance service must also use the street to access their calls. Having experienced the noticeable change in air quality during the intial lockdown, and the now seemingly heavier use of the road (and all roads around central Chichester), as a mum with primry age child and knowing that the demographic of the street includes many young families I suggest it's a dereliction of duty by CDC to stop monitoring the air quality on Orchard Street.

I live on Orchard Street, Chichester and routinely find the air quality to be palpably unpleasant, due mainly to the huge amount of HGV, tractors and buses that travel on this completely unsuitable road. In addition to the poor air quality, large sections of the path on this road are barely two feet wide making walking with a dog or pushing a pram not just unpleasant but out and out dangerous.

Orchard Street is still polluted in my opinion. I live there and now lockdown is being lifted the air quality has deteriorated due to more traffic. 30 mile speed limit often ignored, queues at peak tumes, engines idling. Orchard Street is a residential road which, unfortunately, was designated as a ring road to the detriment of its very many residents. To state the obvious "when lockdown was in place for many months, the front of my house stayed almost clean. Now it is covered with black filth again"

You don't need air quality monitors to see the problem: just walk along Orchard Street / The Hornet / St Pancras or any built up area and look at the front doors and window ledges. Everything is filthy because of particulates, and the difference was patently evident during traffic-free lockdown. Removal of monitor stations ignores clear visual evidence and sends out a strong signal that the council believes the problem has been solved and nothing more needs to be done to prove efficacy of future developments and strategies. If you want to improve visitor footfall and share of spend to our already struggling town centre, then it needs to be a beautiful, safe, forward-thinking place to visit - with a clear focus on the major issues facing society today This is not the current message being delivered ...

I live just in South Bank just off Stockbridge Roundabout and have suffered breathing issues for years related to the pollution and particulates from the A27 and also queues down Stockbridge Road. These improved in the pandemic lockdowns but have now gone back to the levels before. I have found no improvement in air quality over the last 5 years and in fact feel it has steadily got worse. Summer queues to the beach means we get no respite at weekends. The particulates pollution mean we are constantly dusting the house clearing away the black sooty particles.

Here in Wisborough Green there seem to be a lot of " wood" burning stoves by the evidence of polluted air by burned material every time there is cold/cool air in High Pressure conditions as from the late afternoon. This smell is not that of dried wood with the bluish /grey smoke that happens in the countryside. The smell is not the smell of autumn but smells polluted. Are people burning the proper fuel? Are the fire starter agents causing the smell? Is it to do the the height of the smoke chimneys for burners where the ground of buildings is not flat so some people get a blast of undiluted smelly air? These smells are enough to cause me to shut any windows and not to go outside. This really angers me as it reduces my choices of transport - won't walk to village functions our to socialise in the late afternoon/early evening. I do have asthma and a heart condition which are affected by pollution. I wish those people creating this smelly air had to experience it in their homes as I do when outside. A couple of years ago I came back from a day in central London by train, got home by car from the carpark to be shocked on opening the car door to to met with the polluted air. Central London smelled fine but the lovely countryside air in this small village stank. So upsetting. The memory is still strong. I do have a strong suspicion that the height of the stove chimneys and the differential heights of roof lines plus what people choose to burn without smelling what they cause are key points in this needless pollution. I would appreciate a reply.

I strongly disagree with the decision to undeclare the Stockbridge AQM facility. I suffer from asthmatic bronchitis and if I walk into town from Donnington using the footbridge over the A 27 at the Stockbridge roundabout I have difficulty in breathing because of the pollutants from the traffic. Now the summer is approaching the traffic to the Witterings is very heavy and adds significantly to the overall traffic pollution. I find it very difficult to believe that the AQM is recording acceptable levels of pollutants.

It is important to maintain all of the air monitoring sites to demonstrate improvements not just shut them down as we are in a good place, people need to see results and take encouragement from their actions, we need to keep the general public onboard, I could suggest my front door as a monitoring site in the summer when traffic comes to a standstill on the 4 mile queue to Selsey. I support cycle routes, just ordered an e-bike but, the implementation of routes needs more thought and consultation rather than the rush during COVID lockdown. I live in Hunston the road to Selsey/Chichester is dangerous, where is the proposed cycle route? A blanket 40mph speed limit or less on the manhood peninsula would cut total emissions, there is no need for the short stretches to be faster, it saves little time. Too much of the report is spent blowing smoke up the CDC. Don't go through some expensive cost analysis to buy a car, state where practical all council vehicles will be electric end of; cost is an irrelevance it's the statement of intent. You want me to stop burning a log on my fire, you need to sort out council policy first, I don't want to sponsor a car pool or bike pool for council employees. Vehicle pools take managing and will be open to abuse despite good intentions. In sum the report/draft action plan and supporting documents were far too wordy for saying not very much, too much repetition and use of paragraphs and headings to spin out 15 pages to 60, maybe I have spent too many years trying to read long reports. This is a noble cause and I am pleased that the CDC is developing a plan and there is consultation, it's important to avoid a panic in the run up to 2030. More structure with better thought out options will be better in the long run even if that means missing 2030 by a little, I've communicated the same to the SOS.

Please start to monitor areas outside of the centre of Chichester. As you decommission areas that are now compliant, you'd do well to take a view on other areas. For a start may I suggest A259 Fishbourne, I appreciate its hard to fix but let's start with some monitoring and get some actual data. A lot of properties are very close to the road and air quality maybe profoundly affected but at the moment we don't even know if this is the case or how bad it could be. Another area that springs to mind is the queues to West Wittering. A large number of cars idling whilst trying to access parking for the beach. An improvement in the access arrangements could improve air quality for residents along that route. I think new development should at the very least be neutral in regard to air quality but in fact I think they should be pushed to make active improvements for the area, to make up for the detrimental effects of the development process and the build.

SOME OF THE POINTS IN THE ACTION PLAN USE THE PHRASE "WORK TOWARDS".
TIMESCALES FOR ACHIEVEMENT OF EACH OF THE POINTS SHOULD BE GIVEN

A safe Selsey to Chichester bike/electric scooter route would be very beneficial to many residents and to the air quality

All progress needs to be continued to be monitored due to the high level of continued building without restriction in the area and thus the extra cars, traffic jams and idling vehicles. Please stop allowing so many new houses to be built without consideration of the infrastructure of roads and the through traffic

The biggest problem is that the public are reluctant to walk or ride due to anti social driving by many. Control of vehicle speeds and viable reliable bus services are essential steps. Enforcement of speed limits is almost non existent apart from headline grabbing very excessive speeders. Joined up off carriageway cycle routes are essential and more shared footways should be implemented.

1) There should be formal action to pass by-laws to make it illegal for all petrol or diesel vehicles to be parked or waiting in the Chichester district with idling engines. 2) There is a clear need for an awareness raising campaign to switch off engines in the District. In addition much more noticeable signs should be placed on street signs at the level crossings in the district and also near schools. 3) For example at the various level crossings in Chichester car and trucks always wait when the level crossing barriers are down but have their engines idling. Often for 3-5 minutes. 4) Council funded taxis often park and wait with their engines idling outside various schools, e.g. on Summersdale Rd to collect children from Fordwater Special School. I have observed this regularly with large minibus taxis with engines running parked for 15-30 minutes. The requirement to switch off engines should be written into these contracts. 5) There are no cycle racks or cycle securing bars at the northern end of North Street, this should be remedied in the close vicinity where Priory Lane / North Walls join North Street. 6) The cycling strategy needs strengthening and practical improvements made to the North Street 'gyratory' at the bottom of Broyle Road. This is a dangerous and bad example of traffic management. Cycling around this is dangerous, cyclists should be given clear right of way around the whole gyratory with clear signage and very clear new road markings to show cyclists have right of way around the whole gyratory, so cars have to stop and give way to cyclists at each junction. 7) Many of the 'cycle lanes' e.g. on Broyle Road are too narrow and the marking faint or erased. Cycle lanes should maintain a constant and minimum width of 1.5 metres, in some areas they are around 70 cm wide and vary.

I witnessed this morning here in east wittering the car park for Tesco and other in the parade it has 2 charge points and had 2 people trying to use them I came back 15 mins later they were still trying to get them working, obviously you have no control over this but my point is that the infrastructure isn't anywhere good enough for the explosion of electric vehicles coming is it ?

You can't fix air quality without first addressing transport. In particular enabling cycling and walking as VIABLE AND PROPERLY SUPPORTED options. Not options that generate conflict with cars as seen recently by the pop-up lanes fiasco. The timing of a cycling scheme is crucial, it should be implemented before summer and not before autumn/winter. The weather can be your friend or your enemy in encouraging cycling and walking.

<p>What actions are being taken to improve traffic flow on the A27 from Tangmere to the west of Chichester -- idling traffic reduces air quality. The Victorians recognised the benefits of planting plane trees in our towns and villages -- what is WSCC/Chichester council doing to follow the lessons of the Victorians? What parking incentives are there for electric vehicles or small vehicles instead of large SUV type vehicles in our towns and villages? Can work be done to improve the safety of the road surface in cycle lanes -- fill potholes, remove drain grilles with horizontal bars that bike tyres can drop down, etc, etc.</p>
<p>Stop building more houses. Sometimes I wonder what sort of idiots work in the councils? Every house you build contributes to the pollution caused by cars. Does not take an intelligent person to work that out. Before you build improve the infrastructure. You people must be thick.</p>
<p>I cannot understand why more housing is being provided adjacent to the A27, not just because of the air pollution but the loud noise pollution from passing traffic, particularly unsilenced motorcycles, cars and HGV's. Many of these vehicles would not be permitted around the Goodwood circuit, so why are they allowed on public roads and why isn't action taken against them? And why allow people (especially social housing residents) to live next to these roads? Don't they deserve decent air and noise quality??</p>
<p>You don't take into account the air quality with your planning regulations. You just don't listen to local people particularly in Fishbourne about the air pollution through the village from the Tesco roundabout onwards on the A259 to Bosham and also through Fishbourne Road behind Tesco. There should be NO MORE HOUSES built until the A27 is sorted out and certainly NO LINK ROAD across the fields from Donnington/Stockbridge to Fishbourne roundabout. It's utter madness. My son has suffered from asthma attacks and now my sister has been diagnosed because of the air quality in this village. Just how many of you CDC planners live in the Bourne villages? Get a grip and LISTEN TO THE PEOPLE WHO EMPLOY YOU!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>
<p>Instead of using legacy technology in the shape of electric vehicles, you should be promoting hydrogen fuel cell powered vehicles. Batteries are incredible damaging to the environment.</p>
<p>Selsey has an Asda store on the edge of town. It is not safe to walk there because there are no pavements on both sides and no safe crossing points for pedestrians. A reliable all year round park and ride scheme for Chichester would help to reduce traffic in the city centre. Cheaper bus fares for young people would make them more independent from relying on lifts from friends and family taking them to and from work or college. On street displays of air quality ratings much like food hygiene ratings may encourage improvements by the communities affected.</p>
<p>Sadly over population is never a consideration in these types of survey. We suffer hugely from over development as well. It's not just cars and busses, we have boilers in every house, aeroplanes, cars with huge engines being raced daily, it seems we have a 'if you pay you can pollute policy. We really need to stop developing farmland. Summer time is worse, the main roads are jam packed with stationary vehicles. Particularly when we hold events like Festival of speed etc. These events alone produce tons of pollution but nobody cares because it brings in money fir the few. We need to stop population growth and stop building houses on green fields. But again, no one listens.</p>
<p>Consider New Developments adding to the quality of air. Developers could take on some of the responsibility by ensuring New House builds have individual drives and electric car charging points. Developers should bare the cost of installing at least 2 car charging bays where they have built new flats. Developers in the planning stage could be prioritised if they build new homes with Solar power for hot water & heating with excess energy returning to the grid. Everyone's a winner especially our planet. Developers should bare the cost of planting shrubs and trees along major roads beside the ugly anti- noise fencing. This would absorb noise pollution but with shrubs in front would absorb air pollution and still encourage wildlife. Tackle pollution on all fronts, help nature fight pollution, every ditch not cleared, every gutter not cleared of weeds adds to pollution it's all part of the cycle. Use Ford prisoners & volunteers to clean up our verges and ditches otherwise they drain pollutants into rivers, then the sea . Our wild birds are eating plastic our sea life is becoming infertile. We need to get the message through to schools at a very young age. They need to know that drooping litter has an effect on their environment and the air they breathe!</p>

<p>There is a much wider geographic influence on good and poor air quality, therefore a full county wide and national approach needs to be implemented to improve underlying air quality.</p>
<p>We need to reduce motor vehicle use, for all sorts of reasons - not just air quality, although that's a big one. We should make Chichester a people-friendly city, like the best European cities are (especially in the Netherlands). Plenty of frequent public transport in the city and to outlying villages, Low Traffic Neighbourhoods, and cycleways everywhere.</p>
<p>Urban planning and traffic planning should be considered together with the objective to increase public transport usage to around half of the overall mileage done by Chichester residents</p>
<p>We welcome the recognition that buses contribute to air pollution. However, stop / start technology is a minor step. - A strong aspiration for zero emissions buses must be endorsed. Key to improving emissions is reducing private vehicle use in the town. - Cycling and walking must be better funded and a walk / bike first access policy will improve air quality, GHG emissions, public health and the comfort of the town centre as we double the population with new development. - Robust and immediate funding for the LCWIP must be sought.</p>
<p>Monitor the air quality at the side of the A27 particularly at peak times and summer.</p>
<p>pointless PC Nonsense</p>
<p>I am extremely concerned about the pollution from stationary traffic queues and volumes of traffic passing by the back of our home at the Stockbridge roundabout. The situation is getting worse year on year with much busier roads and long queues especially in the summer months. Our windows and paintwork is covered in fine black soot which I can only imagine is generated by the traffic. This is a situation that getting worse. I can only assume that we are breathing this black stuff into our lungs. Our back garden is directly exposed to the A27 and I feel increasingly concerned for my respiratory health so no longer feel able to sit in my garden due to this pollution and the noise of queuing traffic.</p>
<p>Overall support. Very familiar with: Midhurst Rumbolds Hill and St Pancras as a pedestrian and a car driver - walking in Rumbolds Hill is very unpleasant. Note with interest that there is no mention of Agricultural vehicles at eg Portfield - perhaps using the A 285 between Petworth and Chichester creates a bias in my view- though to be fair they do not "smoke."</p>
<p>The assessment of improved air quality in the Stockbridge area is sadly misguided. I believe this conclusion to be based on unrealistic time periods and traffic volumes. The air in Stockbridge is heavily polluted whenever traffic volumes are high, that includes peak transit times (every working day), weekends in the spring and summer months and whenever schools are operating. It is imperative that air quality monitoring be continued in Stockbridge, that a Northern bypass be constructed at the earliest possible time, and that parents be strongly encouraged to send their children to and from school using green public transport rather than in polluting private cars.</p>
<p>STOP BUILDING HOUSES EVERYWHERE!!! THIS is the root cause of all the excess traffic and pollution. I live on main road Fishbourne and our windows are black with pollution and constant noise of traffic 24/7. This has only happened since additional housing estates were built along the route ! It is all the new housing developments that are causing the problem- STOP ignoring this and REDUCE building works- the lorry's diggers and building cans as well as additional residents vehicles from these Jew developments are the problem. If Chichester PREVENTS further developments especially in its surrounding green spaces, the pollution will decline. You already know this. Stop ignoring the real issue!</p>
<p>Build a Northern road route.</p>

The main factor contributing to the increase in poor air quality in the district is the increase in housing which the area cannot support, causing an increase in population and, therefore, inevitably, cars. I cannot believe some of the predictions of "improvement" your plan makes, based on this fact. There is very poor infrastructure in the area (you cannot even get to Bognor any more without having to change trains) and inadequate and expensive bus services. Even without improvements in these areas, you will not stop the increase in cars, however much you tinker with bringing in cycle tracks etc and CDC must know this but seem unwilling or unable to stand up to the Government and fight for an immediate moratorium on house building in the area, which is doing very little to support local need but everything to service unsustainable growth and non-local demand. The "improvements" to the current A27 will also not be adequate to improve air quality and will be at a cost of further ruining the environment. By Highways England's own admission, the A27 will only be viable for a few more years before we have the same issue. Where is the support, or at least suggestion, for a northern by-pass in the proposals? How about looking again at the possibility of tunnels under the railway, at least at Stockbridge? Chichester is rapidly becoming a most unpleasant place to live and health issues are likely to increase as a result of increasing poor air quality. I don't believe your proposals will have any major impact on this.

To have credibility, any Action Plan should include factual data from congested roads in the inner city, e.g. St. Pauls Road, Spitalfield Lane, Westhampnett Road, New Park Road. I am concerned that the Modelling Data excludes roads like these which are well known for congestion and slow moving traffic which subsequently affects the air residents are breathing. Do not revoke both AQMAs, extend them and fund additional monitoring tubes in the congested roads previously mentioned. This effort could be funded by delaying expenditure on E-Bikes and EV Pool Cars for Council workers. The air pollution levels are not caused by Councillors going to work in Chichester, so their contribution to air pollution is minimal. There would not be a good return on this investment of tax payers money. The major contribution to air pollution levels is Sat Nav guided traffic through the city due to lack of road infrastructure. This will be further exacerbated by all the additional house building in the area.

Whilst I agree that electric vehicles will improve air quality I am concerned about the disposal of batteries when they reach the end of their useful life. Potentially another environmental issue. Has the Council considered this?

In regards to wood burners and open grates being cleaner, they are not, they cause smog, they also affect people with breathing problems, cause asthma attacks and generally irritate the lungs and they cause more pollution especially when you have more and more people with them. You only need to look back at history to know the problems they can bring. I feel you are totally avoiding a very important issue to make the air quality better we should be looking at more solar panels, wind turbines especially as you want to add more electric vehicles to your fleet and with the push for everyone to get electric vehicles. So I feel you are totally missing some of the most important stumbling blocks needed to actually make a true difference for everyone. Also you can increase the cycling ways and paths even have some cycles in areas so people can use them but you are forgetting totally about disabled people, will you have hand cycles? Will you have trikes? Will you have cycles that an able body person can use with a disabled passenger? Disabled people are always forgotten especially when it comes to cycling, or improvements, especially in and around Chichester

A full document supporting the "bullets" below has been prepared and submitted to CDC/WSCC. This document contains the detail behind my responses. (THIS SURVEY FORM, DESPITE OFFERING AROUND ANOTHER 4686 CHARACTERS DOES NOT ALLOW) # Penny Plant's foreword, and the Executive Summary of the revised AQAP, is narrated in a way that is arguably not informing the public of reality of air pollution in Chichester. Too much spin without a balanced view. # The new actions to, "help tackle issues" relating to particulates falls short of what is needed to get factual data to support modelling. The contribution to the particulate problem from open grate/wood burning should be quantified relative to Fine Particulates emitted from slow moving/stationary traffic in the inner city rat runs and approaches to A27 junctions. # The Phlorum Consultancy Modelling reports are only as relevant as the briefing, scope of work, and assumptions provided by CDC/WSCC. CDC do not have any actual data for fine particulates (the quote from PP.. "the invisible killer") to support their modelling and therefore are unable, or unwilling to declare a confidence level of their data. # The Modelling, such as it is, avoids any narrative or facts, in inner city rat runs. Nor does the survey ask a question on this to residents,

Too much traffic on St Pancras and The Hornet. Constant traffic jams. How about one way systems? How about limiting access to Chichester residents only at certain times of the day. How about a Park and Ride system for shoppers and workers?

1. Now is not the right time to determine the AQAP for the next 5 years, for 3 reasons: a) the Environment Bill is currently passing through Parliament and we do not yet know what further responsibilities it will impose on Local Authorities, in particular for the potential measurement of PM 2.5 particulates; b) The AQAP reports the improvements in the data over the 5 recent years, for NO2 emissions, thought to be due to improvements in modern petrol and diesel engines, and from them predicts further reductions. But particulates pollution is if anything worse, and it arises from brakes, tyres and road wear common to all vehicles including electric. c) the traffic modelling used to predict the coming years cannot have taken into account (because unpredictable) the additional traffic that will be diverted through Chichester when the A27 roadworks and delays necessitated by the Local Plan Review take effect over the coming 2-5 years; these will be exacerbated by drivers seeing traffic blocks ahead on their Satnav, and diverting both from the Fishbourne Rd. Roundabout and also along the B2178 from/to Havant. Much of this traffic will use Orchard Street, which should therefore continue to be monitored. 2. Chichester West Ward residents are also concerned about AQ at the bottom of St. Paul's Rd. where there is another canyon effect. St. Paul's Rd. is: a) part of B2178 (see above) and b) the only vehicle access to Chichester for the new development at so-called Minerva Heights, where occupation has already started, for 500 or so houses of the total 750, until the Southern Access is delivered, at an unknown future date. c) also traversed by children from the 6 schools in the area, and children are more at risk than adults. This new AQAP must therefore include new monitoring at the bottom end of St. Paul's Rd., if it is to have credibility in our Ward. New monitoring there would show residents that CDC really is serious about AQ. 3. At The Hornet/ St.Pancras, the data sets consistently show worse pollution in St.Pancras than in The Hornet. However, this is contrary to experience and commonsense, when everyone can see that traffic is often stationary in The Hornet, but moves freely in St. Pancras. This has the effect of undermining the reliability of the data throughout. The report does not explain this. 4. Why is a Low Emission Zone for Chichester not being proposed? 5. The anti-idling campaign proposed is to be welcomed, especially at the Railway Crossings. In fact, why does the AQAP not take the opportunity put its weight behind the contentious Basin Rd. railway underpass, to eliminate these appalling queues and their pollution (regardless of all the other waste from delays)? 6. It is notable that all the initiatives proposed on p.43 are dependent on whether grant moneys are available. If CDC takes Air Quality as a priority why does it not make its own direct investments in Air initiatives? 7. The initiative to get Stagecoach to update their bus fleet is much to be welcomed. As their buses operate under licence, this should be made a condition of the licence, rather than just letting them use up Brighton's cast-off bus fleet in Chichester.

Need to consider park and ride also to keep traffic out of centre. St Pancras is gridlocked cars outside with engines running is terrible for our health

There remains no safe lower human exposure limit/concentration for airborne NO₂ emissions, so the current limits should not be observed as long-term targets or standards. This requires that all existing air quality monitoring stations remain on-line so that measurements will still be available to compare against future reductions in minimum air quality limits. Modelling of data appears to take no account of the increasing population and housing in the Chichester area, particularly along the East-West-of-City spread of housing developments. Air quality monitoring stations should be built into these conurbations to monitor the shift in vehicle emissions from inner-city to outer urban areas. Stricter vehicle emissions should be expected of all urban business/works vehicles, including waste collection vehicles, postal service and courier vehicles, supermarket delivery fleet vehicles, and "take-away" food delivery scooters. More effort could be made in making it possible for children to walk or cycle to schools with minimal supervision, by making pathways and cycle-routes safer and encouraging walking buses, group car sharing schemes, and dedicated school transport services. There remains a particularly tricky issue for parents who have children with age ranges that span the primary-secondary school age boundary – the school run becomes a lengthy ordeal made in large vehicles during peak traffic hours between the different schools. An inter-school transport scheme, for example, could help to relieve this issue by transferring pupils between schools so that parents only have to pick all their children up from just one school. Occasionally, events at the Goodwood Motor Racing Circuit involving classic and vintage vehicles (particularly motorbikes) result in pungent-smelling exhaust pipe emissions being detectable throughout housing areas downwind of the site. As these older vehicles are not fitted with any exhaust emission reduction apparatus it is extremely likely that the malodorous gases contain extremely high levels of CO, NO_x, VOHCs, and PM(10 & 2.5). An emissions management scheme should be investigated for this particular type of motor circuit event.

I think the heavy relentless traffic along Needlemakers and The Hornet in particular is unacceptable. These are residential areas too and there seems to be no consideration to either residents or pedestrians. I think central Chichester including Needlemakers should be traffic free and the whole area pedestrianised - what a difference that would make for residents and visitors alike. Set up a Park and Ride scheme to West Wittering. End all this polluting noisy traffic coming through Chichester.

It is disappointing that working from home, where possible, for CDC staff, and encouraging other City centre employers to do the same, is not included as a policy. It is clear that working from home during the pandemic has had a significant effect on pollution by reducing travel to and from work. It makes no sense to leave such a positive measure out of the plan.

I note the comments regarding bonfires and wood burning stoves but you have failed to mention the pollution caused by BBQ's. We have an open fire and no central heating so I am annoyed that I am going to have restrictions on what I can use to heat my home but people can still have as many BBQ's as they like when they like. When my neighbours have BBQ's I have to shut my windows as my husband is has asthma. BBQ's can also cause cancer so really needs to be taken into account. I know that this is probably political as it would be unpopular in some places. In London parks it is now such a problem that many people avoid them. BBQ are usually on the hottest days of the year when people really do need to be able to open their windows and also should be able to enjoy the outdoors without having to breathe in the pollution from BBQ's

A high level of tree planting to create barriers along busy roads.

I am puzzled why it is thought that the pollution levels will fall when traffic is increasing particularly in the light of much additional residential development. North Street and Cleveland Road are hardly representative of the area from which to form a judgment. I get an impression of the Council going through the motions and not really engaging with the problem. During the first lock-down the air quality was noticeably better as a result in the reduction in the volume of traffic. If the Council were really committed to green travel they would be installing electric vehicle charging points in far greater numbers.

It truly beggars belief that a survey like this, essentially self congratulating for CDC, offers only one tick box to reflect the disastrous consequences of the "neighbourhood" plans. Traffic is at gridlock throughout the district now and the thousands and thousands of homes for which planning permission has been given will destroy the quality of life we still have left and turn our air into an inner city quagmire.

One of the worst times of air pollution was when a fleet of old buses was used to transport people from the stations to Goodwood. The pollution from these old buses was extreme and made me feel sick. I don't think this should be allowed again. Just because something is old does not excuse or justify that level of pollution.

There is a catastrophic lack of linked up thinking. The traffic from the new developments to the West of Chichester have no apparent traffic plan. Can they seriously expect to use tiny narrow and uniquely beautiful Westgate as their rat run? The air quality will be devastated. I strongly urge further thought on this specific problem and regular meetings motoring from now on to monitor change.

As a resident of St Pancras I am very concerned about air quality. I am anti car idling and think that this should be illegal. My main concern for St Pancras is the speed and acceleration of cars coming around the corner from the Hornet traffic lights. A couple of weeks ago a man crossing the road coming from the Nags Head pub was knocked down. I have not heard of anything in the media about this. I wish it had been publicised to draw attention to the dangers of crossing St Pancras. The noise is incredible sometimes as cars speed along the main bit in front of the Nags Head pub. I am really pleased to have the road sweeper come by most days to clear the grime. I know from the windows that the pollutants from cars causes black dirt and dust. I wonder if people believe driving through the city centre is quicker than the bypass!

This plan analyses measurements taken during a period (2020) of known and significant traffic reduction due to COVID-19. It is therefore wrong to use these figures to make prediction and decision on future AQ levels. 2021 has already seen increases in A27 traffic and commensurate pollution levels. Any action plan should consider pollution levels during 2021 rather than 2020.. I do not support any action until further assessment is considered

We live on Stane Street, Westhampnett. Five days a week, Monday to Friday, between 2.45 and 3.15 there is a queue of virtually stationary traffic, all with their engines running, in both directions approaching the Rolls Royce car park entrance at the shift changeover. This must be a major source of pollution.

* although important cycling and walking initiatives do not reach everyone, however good the links are there will be those who are unable to cycle or walk far. To target the use of cars it is essential that public transport is made accessible, frequent and affordable. This would require working with WSCC. A return bus journey for a family of four from Chidham (4 miles) to Chichester is £20, clearly not affordable and one of the most expensive in the country. Subsidies and investment is vital. * there needs to be a campaign to stop engine idling outside schools,. This can be seen outside most schools every day. Could there be a bye law to make it illegal? 3. There need to be many many more EV charging points. What are the plans for rural areas where more people rely on a car? Having them in Chichester City Centre isn't going to help. There needs to be a more ambitious target. 4. Fabric First should be a requirement on building in all new developments 5. Car clubs are a great idea but Chichester's one is too narrow. Look at the Zip car model in London where you can pick up a car, drop it off at your destination and only pay for the journey. Quick and easy to use via an app. 6. There needs to be more information around the emissions from log burners. I would bet there are a lot in Chichester.

I think that you have identified the important issues and locations of particular concern. The LCWIP is a fair start, but more is needed, for instance re the Northgate Gyrotory. And car speed limits should be enforced, eg College Lane. I would be ambitious about cycling, as Chichester is a natural for cycling - I can get to most places within the city on a bike within 15 minutes and use my bike for almost all my local journeys. But an inexperienced cyclist does need to feel safe. So does someone teaching children to ride. Also we need separate cycle paths rather than the dangerous shared paths; from choice I use the old cycle lane on Broyle Road rather than the shared path, as so many pedestrians are oblivious to the presence of cyclists. Someone should go to Holland and see how really to deal with these matters. I welcome proposals re electric bikes as a start, which should get more people cycling. I like the ideas of electric cargo bikes and also bike hire. Re bike parking, I think that provision within the city centre is good. Having been campaigning in Chichester East ward this week, I am far less impressed by provision for safe bike parking, for instance in Swanfield. I used to live in Midhurst (forty years ago!) and that is potentially very good for cycling too; I did most local journeys there too by bike. Next time there are temporary cycling lanes, someone needs to talk to the Cycling Forum, as the last attempt was a harmful fiasco, which I fear has put back the cause of cycling. Also when I wrote to the WSCC Cabinet member about this, I received no response, not even an acknowledgement - not good (and indicative of lack of priorities?)! Someone needs to look at the lights at St Pancras, as that engenders a lot of stop/start (and also makes it the most dangerous junction for a cyclist in Chichester. I would also avoid the Tesco roundabout when cycling, as that is impossibly dangerous even for an experienced cyclist like me. I accept that you will have to work to national standards, but are they good enough? Should you be applying pressure for higher standards, all the more so when the health implications are so apparent? That said, I welcome the improvements indicated in your graphs, though I think that the more monitoring that is done the better. If we really are to use electric vehicles more, then present proposals can surely only be a start. We will need far more charging points very quickly. I like the idea of CDC setting a good (and hopefully very public) example. I also think that CDC needs to campaign with central government to make it more economic for its citizens to consider electric cars. What can be done to stop idling at the level crossings, which can lead to some very unpleasant air? When out electioneering the other day, I met a resident who was insistent that idling cars was a major issue for him. I welcome what is said about green walls and trees. Re car parks, please do not forget those who have big loads or who do not find walking easy. Please may I ask you to consider the amount of jargon in the plan? You beat me with GIS! Thank you for the consultative document. While some of it can inevitably be a first step, and I can already hear the cries of financial constraint (thanks especially to central government), it is a very welcome step forward on an important issue. John Newman 37 Maplehurst Road johnnewman@waitrose.com

If you are worried about pollution, maybe you can intervene in the mammoth incinerator plans in Ford

Most of the proposals seem to be targeting vehicle and heating related pollution. There does not seem to be anything to consider the impact of crops farmed in and around the city / county. Some of these crops are known to be toxic in themselves (e.g. rapeseed). Has any investigation into the impact of these on the population been made?

Air quality on Rumbolds Hill, Midhurst, currently an area of air quality management, is 'on a trajectory for compliance with National Air Quality standards by 2024'. But, the question is how air quality at Rumbolds Hill will become compliant as nothing appears to have changed and looking at the proposals for improvement, all seem to have been rejected. There doesn't seem to be a detailed analysis of the actual causes of the poor air quality, ie detailed traffic flow including what type of vehicles, purpose of travel, time of day etc etc. The proposed solutions appear to be unimaginative, there is no indication of "thinking outside the box". It may be that there are no solutions "outside the box", but radical changes need to be at least considered.

As well as getting an adequate cycle network in place as soon as possible I also wonder if there could be speed limits to make other roads safer for walking and cycling. For example in Bosham lots of people drive less than 1 mile to bring their children to the Primary School – some of it is about education of course but lots of people have commented to me that they wouldn't feel safe cycling down Delling Lane, or worse, that they don't even like walking with their children on the pavement as the cars rush by so fast. It's worse the other road to the school (Walton Lane) where there is no pavement. You could actually have a one-way system with one lane for traffic, a good two-way cycle path and a wide sidewalk – but a 20 zone would be a good start.

<p>Further comments extend to more than the maximum permitted 1,000 words, and will therefore be submitted via email (to letstalk@chichester.gov.uk).</p>
<p>Southern Regeneration plan will make Basin Road 2 way taking traffic off Stockbridge Road and thereby increasing traffic load on Basin Road Also planned developments in court house area and Basin Road car park will necessitate cars/delivery lorries using Basin Road too Furthermore why were air quality issues not embedded in the Southern Regeneration proposed developments initially apart from the consultants absurd statement that once the Royal Mail depot was a hotel the lack of Royal Mail vans on Basin Road would ease both congestion and pollution Air quality along Basin Road which has several houses and is the walking route for both senior and junior schoolchildren can only deteriorate When consultation for planned redevelopment of this area goes out to the public it should be subject to robust PR campaign so that it doesn't passed unnoticed as most CDC campaigns/consultations do</p>
<p>Change the traffic lights back at the hornet to improve air quality</p>
<p>Buses idling for long periods concern me. I see this a lot down Basin Road and can smell it in the air.</p>
<p>Funding for the proposed cycle paths should NOT come from contributions from developers as that simply means that developments have to go ahead in order to fund the improvements that are required now with the current population. Segregated cycle paths between the Witterings & Bracklesham/Chichester and Selsey/Chichester are required now to encourage cycling and reduce congestion rather than taking bribes from developers to possibly build the cycle paths at some point in the future. The change of status of the Stockbridge Roundabout Air Quality Management Area should be delayed until after the summer tourism peak and after a wider post-covid return to work has been achieved so that these figures can be included in any assessment.</p>
<p>I believe that the decision to stop monitoring Stockbridge is ill-conceived. At the very least the comparison being used should be moved from Spring 2021 to Autumn 2021. The report suggests that queuing at the Stockbridge roundabout occurs only occasionally. This is, and for many years has been, incorrect. I don't know the reason but the A27 has been much worse since the end of the last lockdown. Queues often extend from the Stockbridge roundabout to the one at Hunston and back towards the Bognor roundabout and last for several hours..</p>
<p>On behalf of Donnington Parish Council: Donnington Parish Council strongly advocates the Stockbridge A27 Roundabout remaining an AQMA. As an absolute minimum existing Nitrogen Dioxide monitoring should remain in situ. However, we propose several ways the Stockbridge AQMA should be improved. Stockbridge Road has a large volume of traffic, far larger than in 2008 when the AQMA was instigated. There are static traffic queues every weekday morning and evening and frequently on summer weekends due to beach traffic. Lower Nitrogen Dioxide levels are a small part of the picture and do not alone provide sufficient evidence to cease monitoring. The laughable sentence: "The junction generally does not feature significant queues but at peak hour does feature queueing." from the draft AQAP suggests a serious underestimate of the levels of stationary traffic Donnington suffers. The draft report itself is far from emphatic. On the one hand we're told "there are now strong indications the local air quality has improved" whereas the Phlorum Modelling Report describes "model uncertainty due to inaccuracies in input data". It is also caveated with "No liability is accepted by Phlorum for the accuracy of the data". Traffic data is taken from 2014, (paragraph 4.10) and then extrapolated forwards to 2020 and ultimately 2025, which doesn't inspire confidence. Particulate Matter is not currently directly monitored. Instead, it is calculated. Modelling is far from accurate as can be seen from the number of adjustments required in the "Chichester District Council Air Quality Action Plan Review - 2020". Particulate matter has been associated with many serious health issues, including premature death, heart attacks, asthma and decreased lung function. Given this Particulate Matter should be monitored in the Stockbridge area, not estimated. The current location of Nitrogen Dioxide monitoring on Stockbridge Roundabout itself is in a fairly open area relatively distant from residential buildings. It seems likely that some of the worst the pollution will be slightly to the south on the A286 between the St Georges Drive Roundabout and beyond Upton Road Junction to the Stockbridge Roundabout itself where traffic sits between rows of houses. In addition to monitoring on the Stockbridge Roundabout itself, Particulate Matter Monitoring & Nitrogen Dioxide Monitoring should be conducted on a suitable site Between St Georges Drive and the Upton Road junction. If budget is an issue Donnington Parish Council will be willing to discuss the extent to which the Parish can</p>

<p>contribute financially to the management of the AQMA. Also can CDC officers please recommend an affordable PM2.5 Monitoring instrument from the many on the market that will be good enough to provide comparative data - with a statement on accuracy range. To sum up, Donnington Parish Council's feedback to this consultation is that the Stockbridge AQMA should remain in place as a bare minimum, but monitoring should also be improved both in terms of the categories of pollution monitored and the locations that monitoring takes place.</p>
<p>As CDC's Local Plan includes the SLR it does not make sense to remove AQMA's in the area. The disruption of the development on the A27 will take up to 8 years, this is 8 years of congestion and potential increase in air pollution. The traffic will be diverted through the city of Chichester causing more pollution in Orchard Street and St Pancreas. I cannot see any traffic forecasts in the report and therefore can only conclude that increase traffic due to the SLR have not been included. There has been a 104% increase against pre-covid car usage, this has not been considered in the report. WSCC has the data. EVs are NOT emission free as they produce PMs just like combustion vehicles. Also EVs have a high carbon usage rate in their production over standard vehicles so the '#zero carbon' label is a false and misleading one. As a responsible council how will you ensure that all EV batteries will be safely disposed of at the end of their life? The survey does not include or promote the use of alternative travel such as buses or public transport. With an ageing population fewer people are likely to be able to walk or cycle so clean air buses are essential but not mention. No Air Quality monitoring should be removed in the current climate. CDC declared a Climate Change Emergency but proposals the removal of air quality, simply does not make sense. The data does show a down turn but this decrease has not been sustained for a long period of time to conclude the removal of the monitoring system. I would also add, how many vehicles are using the local roads instead of the A27 over the last 4 years as this data has not been considered or considered in the modelling. If more cars are being '#displaced' onto local roads from Orchard Street and Stockbridge then this would distort the data and not reflect the true levels of pollution in the Chichester area. DO NOT REMOVE THE AQMA.</p>
<p>The air quality monitoring should remain at the Stockbridge Roundabout</p>
<p>I think that cars with ULEZ and low emissions should have cheaper parking, more environmentally damaging cars should have to pay more. Also ensure cycle lanes are available</p>
<p>Link this plan to opposition to any proposals to widen the A27 or make any flyovers which just encourages more car use. Incentivise local businesses to ditch old diesel vehicles which pollute excessively. The many local tradesmen in Selsey and Chichester are good examples as is Bunn's Leisure Parks where their vehicles pump out fumes all day regardless of the children in close proximity. Be careful about going too quickly to replace reasonable vehicles with newly-built electric vehicles as there is huge environmental impact caused by the manufacturing of such new vehicles but also because hydrogen power may be better environmentally than electric power. Charge a levy on the Earl of March for the polluting racing at Goodwood and the attraction of vast numbers of polluting vehicles to his events.</p>
<p>Idling when stationary queuing, waiting at Chichester level crossings, waiting outside shops, to pick someone up should be a traffic offence or at least advisory signs (lit up and flashing at level crossings etc). Reinforced by "action days" where officials with reflective jackets are visible and advising motorists to cut their engines. Also work with police and highways to reinforce speed limits (including road markings and more signage) to reduce emissions (and noise pollution) especially in residential areas. College Lane and Summersdale Road spring immediately to mind.</p>
<p>Building several thousand more dwellings in that part of the District outside the South Downs National Park and Chichester Harbour ANOB is going to increase the number of cars around Chichester. Every new house is likely to have at least one car and often two or more. It is wishful thinking to suggest that electric vehicles will solve the air pollution problem until they become affordable.</p>
<p>Orchard Street should continue to be monitored given the regular nose to tail traffic during morning rush times. Since pandemic restrictions eased, traffic levels have increased and traffic is regularly backed up to the Westgate & West Street roundabout from the Northgate one way system.</p>

As a resident of Orchard Street I am extremely concerned at the decision to discontinue Air Quality Monitoring. More should be being done for the residents of Orchard Street and the school. How can the level of pollution be safe for children who are not yet fully developed and are particularly vulnerable ? The amount of HGVS has increased significantly since the introduction of new housing developments. Between the hour of 8am and 9am 30 HGVS travelled through Orchard Street. This road is not designed for HGVS the noise level has significantly increased and cracks appear in walls. More and more housing means more and more cars. This road is busier than ever and is a rat run because of the congestion on the bypass. Cars travel at more than 30 mph, 20 is plenty where you live this is a residential area. How can it be morally and ethically acceptable that people should have to stay indoors because the air quality is so poor ? It is not an answer to the problem. The dirt and pollution from vehicles travelling on this road is unacceptable. I am aware of a resident who developed dementia and another who has developed a chest complaint. Why have the introduction of electric buses not been considered ? Jackie Cooper

I don't trust the AQA reported figures for Orchard street because they include extrapolations, adjustments and moderations to the raw data. I also do not think pollution in Orchard street has reduced, other than as a direct result of the Covid restrictions. I live in the centre of Chichester and have Asthma and Lung damage. I have two air purifiers in my house operating 12 - 24 hours a day. I should not have need of them. There is a school on Orchard Street and we owe it to the pupils and staff to clean up the traffic pollution and to maintain rigorous monitoring. With the addition of circa 750 White House Farm development dwellings, I believe the pollution in Orchard Street will increase over the next few years due to use by those residents in the absence of a Southern access road. I object strongly to removal of any monitoring sites. In addition, there are increased construction HGV movements through Orchard Street to Whitehouse Farm and back again to the A27. Many lorries have electronic cheat devices that pretend to use AdBlue, which reduces N02 emissions, without actually using the fluid. I would like to see CDC, in conjunction with the DOT, operate random checks on vehicles using the A286 via Orchard street to catch the offenders. For the above reasons I strongly object to the removal of the Orchard Street monitoring station. I also believe that all existing monitoring stations should be retained.

The increase in cars and heavy goods vehicles for Whitehouse Farm estate is highly likely to massively increase the air pollution in the Orchard Street area. I strongly disagree with the air quality monitoring in this area being stopped.

I live on the Chichester side of Stockbridge road and I find the traffic fumes are horrific all day long

I'm very concerned about air quality in Chichester and believe more needs to be done asap and more monitoring be undertaken to inform plans and eventually assure residents that air quality is good and/or improving.

I am particularly concerned that monitoring of areas with air pollution problems is being cut back. This is premature: - many of the figures are estimates or projections or incomplete due to problems with the monitoring equipment; - the number of heavily-polluting SUVs continues to increase, and there is no sign that buses in Chichester will be less polluting; - CDC is encouraging very large numbers of new houses to be built. All Whitehouse Farm traffic is expected to use Orchard Street, so there will be above-average traffic increases; - we can see that traffic is increasing to pre-pandemic levels and more, with the massive campaign to discourage people from using public transport and changed and disrupted work patterns. Nobody can forecast how traffic and pollution levels will change. This is the time to increase and extend monitoring of air pollution in many parts of the city, and especially near schools (given the recent case where a child died of air pollution caused by road traffic). We need accurate factual measurements, not theoretical models and optimistic estimates.

<p>Thank you for the opportunity to comment on the draft Chichester District Council (CDC) Air Quality Action Plan. These comments have been prepared by officers on behalf of the County Council. We support the draft Plan and believe this is a proportionate and suitable response to the challenge of tackling air pollution in the District. We welcome the improvements in air quality within Air Quality Management Areas that have been recorded over the last few years which we understand to be driven in particular by improvements in the vehicle fleet nationally. We support the approach to move towards undeclaring AQMAs within Orchard Street and at the A27 Stockbridge. In the case of the A27 Stockbridge AQMA, it is important that any future Highways England A27 proposals are designed to ensure that they do not lead to any further AQMA issues at this location and it is assumed that CDC will be keeping a watching brief over any proposals. We support the general range of activity set out within the action plan measures, which link to measures in our current West Sussex Walking and Cycling Strategy 2016-2026, West Sussex Bus Strategy 2018-2026 and West Sussex Electric Vehicle Strategy 2019-2030, as well as our revised West Sussex Transport Plan which is in preparation. With regard to the action listed to review on-street parking arrangements in Midhurst on page 47 of the Plan, please note that a review of parking arrangements for Midhurst does not currently form part of the County Council's forward programme for on-street parking management. The consideration of a future review in Midhurst will only be favoured where there is clear evidence of residents and other road users experiencing difficulties in parking and where any intervention on the part of the County Council has the initial support of the local community, including County Councillors and the District/Town Council. With regard to actions around tackling grey-fleet mileage and encouraging sustainable travel to work by employees, we think it would also be helpful to include consideration of the benefits of working from home in reducing commuter travel. We have also identified 2 specific minor points of clarification. p.41 of the Plan under Theme 3: Planning for sustainable transport includes an incorrect reference to Local Transport Infrastructure Plan which should be removed. The list of actions in the table on P.47 of the Plan includes reference to the Inclusion of air quality policy in the revised Local Transport Plan (LTP3) – this should be reworded to say 'Inclusion of air quality considerations in the revised West Sussex Transport Plan'. We look forward to continuing to work with CDC on interventions which can further reduce transport emissions across the District.</p>
<p>The Stockbridge Roundabout needs greatly increased monitoring. Especially south of the Roundabout, as far as the St George's Drive roundabout.</p>
<p>Increase air quality monitoring. We're sleep walking into a public health disaster. Our children are breathing fumes.</p>
<p>Traffic volume and speed through the centre is excessive. Idling is an issue. . Polluting cars are allowed, there are no restrictions On a general note 20mph zones are ignored by the majority of divers encouraging the town roads to be used as thoroughfare not as a commercial or residential town setting.</p>
<p>Reduce the number of proposed house building improve junctions and traffic lights sequences for traffic flow. persuade brown land to be built on first Remove speed humps Continue monitoring as air quality has improved through lockdown and the reduced use of personal transport Please introduce joined up cycle lanes some are good but some stop. Introduce a cycle lane from Bognor Bridge roundabout to Bognor</p>
<p>Please be aware that while electric vehicles may help climate by reduction of fumes they increase the particles that reduce the quality of air that we breath</p>
<p>Vehicular traffic in Orchard Street decreased during the Covid lockdowns. It is already back to pre-Covid levels when air pollution was unacceptably high. The health hazard this creates is becoming increasingly clear. House building around Chichester continues apace. Whitehouse Farm Phases I and II will increase traffic levels in Orchard Street. CDC proposals for no right turns at A27 roundabouts will also redirect traffic onto the A286 including Orchard Street. It is vital that residents are kept informed about risks to their health from air pollution, that the monitoring station is maintained and the evidence it produces is made available in a clear way</p>

Given the queues and the importance of Stockbridge roundabout to travel of both local and through traffic, the monitoring should stay. This junction suffers more queuing than the peak hour referred to in the report, casting doubt on the knowledge and awareness of the actual realities of this junction. Monitoring and reporting should remain, especially whilst plans are being made to alter this junction, to ensure an informed view of the impact can be made in years to come. Monitoring should be increased to include PM2.5. If the council are serious about air quality, it shouldn't be decommissioning monitoring, but instead increasing it to ensure the residents of Chichester are aware of the levels and that continual improvements are being made.

1. I would strongly urge air quality monitors to be arranged at the bottom of St Paul's Road where it enters Northgate roundabout. 2. I cannot understand why air quality is worse in St Pancras than in The Hornet.

There should be an air quality measuring unit near Central School in Orchard St. Not only because of the children in the school but also because parents with young children and babies in pushchairs/prams wait to collect children from the school.

Could Chichester ban diesel powered vehicles from Chichester. Provide 2 Park and Rides on the outside of Chichester before further houses are built. Fine drivers who idle their cars. Monitoring the Air Quality near St Pancras Eastgate must lead to appropriate action, otherwise monitoring is a waste of time. Cycling must be safer or people won't want to cycle for good reason.

I trust that more pollution monitoring will take place in the District. Basin Road in Chichester has high levels of pollution. It is particularly busy at peak times with local traffic and at holiday times and weekends with traffic going to the coast. Regular pedestrians and those with cycles include many school and college students. Existing notices requesting motorists to turn off their engine are mainly ignored - partly because of drivers' anxieties to be ready to move when rail crossing gates are due to open. The siting of the bus station also plays a part in the congestion. Whether the Southern Gateway Plan will alleviate these problems remains to be seen. Another road with high pollution levels is the Fishbourne Road with traffic passing through the village to avoid the A27 going East or West.

Additional comments received by email¹:

Midhurst Town Council:

Dear Mr. Ballard,

I am writing this on behalf of Midhurst Town Council of which I am a member - the plan was discussed at the Community and Environment Committee on 14th June.

The following points were made

1. The MTC was pleased to see that there was a consultation on going and to be a part of that.
2. We are happy to be engaged and seek to help in any way we can, as we understand the seriousness of the issue.
3. We are aware that the nature of Rumbold's Hill causes a number of issues for people over and above air quality, so any solution that tackled a multitude of issues would be welcomed.

¹ Please note full names of correspondents have been removed and are denoted by initials only.

4. We were glad to see that two areas have improved so much so that they are off the areas of concern list. It was noted that a number of positive initiatives had contributed to this.
5. We understand that, as Rumbold's Hill was only declared as a site of concern two months before the first lock down that the data is very uncertain.
6. Whilst noting that there has been a positive trend for a few years in Rumbold's Hill air quality, we were not fully convinced that an approach that seemed to be relying on that trend alone might be excessively optimistic, although the data will in due course inform us.
7. Mention was made of improving the situation regarding parking in North Street but, whilst that would be universally welcomed here, we did not see an obvious link to improving the air quality in Rumbold's Hill.
8. We noted that one of the greatest contributors to poor air quality at the location seems to be buses and lorries. A casual observation would suggest that the number of passengers often on a route 60 bus through Midhurst could fit into a taxi and we would ask whether any thought had been given to approaching Stagecoach about providing newer and possibly smaller vehicles, perhaps running more frequently. Many countries operate mini-bus sized fleets (privately or publicly) very successfully - such a change would surely reduce the levels of pollution and congestion and provide a much more appropriate service to the customers.
9. We would be happy to engage further, if it were felt we could contribute to the issue.

Kind Regards

NY

RM:

FURTHER COMMENTS ON THE DRAFT AIR QUALITY PLAN : SECTION 4

1. FOREWARD BY CLLR PLANT

1st Para “...*public's desire to see action*” and 2nd Paragraph “*the health impacts of*” are valid statements of FACT. No problem with that narrative

However the narrative in para 3 “ *there are now strong indications that local air quality has improved* “ is a misleading statement to the public. She has used FACT from Orchard St and Stockbridge monitoring station, and from the PHLORUM * Consultancy Modelling report to create a “*good news*” soundbite to the public, the vast majority of whom will read the words and take the cleverly scripted message and assume she is referring to Chichester in general. In addition this is arguably a flawed narrative based on the terms of the brief provided by CDC to PHLORUM * (NB * more on the consultant modelling later in this document)

FACT The rat runs through residential areas in the City, and the approach roads to the under capacity A27 are areas where congested traffic is adversely affecting the Air We Breathe with what Cllr Penny calls the “*invisible killer*” ie PM2.5.

FACT Since the AQMAs in Orchard St & Stockbridge were established back in 2007, the traffic flow patterns have changed dramatically. The modelling data in the PHORUM* report excludes the rat runs eg Spitalfield Lane, Westhampnett Rd, St Pauls Road, Bradshaw Rd/Swanfield Drive, A259 approach to the Hornet, all of which are through residential areas, and in some cases canyoned, where pollutant levels are particularly damaging.

To knowingly exclude these roads from the Consultants Brief and Scope of work, and to not make the public aware, raises doubts not only on the motives of CDC Executive and Management, but also on the CDC Cabinet. What residents experience is inner city and approach road congestion!

FACT The public, via the Media, are fully aware that fine particulate PM2.5 is the most damaging pollutant. There is also scientific evidence reporting that the air we breathe, while in slow moving/congested traffic while in a car is as damaging as that experienced by pedestrians. Ironically, cyclists using the rat run roads, by nature of their more strenuous exercise and deeper breaths are inhaling a higher volume of PM2.5. (recall the ill conceived pop up lanes, the congested traffic and think about the air the cyclists were exposed to)

Does CDC genuinely believe the public will swallow this narrative given the lack of road infrastructure, under capacity A27 and the exponential growth of SAT Nav guided through traffic in the city. Add to that the ever increasing house building. In the light of what I have registered as additional comment, ask the public and get their response. With reference to the questions in the "Have Your Say Survey", informed members of the public would argue that it was constructed to deliver a predetermined result.

AQAP – Based on the above comments, please consider a change to the narrative in the foreword to reflect reality

2. FINE PARTICULATE PM2.5 – THE ACTION PLAN CONTAINS WORDS ON THIS, BUT LACKS ANY ACTION TO ATTEMPT TO GET FACTUAL DATA, EVEN AS A PILOT STUDY TO SUPPORT MODELLING DATA.

FACT- There is no statutory duty for CDC to measure/monitor PM2.5

In section 3- The National context, Para 4 "The UK has a national emission reduction commitment for PM2.5.....The policy guidance does however suggest that the authorities should seek to move towards a specific objective in line with the annual average EU limit value for PM2.5 of 25ugm."

In Section 4- The Environmental Bill Para 1 ".....we understand, will set a legally binding target for PM2.5"

FACT – DEFRA Clean Air Strategy 2019 (extract from quotes) “ #shifting the focus towards prevention # promoting greater action to avoid exceedances, rather than tackling air pollution only when limits are surpassed # requiring local authorities to create an action plan to reduce population exposure during Air Pollution Episodes to protect public health #enabling greater local action on PM2.5.

To put an AQAP out for Public Consultation, without an action to gather ACTUAL PM2.5 data, even in a pilot, in anticipation of the Environmental Bill, is arguably a Policy Position made by Senior CDC Executive, Management and supported by WSCC who have responsibility for Roads.

MODELLING VS FACT – It is a fact that modelling data outputs provides ranges of possibilities , which by their very nature fluctuate wildly according to the assumptions used and the data submitted. To apply a confidence level to modelling data , at least some level of actual data ie FACTS would substantiate the modelling data. The opposite is true, without a baseline of study with ACTUAL data, the modelling data is suspect, open to manipulation to deliver an output that may suit a particular narrative for a desired outcome.

The Phlorum Modelling report articulates, quote “ model uncertainty due to model formulations and data uncertainty due to inaccuracies in input data” and goes on to state that, quote “this assessment has chosen inputs tending towards ‘worst case’ , really !

As the Consultants brief excluded modelling in the rat runs, and the FACT that the traffic data used, quote from Phlorum report para 4.10 , “transport evidence base study 2018 for Chichester Local Plan Review based on 2014 base flows”. Scaling was then used for 2018 2020 and 2025 !

Based on the Traffic data being derived from the 2014 base, the exclusion of modelling in the city, coupled with the absence of any factual PM2.5 data substantiates the lack of robustness of the draft AQAP .

Few politicians have any understanding of science, so they become captives of their officer’s advice, and fail to question the validity of the Modelling Data. CDCs Cabinet Member for the Environment, Cllr Plant has a science background, so based on this “Have Your Say” input, some serious challenges must be tabled to CDC Environmental Management, the Executive responsible and to make her Cabinet Members aware of the issues and concerns .

AQAP – Recommend at least two Pilot Studies (a) & (b) below, with possible extensions to other areas (refer to section 5 of this Document) are incorporated into the AQAP. The

- (a) CDC are fully aware of Public Concerns at the south end of St Pauls Rd, caused by SAT Nav guided through traffic to avoid the Fishbourne Roundabout. This will be further excacerbated by the traffic flow from the Whitehouse Farm development.*

(b) Full length of Spitalfield Lane...the main Rat Run artery.

3. LACK OF CONFIDENCE LEVEL DISCLOSURE IN THE AQAP

Until such times as Actual PM2.5 data is gathered in Chichester, the total reliance on DEFRA's emissions factor toolkit (which uses PM10 data to estimate PM2.5) a higher confidence level on the data output, as relevant to the rat runs, would deliver a more accurate evidence base for environmental decisions. The current AQAP makes no statement on confidence level. The conversion from PM10 to PM2.5 is only relevant where PM10 is monitored. The DEFRA Toolkit, Section 7.109 is very clear and computes an estimate only.

CDC stated in their 2015 AQAP that quote "In Chichester the dominant local component of air pollution is emissions from road traffic". The congestion in the city, hence pollution, and on the approach roads has increased dramatically since then?

This lack of confidence level disclosure was tabled as an issue to CDC/WSCC officers during the Pop up Cycle lane fiasco which caused severe congestion. CDC refused, or were unable to answer, the question raised on the confidence level of Air Quality modelling along the cycle route from the remote Orchard St Monitoring station. Ironical that they now recommend decommissioning it.

AQAP – Disclose the confidence level for the PM 2.5 modelling. Include an action in the plan to deliver an improvement in Confidence Level by leveraging comparative data from Pilot studies. This action would deliver at least some factual baseline data in readiness for facing the challenges that are on the horizon from the Environmental Bill. If the data captured supported a narrative that there is no problem, that would be positive outcome from this AQAP consultation.

4. THE PHLORUM MODELLING REPORTS

Interestingly the PHLORUM introduction states "No liability is accepted by PHLORUM for the accuracy of the data".

The intro goes on to state "CDC commissioned Phlorum Ltd to undertake a review of air quality across their district and to assess key areas of concern for air quality."

So, inner city residential areas and approaches to the A27 are not considered areas of concern by CDC yet they expect the public to swallow the good news soundbite mentioned earlier in this document !

Ask the public if they believe the taxpayers money spent on engaging Phlorum Consultants, with a Scope of Work , that has now delivered a very questionable outcome, was value ?

CONCLUSION – The consultant has produced data output, based on CDC Terms of the Briefing and sets of WSCC provided Traffic Modelling. As mentioned earlier in this document (refer Modelling VS Fact), the output is flawed, open to manipulation but has enabled narratives that may mislead the public. The traffic modelling metrics alone can make a significant difference, especially as the report does make clear that “the modelling results do not consider non implemented Highways changes” . Even more significant, the report excludes any consideration of a Highways England solution to the undercapacity A27.

The impact from construction work on the current bypass, with the resultant diversionary traffic through the city over an extended period (quoted by HE to be approx. 4 years) is an omission that would make Inner City Residents doubt the narratives coming out of CDC who are fully aware that both their Local Plan and the Transport Plan have a dependency on Government Funding. By not including an assumption that Chi are likely to get some form of RIS3 funding makes nonsense of the traffic data supplied by WSCC ! Not only should the AQAP include an action to address the Scope of Work limitations, it would help transparency if both LA Environment Cabinet Members (CDC & WSCC) addressed the limitations of this draft AQAP to their respective executives with an Action Plan to resolve the issues following the Public Consultation.

5. DECOMMISSIONING OF THE AQMA IN ORCHARD ST & STOCKBRIDGE

(a) Orchard St - The data does support removal of the Monitoring Station where it was cited many years ago (I do not have the year but would estimate it has been there for 10 years +). However as discussed earlier, the traffic flow has changed with congestion occurring, and increasing in St Pauls Rd . Requests to CDC to extend the AQMA into St Pauls Rd have been turned down by CDC .

A common sense decision would be NOT to revoke the AQMA, but to report in the ASR (Annual Status Report) that while the automatic monitoring station in Orchard St would be decommissioned in 2021, the AQMA would be extended around Churchside roundabout up to the junction with Little Breach. This extension should have NO₂ Diffusion Tubes receptors. This area could also be used as a pilot for actual PM_{2.5} baseline data collection. Blue Sky Hyperlocal Urban Air Quality Monitors , the Environmental 2020 New Product of the Year , could be used. They are available to rent (link below). Interact to get an accuracy assumption, and hence a confidence level statement, from TSI. A proposal made in 2018, to use Academia via a post graduate study with PM_{2.5} actual data , was eventually rejected by CDC in May 2019 on the grounds they quote “are satisfied they have all the necessary data at this time”. Interestingly G Keegan stated in Feb 2019 , quote “if the study goes ahead the evidence it provides will be welcome”.

Times have moved on and the public are increasingly aware of the so called “silent killer”. Maybe now CDC could put together a Pilot Study and possibly resurrect an updated Academia Project to supplement a Pilot Study . (suggestion, design a pilot study with diffusion tubes/PM2.5 monitoring in close proximity in the rat runs , and compare the data with diffusion tubes/PM2.5 monitoring placed as close to the current positions of the auto monitoring stations when they are decommissioned.)

The evidence this would provide would be welcome and arguably would contribute positively to a modelling confidence statement.

[TSI BlueSky Air Quality Monitor - Rental, Hire & Purchase \(ashtead-technology.com\)](https://www.ashtead-technology.com)

This would require a Policy Change, but for how much longer can CDC hide behind the ongoing statement they have no statutory duty.

- (b) Stockbridge – The topography in the approach road to Stockbridge roundabout is not as canyonised as St Pauls Rd. However, the pollution from the traffic congestion must be a huge concern to Donnington residents with traffic backed up south of the St Georges Drive junction on the A286. This has got worse since the Free School was opened.

Wouldn't it be a breath of fresh air if CDC were proactive, instead of defensive and gathered actual PM2.5 data with the opportunity to compare facts from different topographies.

CONCLUSION. – REMOVE THE AUTO MONITORING STATIONS TO REDUCE COST , HOWEVER DO NOT REVOKE BOTH AQMA_s , EXTEND THEM TEMPORARILY AND STATE CLEARLY WHY. FUND A PILOT STUDY AS A DOCUMENTED ACTION IN THE AQAP, BY DELAYING EXPENDITURE ON E BIKES FOR STAFF, AND DELAY EXPENDITURE FOR THE POOL CAR FLEET, BOTH OF WHICH WHILE POLITICALLY CORRECT, BUT IN REALITY WOULD OFFER ONLY MINISCULE IMPROVEMENT TO AIR QUALITY. TOP UP WITH SAVINGS FROM NON USE OF OFFICER TIME MANAGING THE AUTO MONITORING STATIONS, AND IF NEEDED GET FUNDING FROM LA RESERVES. THIS SHOULD BE POSSIBLE IF THE CDC CABINET ARE SERIOUS ABOUT AN ACTION PLAN TO ADDRESS THE PUBLIC HEALTH ISSUE FROM “THE SILENT KILLER”.

Note... Extend the pilot use of Diffusion Tubes /Blue Sky Monitors into the rat runs. Recommended priority would be Westhampnet Rd and The A259 approach road from LA Fish up to the Hornet.

Input provided by

Robert Marson

PO19 5DZ

18th June 2021

The Chichester Society:

There follow below, further comments to expand / add nuance to the responses given by the Chichester Society to the CDC Web-based questionnaire.

We would particularly like to highlight:

- * The potential for differential parking charging to play a greater part than is recognised in the consultation document, and
- * The potential to use the planning process to more strongly steer outcomes.

Air Quality Action Plan - Further comments

General note: The consultation document does not give the costs of the various proposals. So, when stating that a proposal is desirable, the Chichester Society is not in a position to give an informed opinion as to whether it is also good value for money.

● Replace Chichester District Council cars and Large Goods Vehicles with electric versions wherever possible, and help to optimise waste and recycling routes.

We replied "agree" to this proposal. But more nuance is needed. Any such move should be done gradually, to keep a cap on costs and to monitor for unexpected problems (and possibly for incoming new disruptive technology too).

● Encourage green travel amongst Chichester District Council staff for all journeys.

We replied "Strongly agree" to this. However, in some contexts, "staff" can exclude elected councillors (members). For the avoidance of doubt, where practical, councillors too should be encouraged to take greener travel options. In fact, it is important they are seen to set an example.

- **Participate in the all Sussex councils' air quality group (Sussex-air), and support Air-Alert ...**

We replied "Strongly agree". Note also the follow-on implication that, if the air Air-Alert service is to provide the same quality of information as it currently does, there is a need for ongoing monitoring of Ozone levels (if not at Lodsworth, then somewhere else).

- **Delivery of a pilot pool car fleet for Chichester District Council staff to use on work related journeys.**

For the avoidance of doubt, the term "staff" should include elected councillors in this context.

- **Provision of a small fleet of ebikes for Chichester District Council staff to use on work-related journeys.**

We replied "strongly agree". However, similarly to previous comments, this should be rolled out only gradually while monitoring uptake (and possibly incoming alternative technology). Any such scheme should also be made available for elected councillors (members) – not just employed staff.

- **Based on the evidence, to what extent do you agree with these proposals?**

We replied "disagree" because the questionnaire here conflates two separate points. Specifically, the proposals for Stockbridge A27 and Orchard Street have been lumped together with the proposals for Lodsworth.

The de-listing of Stockbridge and Orchard Street seems the right thing to do under standard procedure. The replacement on-going monitoring *may* be acceptable if it provides figures robust enough to rapidly re-instate an Air Quality Action Zone if future developments create sufficient downturn in air quality (e.g. more congestion than predicted, extra construction traffic on Orchard Street, or an unintended consequence of any Stockbridge Relief Road).

On the other hand, there is a strong case for continuing ozone monitoring at Lodsworth. This is the logical conclusion of the document's comments that: "*Ozone is an important pollutant both in relation to public health, its impact on crop-yields and other eco-system effects As the pollutant is produced by photochemical atmospheric reactions driven by bright sunshine ... it is predicted that ground level ozone will worsen due to climate change.*"

Note also that "*ozone may exacerbate severe asthma and even cause death among asthmatic subjects.*" (<https://thorax.bmj.com/content/57/8/687>). Therefore, as already indicated, ongoing ozone monitoring seems to be an integral part of the council's commitment to maintaining a robust Air-Alert service.

The above comments add extra nuance to the short answers given to the questions on the website. The comments which follow below address the "ongoing actions" discussed in the consultation document.

MODAL SHIFT

The consultation document describes a 2 or 5% modal shift to walking and cycling as being "highly ambitious" (p37). It is not highly ambitious. South of the Downs, Chichester District is as flat as Holland and experiences similar or perhaps better weather. In Holland "*Over a quarter of all journeys ... are by bicycle. Even the over 65 age group make nearly a quarter of their journeys by bicycle*"

(https://en.wikipedia.org/wiki/Cycling_in_the_Netherlands).

Cycling levels in Chichester are much lower. A 5% increase does almost nothing to 'move the dial'. More ambition is needed. If you at least start by aspiring for Holland type levels of cycling, you should be able to shift the dial by substantially more than 5%.

DIFFERENTIAL PARKING CHARGES

The document mentions "*Differential parking charges to favour EVs*" (p. 54). This is then ruled out on grounds that "*EVs are no longer a novel product and are predicted to reach price point parity within two years*".

This statement over-simplifies the present stage of EV adoption. Only last month, Lisa Brankin, head of Ford UK, stated "*Car buyers [are] still sceptical about going electric*" with only "*just over 10% of customers ... actively considering a battery electric vehicle as their next purchase*" (21 May 2021, <https://www.bbc.co.uk/news/business-57200593>).

In short, "price parity" is not the only consideration, and thus the District Council is in a good position to play a stronger part in encouraging purchasing of EVs.

Even more importantly, the above statement from the consultation document misses the point that differential charging is not only a way of directing new car purchases towards EVs, but it is also a way for the council to influence decisions as to which car is actually used for any particular journey.

To elaborate, for the foreseeable future, many households will have a choice between using a legacy fossil-fuel vehicle and an electric car. In terms of city-centre air quality, it is particularly desirable for the council to encourage use of EVs for journeys ending at one of the city centre car parks.

(Come to that, the council could do more to encourage smaller "compact cars" too. Not only because these tend to be less polluting, but also because they demand less road space (leading to less congestion) and more vehicles can be fitted into the car parks, thereby potentially increasing parking revenue for the council).

Differential pricing at CDC-controlled car parks should therefore not be dismissed. It is a policy with a strong ability to influence choices; including choices impacting directly on air quality in the city centre.

Differential pricing would also, of course, send a message as to the future the Council is hoping to see.

The price differential need not even be great (a charge of few pence saw a massive drop in use of "disposable" plastic bags).

Even if differential pricing is ruled out, CDC could site spaces reserved for low-polluting vehicles in more desirable locations within its car parks (i.e. typically parking spaces nearest the exits to the city centre).

PROVISION OF A CAR POOL AND ELECTRIC BIKES FOR COUNCIL EMPLOYEES

Is there any reason why such provision should not be shared with Chichester residents? Or, conversely, could the council not link with the existing car club provider (Co-Wheels) and so allow Co-Wheels to more quickly expand the number of cars they offer, and diversify their range into electric vehicles.

(Note: Co-wheels offers eclectic vehicles in other towns and cities, but currently does not do so in Chichester; seemingly for lack of places to charge. This lack could be rectified through use of land under the control of CDC.)

CONSIDER ANTI-IDLING CAMPAIGNS AT LOCATIONS SUCH AS RAILWAY LEVEL CROSSINGS (P42).

This does not necessarily need an all-out campaign. More carefully thought-out signage would help. (E.g. on Whyke road, there are "cut engine cut pollution" type signs somewhat down the road; relatively remote from the barriers. Drivers drive past these signs quickly. In contrast, there is no signage at the barriers themselves, where drivers are stopped and are more likely to spot the signs).

Also, pollution at the level crossings would be improved if Network Rail did something about the currently frankly ridiculously long periods when nothing is happening but the barriers remain down – for no better reason than that several sets of barriers along the track are linked in operation.

It is understood that Network Rail does have plans to de-link the operations of the barriers and so improve these timings. A word in the right ear from the District Council might bring those plans forward.

(An illustration of what should be achievable in the city centre comes from un-linked barriers in places like Fishbourne, where the barrier is never down for long despite seeing exactly the same trains).

RE-ROUTING OF LARGE HGV'S AWAY FROM A272. (P54)

The document states that "action is not being pursued". The reason given seems sound (this is a designated secondary route for HGVs).

However, there is an argument for encouraging HGVs to use the A272 only outside peak hours. Mechanisms for robustly doing so are not yet with us. However, within the 5 year timeframe of this document, such mechanisms will likely arrive. For example, autonomous vehicles and/or greater use of vehicle-tracking technology by operators and insurance companies.

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THE MAJOR ISSUE LEFT UNADDRESSED - PLANNING

The document does not delve strongly enough into the ability of CDC to influence outcomes through the planning regime.

Too many current developments are overly car dependent. This has an effect on air quality (and also on congestion and on general quality of life for Chichester residents).

For example, the Shopwhyke Lakes development was advertised by the developer as being a "sustainable urban extension". In fact, however, it is severed by the A27 and forces greater car use than a true urban extension would do. (The remedial measures - like the pedestrian bridges - show no sign of being delivered anytime soon, and are anyway not of a nature which would make the site a truly seamless extension.)

Meanwhile, the White House Farm site did offer the possibility of a truly sustainable (i.e. un-severed) urban extension. In short, it offered the potential to "design in" high use of modes of transport other than the car. Yet current proposals privilege the car and, worse, by inserting a southern access road for motor vehicles, do significant damage to existing high-quality walking and cycling routes (along Westgate and Centurion Way).

In short, in terms of air quality, congestion and quality of life, planning of new developments around Chichester could be far better handled than has recently been the case.

Even where the council is hampered by developers being able to stick to statutory minimum requirements, one suspects that a stronger lead given during pre-planning advice might improve the situation.

In particular, reflecting one of the ideas to emerge in this air quality document, pre-planning advice could more strongly press the case for car clubs within new developments. And the council could facilitate discussions between developers and car-club providers (such as Co-Wheels).

Also, within the planning regime, there is a need for greater awareness of the case for "*reducing the need to travel in the first place*". (This is particularly salient as the move away from fossil fuels to lithium-based battery technology is – in some places – simply substituting one form of environmental damage with another.)

Earnley Parish Council:

Thank you for your email, Earnley Parish Council would like to make the following comment on this consultation document.

Since the main reason (apart from cost) people don't like electric cars is the small range, and seeing that Chichester District sees large numbers of day-trippers from as far away as the London area, it is the view of the Parish Council that CDC should be engaging with private car-park owners and tourist destinations and seeking to provide better recharging facilities where visitors are likely to park when visiting the area

RN:

May I make a very small point. I could not find anything about the Goodwood Aerodrome and Motor Racing Circuit which must be a contributor, however small compared with the A27.

Is it so small not worth the bother?

Not a trick question, I am interested as a resident of Lavant, who does occasional enjoy the fun of the Motor Circuit, can it carry on if we are to target Zero? Hope so as i love the old cars, but we must do all we can to save ourselves from our selves.

SM:

Thank you for your letter with regard to air quality within the Wittering's West Sussex.

Firstly I would disagree with your statement and can only assume that the air quality measuring equipment has never been used on the Wittering's roads morning & evenings on Bank Holidays!

I have often had to wait 10 to 15 minutes to be able to cross the roads because the caterpillar of cars coming & going to the beaches/ to chichester and each churning out fumes whilst almost stationary.

This of course is not beneficiary to adults or children! So it may be a good idea to leave the Stockbridge roundabout and concentrate on the affected road network and taxpayers who live in the Wittering's/ Bracklesham areas. When cars are travelling you will find there is a significant level of pollution differing greatly from the reading you are studying!

On reporting to your council I was told by the official on duty that the solution was to provide council staff with electric cars. Of course, public opinion may have enforced changes here!

There must be a solution to this matter especially as children's health is at risk.

My very best regards

Ms SM