

# Chichester District Council

CABINET

11 January 2022

## Draft for adoption revised Air Quality Action Plan

### 1. Contacts

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### 2. Recommendation

- 2.1. **That Cabinet notes the public consultation responses and approves the revised Air Quality Action Plan for adoption.**
- 2.2. **That Cabinet approves the revocation of the Stockbridge and Orchard Street Air Quality Management Areas and the decommissioning of the Lodsworth air quality monitoring station.**

### 3. Background

- 3.1. Chichester District Council declared by order four Air Quality Management Areas (AQMA) (in 2006, 2007 and 2020). These AQMAs were declared where air quality fails or was likely to fail an Air Quality Objective for Nitrogen Dioxide (NO<sub>2</sub>) prescribed in Regulations. The AQMAs are located in parts of St Pancras, Orchard Street, Stockbridge A27 roundabout and Rumbold's Hill, Midhurst. When an AQMA is declared then adopting an Air Quality Action Plan (AQAP) is a legal requirement. The AQAP must propose actions aimed at driving local air quality towards compliance with the relevant air quality objective of 40µgm<sup>-3</sup> of NO<sub>2</sub> measured as an annual mean.
- 3.2. The statutory guidance suggests that AQAPs should be renewed every five years. The previous AQAPs have been focused on Chichester as at that time there were only AQMAs declared in Chichester. In January 2020 the Council declared the Rumbolds Hill, Midhurst AQMA and so the revised AQAP now includes Midhurst.
- 3.3. Actions within AQAPs are generally unfunded and adoption of the plan enables bidding for grants to deliver air quality actions. Under the previous AQAPs projects delivered using grant monies include the Co-Wheels car

club in Chichester, doubling the number of bike racks in Chichester City Centre, delivering policy for the integration of electric vehicles in the Council fleet, assisting Parking Services to procure two electric vehicles, delivering staff benefits including the 'cycle to work' scheme, a green lease car scheme for staff and Easit, delivery of a district-wide network of electric vehicle charge points, the Local Cycling and Walking Infrastructure Plan, grant assisting the development of the Selsey Greenway (Selsey to Chichester) cycling and multi-user route, a feasibility study for a cycleway, behavioural change interventions in the community and schools and promotional activities such as for 'Bike to Work' day.

- 3.4. The draft AQAP for adoption contains an analysis of air quality monitoring and air quality modelling data with an emphasis on NO<sub>2</sub>. Air quality in the district has steadily improved in the last five years and the modelling predicts that this trend will continue. Air quality in the Stockbridge A27 and Orchard Street AQMAs is now compliant with the national annual mean standard for Nitrogen Dioxide such that it is recommended that these two AQMAs are 'undeclared'. The Council will continue to review the air quality monitoring data for the St Pancras and Rumbold's Hill AQMAs which are predicted to both be compliant with the UK's current Air Quality Standards by 2024. A further report to Cabinet would be forthcoming in the event that the data indicates that these AQMAs should be undeclared.
- 3.5. The AQAP for adoption contains a list of proposed and current air quality actions or projects with indicative timescales.
- 3.6. The Council also monitors ground-level Ozone (O<sub>3</sub>) at Lodsworth. The pollutant is not included in the Local Air Quality Management regime and the AQAP proposes that the O<sub>3</sub> monitoring station is decommissioned.
- 3.7. The air quality modelling and trend in the air quality monitoring data suggests that air quality in all Chichester District AQMAs will be compliant with the current UK standards by 2024. Since consulting on the draft AQAP the Environment Act 2021 has been published. The Act proposes a 'binding standard' for small particles known as PM<sub>2.5</sub>. Nevertheless, the standard will not be adopted until later in 2022. As such once the new PM<sub>2.5</sub> standard is adopted, where necessary, the AQAP will be amended to reflect any new statutory requirements and the matter brought back to Cabinet at that time.

#### **4. Outcomes to be achieved**

- 4.1. The outcomes sought through the AQAP are:
  - To present an evidence base from the air quality monitoring and modelling data for air quality policy in Chichester District,
  - To detail a proportionate policy response to the air quality issues in Chichester District,
  - To deliver actions that seek to improve air quality in Chichester District,
  - The future 'undeclaration' of the Orchard Street and Stockbridge A27 roundabout AQMAs,

- The future decommissioning of the air quality monitoring station at Lodsworth with an annual saving of approximately £2,000,
  - To continue to operate the Orchard Street air quality monitoring station, and
  - To maintain a watching brief for NO<sub>2</sub> at St Pancras and Rumbolds Hill AQMAs.
- 4.2. The decommissioning of the Orchard Street and Lodsworth air quality monitoring stations was an agreed outcome of the Environmental Protection service review. Nevertheless, given the Government's intended publication of refreshed statutory guidance and a new air quality standard it is now considered appropriate to keep the Orchard Street monitoring station running.
- 4.3. This work supports the Corporate Plan priority that CDC will 'manage our built and natural environments to promote and maintain a positive sense of place' and the actions in the Council's Climate Emergency Detailed Action Plan.

## **5. Proposal**

- 5.1. To consider the consultation responses presented at Appendices 2 & 3 and to recommend to Cabinet that the draft for adoption AQAP be adopted.

## **6. Alternatives considered**

- 6.1. None. Where an authority declares an AQMA the adoption of an AQAP is a statutory matter as is the requirement to publicly consult on draft AQAPs.

## **7. Resource and legal implications**

- 7.1. The intended work is within existing budgets in relation to staffing costs. The 'air quality actions' contained in the AQAP are either proposed and subject to funding, or where the projects are current, they are funded. The adoption of the AQAP post-consultation will help support bids for grant monies in the following five-year period.

## **8. Consultation**

- 8.1. Prior to going out for public consultation the AQAP was considered by the Environment Panel on 24 February 2021, Overview and Scrutiny Committee (O&SC) on 9 March 2021 and Cabinet 4 May 2021. Cabinet resolved: That the revised Air Quality Action Plan be approved for public consultation. The subsequent consultation period was from 17 May to 28 June 2021. The results of the consultation and a draft for adoption AQAP were presented to Environment Panel on 20 September 2021 where Environment Panel resolved: 1. That the Environment Panel notes the public consultation responses and recommends to Cabinet the revised Air Quality Action Plan be adopted. 2. That the Environment Panel recommends to Cabinet that the Orchard Street and Lodsworth air quality

monitoring stations are decommissioned after the undeclaration of the Stockbridge and Orchard Street Air Quality Management Areas.

- 8.2. The Council consulted the following (including statutory consultees):
  - (i) Internal consultees: Development Management, Planning Policy, Parking Services, CDC Members via Members' Bulletin Board.
  - (ii) External consultees: DEFRA, Chichester City Council, West Sussex County Council (Planning and Transport Policy), the Environment Agency, Sussex-air, South Downs National Park Authority, West Sussex Public Health, Transition Chichester, Chichester and District Cycle Forum.
  - (iii) Public consultation by publishing on the Council's website 'Let's Talk' page and a range of social media platforms (see Appendix for detail).
- 8.3. 219 survey responses were received and there were 161 free-field entries submitted and additional submissions by email.
- 8.4. The majority agreed or strongly agreed with the proposal to continue with a range of actions to improve air quality in the District. The majority agreed with ideas to introduce anti-idling campaigns and ebike and a green carpool for council staff to make work related journeys. Likewise, the majority strongly agreed with actions proposed to tackle particulate matter in the district.
- 8.5. The majority strongly disagreed with the proposal to remove the Stockbridge A27 and Orchard Street AQMAs, however respondents in the free-field section frequently confused the proposed un-declaration of the AQMAs with removal of air quality monitoring, whereas in both locations air quality monitoring will be ongoing. Many respondents also wrote about particulate pollution (PM<sub>2.5</sub>) which is currently not formally within the Local Air Quality Management regime as an air quality standard. As such the proposal to un-declare the Stockbridge A27 and Orchard Street AQMAs remains in the document.
- 8.6. One response detailed that the Ozone monitoring station at Lodsworth should not, as proposed, be decommissioned for a variety of reasons including given its importance for the Sussex-air daily air pollution prediction service ('Air-alert') and that the pollutant is predicted to increase due to climate change. Nevertheless, Ozone is not included in the LAQM regime and the Air-alert system will be using Met-Office air quality data in the forthcoming period. As such the AQAP continues to recommend that the ozone monitoring station is decommissioned.
- 8.7. Several respondents wrote about fine particulates (PM<sub>2.5</sub>) and some suggested monitoring this pollutant. The Environment Act commits the Government to adopting a binding PM<sub>2.5</sub> standard. As such it is proposed to wait until the new standard is adopted and any Government advice or

statutory guidance is forthcoming before determining whether there is a need to monitor this pollutant which currently sits outside of the LAQM as a formal air quality standard.

- 8.8. There were several requests (including by ward councillors) to monitor air pollution at the southern end of St Paul's Road, Chichester. As such a Nitrogen Dioxide tube site will be added as a new monitoring site.
- 8.9. Some minor changes to the text of the document were made as a result of the consultation. These are highlighted in the draft for adoption attached to this report.
- 8.10. A significant number of responses related to highways or related planning matters and other related policy areas such as parking.

## 9. Community impact and corporate risks

- 9.1. The adoption of an AQAP has, over the past 12 years, enabled successful grant bids for the delivery of a number of air quality actions (a selection of which are detailed at paragraph 3.3). The impact of the adoption of a revised AQAP will enable continued grant bids to deliver air quality actions as detailed in the AQAP.
- 9.2. The work proposed by the AQAP largely depends on grant funding. As such there remains the risk that relevant grants do not become available or that applications and bids do not result in CDC being awarded monies. Likewise, whilst we seek to deliver initiatives and interventions that offer the best business case, we are nonetheless influenced by what grants are available. The AQAP allows for these possibilities and, whilst it seeks to direct our efforts to where they will have most effect, allows flexibility to accommodate the above issues.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b>		✓
<b>Biodiversity and Climate Change Mitigation</b> Many air quality actions seek to enable walking and cycling and the reduction of use of liquid fuelled vehicles both of which also reduce carbon emissions.	✓	
<b>Human Rights and Equality Impact</b>		✓
<b>Safeguarding and Early Help</b>		✓
<b>General Data Protection Regulations (GDPR)</b>		✓
<b>Health and Wellbeing</b> Many air quality actions seek to enable walking and cycling and the reduction of use of liquid fuelled vehicles. Active travel and reduced air pollution have mental and physical health co-benefits.	✓	

## **11. Appendices**

11.1. 1 Draft revised AQAP for adoption.

11.2. 2 Consultation responses received by direct email.

11.3. 3 Consultation response report.