Eastleigh Borough Council
Air Quality Action Plan

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

2020

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Eastleigh Borough between 2020 and 2025.

This action plan replaces three previous action plans which covered separate Air Quality Management Areas (AQMAs):

- Eastleigh AQAP (2015 – 2020)
- Hamble Lane AQAP (2012 – 2017)
- High Street Botley AQAP (2012 – 2017)

Throughout the timescale of these action plans, nitrogen dioxide (NO_2) concentrations, which were the basis of all AQMA declarations, have reduced in the majority of monitoring locations across the borough. Completed activities under these action plans include:

- Improvements to monitoring and information gathering
    - A completed air quality internship, resulting in a new post at the Council for air quality work
    - Funding secured for an upgrade and expansion of the Council's air quality analysers
    - A successful bid to DEFRA's Air Quality Grant Programme to trial innovative, low cost monitoring equipment
    - Delivery of air quality modelling work to support the Local Plan
- Sustainable transport schemes
    - Cycling infrastructure, including cycle parking locations installed along a major bus route and a shared use path on the Bishopstoke Bridge
    - Bus route improvements, including funded evening services and route changes to serve new developments
- Working towards cleaner vehicles

  - Providing financial incentives for taxi drivers to replace their vehicles with low emission alternatives, funded by DEFRA's Air Quality Grant Programme, resulting in 16 grants issued for replacement vehicles in the Eastleigh Area including one fully electric vehicle
  - Upgrade of buses to ensure engines are as efficient as possible
  - Electric vehicle charging points installed at Mitchell Road and Romsey Road car parks
- Delivery of highways improvement projects
  - Completion of M27 Junction 5 improvements
  - Planning application granted for the Botley Bypass
- Awareness raising and availability of information
  - Support for a successful Access Fund bid which delivered schemes including schools projects run by Hampshire County Council school travel planning officers
  - Launch of 'airAlert' scheme which currently has 81 subscribers in the Eastleigh area
  - Launch of 'my-air' webpage which makes monitoring data publicly available

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often less affluent areas[1,2].

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3]. Eastleigh Borough Council is committed to reducing the exposure of people in the Borough to poor air quality in order to improve health.

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010
[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006
[3] DEFRA Abatement cost guidance for valuing changes in air quality, May 2013

As road traffic is the major contributor to air pollution in Eastleigh Borough, actions are mainly based around reducing vehicle emissions and encouraging other methods of travel. Overarching, Borough-wide actions are grouped by Council theme:

- **Environment** – including monitoring of pollutant concentrations and promoting the use of electric vehicles
- **Transport** – including sustainable transport infrastructure and promoting alternatives to private vehicle use
- **Health & Social Policy** – including health based public information campaigns and promoting active travel alternatives through school and community projects
- **Housing** – including planning and policy guidance
- **Economy & Regeneration** – including workplace schemes and travel planning

Targeted actions for individual locations are grouped by Local Area:

- **Eastleigh** (ELAC)
- **Chandler's Ford & Hiltingbury** (CFH)
- **Bishopstoke, Fair Oak & Horton Heath** (BIFOHH)
- **Hedge End, West End & Botley** (HEWEB)
- **Bursledon, Hamble-le-Rice & Hound** (BHH)

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Eastleigh Borough Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Environment Department of Eastleigh Borough Council with input, support and agreement from staff across areas including Pollution, Sustainable Transport, Planning, Economic Development, Health & Wellbeing and Strategy. Support for the AQAP was also received from Hampshire County Council and Eastleigh Borough Council will work with the Economy, Transport & Environment and Public Health Departments during implementation.

The AQAP was examined by the Council Policy & Performance Scrutiny Panel on January 22 2020 and approved by Cabinet on February 18 2020.

This AQAP will be subject to an annual review and appraisal of progress which will be reported in the Annual Status Reports (ASRs) produced by Eastleigh Borough Council as part of our statutory Local Air Quality Management duties. These reports will also be submitted to Cabinet, and Local Area Committees as required, to provide regular updates on progress against the AQAP.

If you have any comments on this AQAP please send them to Isabel Hessey at:

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1 Introduction

This report outlines the actions that Eastleigh Borough Council will deliver between 2020 and 2025 in order to reduce concentrations of air pollutants and exposure to air pollution, specifically in relation to the nitrogen dioxide targets set by The Department for Environment, Food and Rural Affairs under the EU Directive 2008/50/EC, transposed into The Air Quality Standards Regulations 2010 in the UK. Reductions in air pollution will positively impact on the health and quality of life of residents and visitors to the Borough. It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

Eastleigh Borough has four AQMAs and the major emission sources are common to all. This, along with the fact that measures required to address pollution in AQMAs are not confined to these areas, means many actions will be relevant to multiple AQMAs. To acknowledge this and produce a more coherent strategy for the Borough as a whole, this revised and updated plan covers the whole Borough with both overarching Borough-wide actions and specific actions targeted to individual locations. This means that while focussing on the four declared AQMAs, the actions are expected to have a positive impact on air quality over the wider area.

This plan will be reviewed at least once every five years and progress on measures set out within this plan will be reported on annually within Eastleigh Borough Council's air quality Annual Status Report (ASR).

1.1 Eastleigh Borough

Eastleigh is located at the meeting point of two major motorways, which has an impact on traffic flows through the Borough. The M27 runs east-west through the Borough, linking the New Forest and the south west with Portsmouth; and the M3 runs north-south to the M25 and London. Additionally, proximity to Southampton, including the docks, and Portsmouth which has ferry services to the continent, places it at the heart of major transport routes through Hampshire. This attracts many businesses to the area, including manufacturing and distribution. Southampton International Airport is located in the Borough, serving business in Europe and an

increasing amount of leisure trips, as well as many railway stations including Eastleigh and Southampton Airport Parkway. Finally, the topography of the area has some effect as Eastleigh's location in a basin can result in pollutants being trapped.

2 Summary of Current Air Quality in Eastleigh Borough

Air quality monitoring in Eastleigh Borough is carried out by a mixture of continuous analysers measuring nitrogen dioxide (NO_2) at three locations and particulate matter (PM_{10}) at one, and diffusion tubes measuring NO_2 at over fifty locations across the Borough. Levels of PM_{10} are below current objective values, but likely exceedances of the annual average NO_2 objective of 40μgm^{-3} have resulted in the declaration of four Air Quality Management Areas (AQMAs) (see Appendix A). This means that NO_2 is the main pollutant of concern in the Borough, with road transport being the most significant contributor to this. The importance of continuing to reduce PM concentrations is also recognised.

Monitoring data shows that while NO_2 concentrations are decreasing at most sites, many areas haven't improved as quickly as national data would indicate and concentrations are still higher than the objective level in a number of places. Results of air quality modelling which was carried out to support the Local Plan (see Section 3.3) highlighted that the rate of decrease shown by our monitoring does not match the drop predicted by the model[4]. Modelling results showed no exceedances in 2020, whereas applying the rate of decline measured over the last five years to monitoring data shows exceedances of the objective level for several years beyond this. In some areas the downward trend appears to be slowing or stopping, as considering the rate of decline over the last four years results in several sites with rising trends and others not predicted to drop below the objective before 2025. Some suggestions for this discrepancy are given in the modelling report and include an older fleet than assumed or congestion patterns not being captured correctly. However, there is agreement in the priority areas identified by both modelling and monitoring, which are Eastleigh AQMA No.1 (A335) and Hamble Lane Area AQMA. At the Eastleigh AQMA No.2 (M3) and High Street Botley AQMA there is not thought to be a risk of exceedance and these could be considered for revocation. In the near future these AQMAs will be retained and monitored to collect further evidence, consider all exposure options and to assess effectiveness of actions which have not yet been completed such as the Botley Bypass. Provisional 2019 data has been

[4] Air Quality Impact Assessment (AQIA) for the Eastleigh Borough Local Plan (EBLP): Addendum 1 – Updates and 2020 Model Results. Ricardo Energy & Environment report ED11692101, Issue No. 2, 07/06/2019.

included below, but it should be noted that an estimated bias adjustment factor has been applied to these results and they are subject to change, so they have not been used to assess trends at this stage.

2.1 Eastleigh AQMA No.1 (A335)

Originally declared on 16 February 2005 to follow the A335 Southampton Road, Romsey Road and Leigh Road, this AQMA was extended on 3 February 2015 to extend a short way along Woodside Avenue, Twyford Road and Bishopstoke Road. Monitoring results show that overall NO_2 concentrations are falling, but this decrease has noticeably slowed over the last four years and if the time period 2015 – 2018 is considered alone no clear drop is seen. In the most recent year of ratified data, the annual objective level was exceeded at three diffusion tube locations in this AQMA.

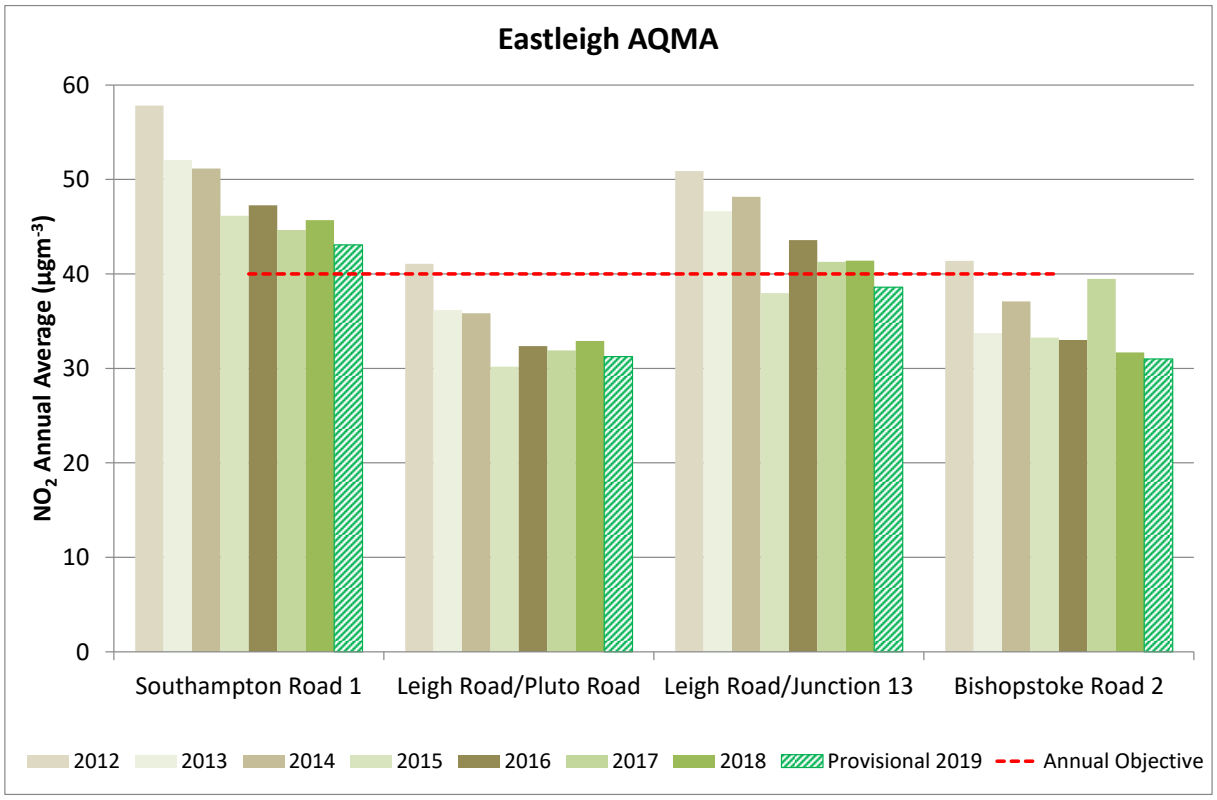

Figure 1 – Eastleigh AQMA No.1 (A335) NO_2 Annual Average

2.2 Eastleigh AQMA No.2 (M3)

Declared on 3 July 2006, this AQMA covers an area extending either side of the M3 motorway from junctions 12 to 14. All sampling locations within this AQMA have been below the annual average objective level since 2012. These sites also show a gradual decrease in concentrations across the time period 2012 – 2018.

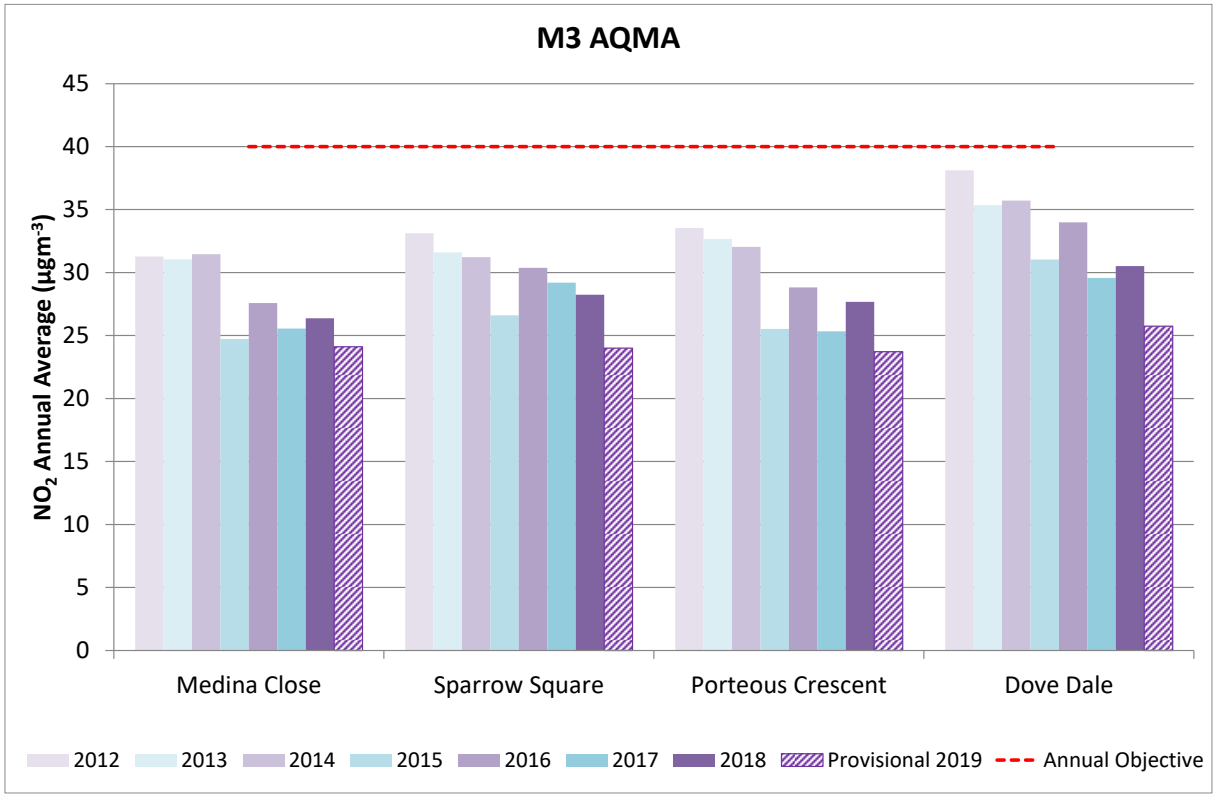

Figure 2 – Eastleigh AQMA No.2 (M3) NO_2 Annual Average

2.3 Hamble Lane Area AQMA

Declared on 3 July 2006, this AQMA originally covered Hamble Lane between the junctions with Jurd Way and Portsmouth Road. It has subsequently been extended twice, on 20 June 2011 to extend north to the Windhover roundabout and on 30 August 2019 to cover the Windhover Roundabout and the A27 southwest to the Borough boundary. Monitoring sites on Hamble Lane show no clear trend and there is a risk air quality is deteriorating further. This is shown by results from the site Hamble Lane 2, which have not decreased substantially in the period 2012 – 2018, and by the need to further extend this AQMA in 2019 to include the A27 in Bursledon. One diffusion tube site in this AQMA exceeded the annual average objective in 2018, but exceedances at other sites have been seen in recent years along with a number of results which are between 35 μgm^{-3} and 40 μgm^{-3}. Additional monitoring on the A27 was carried out in 2019 to inform the AQMA extension, and while a final bias adjusted annual average is not yet available for these, initial results indicate there is a risk of further exceedances in this area.

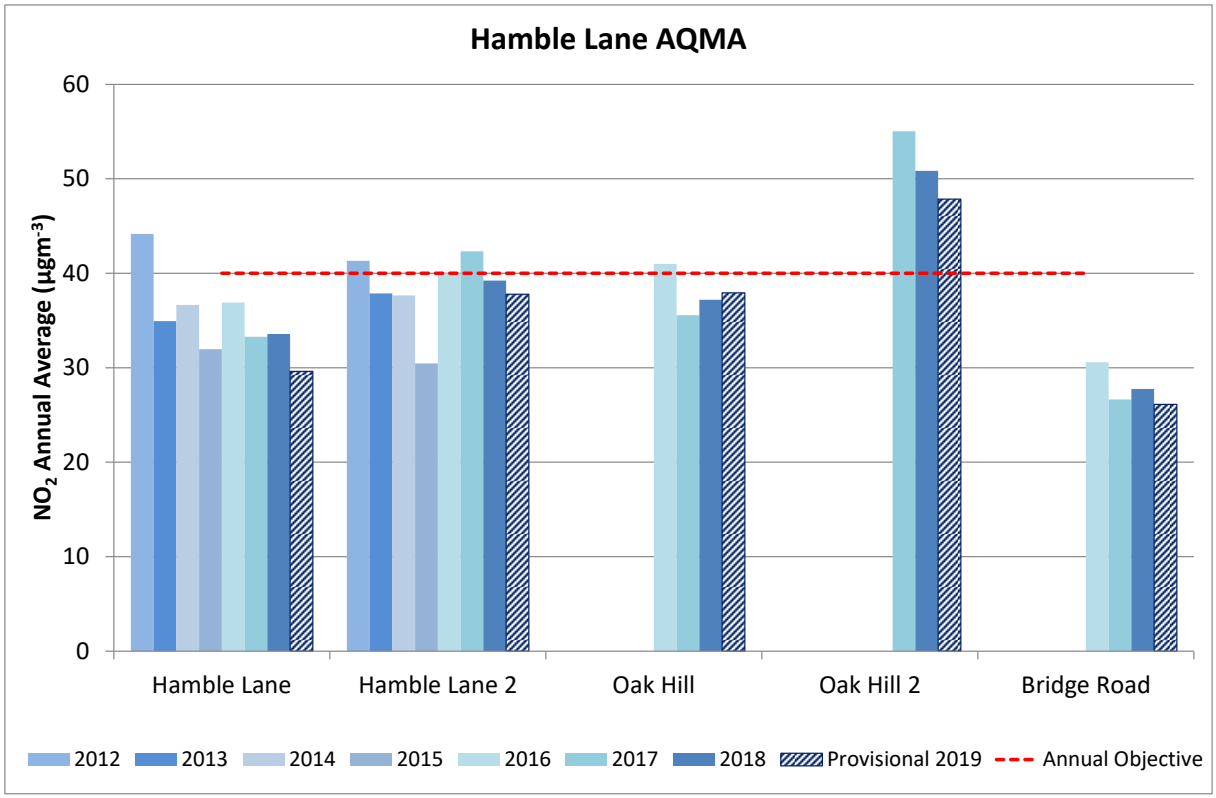

Figure 3 – Hamble Lane AQMA NO_2 Annual Average

2.4 High Street Botley AQMA

Declared on 20 June 2011, this AQMA covers Botley High Street from the Maypole roundabout to the Winchester Street junction. Sampling locations here have been below the annual average objective level since 2015 and are showing a clear but gradual decrease in concentrations across the time period 2012 – 2018.

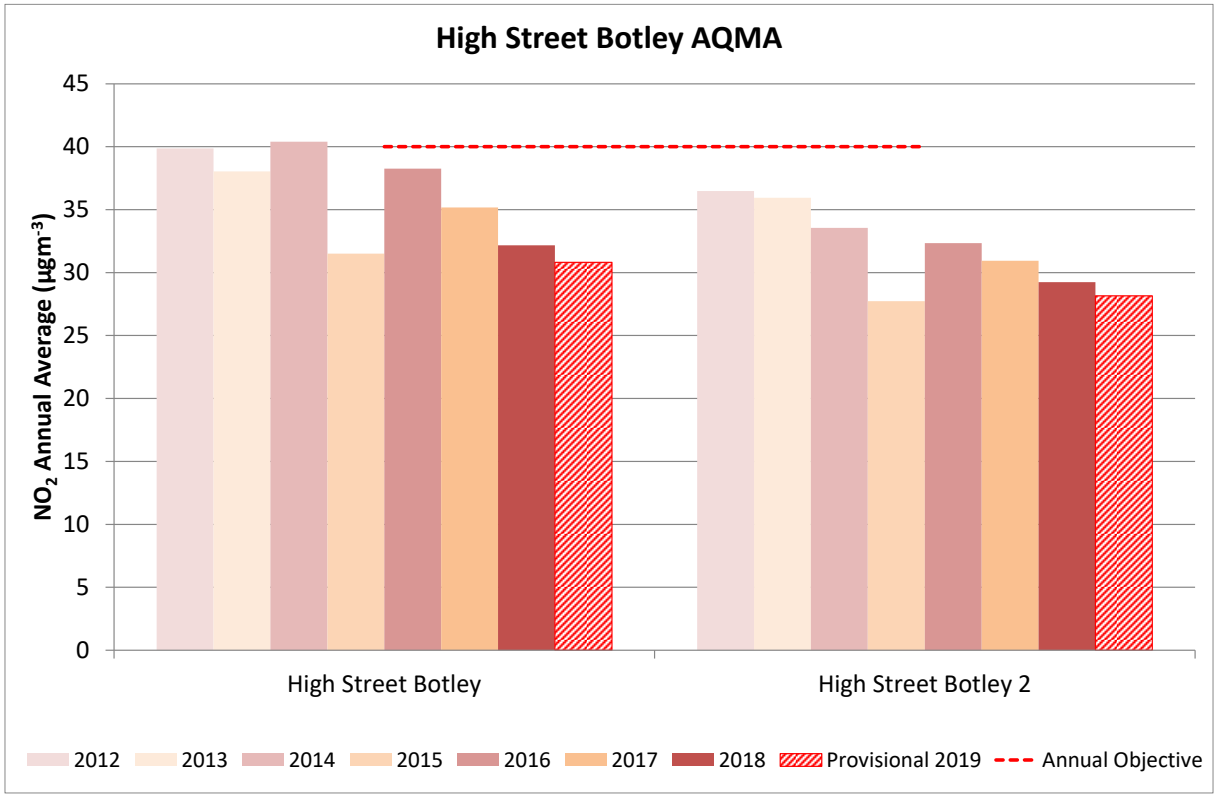

Figure 4 – High Street Botley AQMA NO_2 Annual Average

3 Eastleigh Borough Council's Air Quality Priorities

3.1 Public Health Context

Eastleigh Borough Council's Corporate Theme of 'Healthy Communities' is an aspiration to improve the health and wellbeing of people who live and work in the Borough so they live long, healthy and happy lives. This is a core component of supporting and creating sustainable communities. The theme is further split into the sections:

- Enabling healthier lifestyles / wellbeing: Facilitate better physical and mental health and wellbeing by improving the places people live and work, meeting the challenge of the ageing population and promoting cultural and physical activity.
- Tackling deprivation: Reduce health inequalities by engaging with and prioritising our service towards those groups and communities in most need.

Under this aspiration, the aim of the AQAP is to reduce the exposure of people in the Borough to poor air quality. European and national statutory air quality duties derive from negative impacts on health and wellbeing, especially for the very young, very old and people with existing health conditions such as Asthma and Chronic Obstructive Pulmonary Disease (COPD). Reducing pollutant concentrations below the objective levels, as is the aim of this plan, will therefore work towards this. The links between $PM_{2.5}$ and health are recognised and the AQAP continues to address this pollutant alongside NO_2 with an aim to reduce concentrations as much as possible, acknowledging that there is no safe level for $PM_{2.5}$. Some identified actions have related benefits such as improving health through active travel and increasing awareness through air pollution alerts and more accessible data, which will help vulnerable groups minimise their risks of exposure when levels are higher than average.

The cost of poor air quality, in terms of both health impacts and related financial impacts, can be quantified by using the Public Health England Air Quality Tool[5]. This

[5] https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs

allows testing of scenarios specific to Eastleigh Borough. The impact of the whole population of the Borough moving to areas classified as having low levels of both NO_2 and $PM_{2.5}$, from 2017 to 2037, is summarised below.

Prevalence cases per 100,000 population avoided	
Chronic obstructive pulmonary disease	246
Lung cancer	10
Coronary heart disease	574
Stroke	148
Diabetes	813
Diabetes in children	70
Asthma in children	604

Table 1 – Health impacts of example scenario for Eastleigh Borough

Cumulative cost per 100,000 population avoided	
Primary care	£4.23 million
Secondary care	£14.2 million
Medication	£7.4 million
Social care	£5.27 million

Table 2 – Cost impacts of example scenario for Eastleigh Borough

3.2 Planning and Policy Context

Air quality is a cross cutting issue which features in many of the Council's corporate objectives and is a focus of several policies and strategies. In addition to 'Healthy Communities' described in Section 3.1, another Corporate Theme is 'Green Borough'. This is split into sections:

- Tackling congestion: Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure.
- Excellent environment for all: Create a clean and attractive environment that provides for people's social, occupation and recreational needs, and is desirable for all, including residents, employees, visitors and investors.
- Developing green infrastructure: Ensure future development contributes to the Borough's sustainability and resilience through effective low carbon planning and design, incorporating access to and between local facilities, joined up open space and safeguarding of wildlife and natural resources.

Other Council policies with an impact on air quality include:

- Local Plan: Eastleigh Borough Council is currently working towards the adoption of a new Local Plan which sets out planning policy and the location of strategic development sites.
- Climate and Environmental Emergency: This was declared by the Council in 2019 and the Climate and Environmental Emergency Strategy and Action Plan are supported by this AQAP.
- Planning Policy: Air quality considerations are taken into account in any of the following cases:
    - Where the development is proposed within, or adjacent to, an AQMA.
    - Where the development or the associated traffic could result in the designation of an AQMA.
    - Where the granting of planning permission would conflict with, or render unworkable, elements of any local Air Quality Action Plan or strategy.
    - Where it is expected that the development may have a substantial impact on the local air quality or future occupiers of the development

may be subject to unacceptable air quality then the Council may require a suitable air quality impact assessment to be carried out prior to consideration of the application.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Eastleigh Borough Council's area. An initial separation of predominant sources into regional background, local background and local sources has been carried out in line with the Local Air Quality Management Technical Guidance (Chapter 7). This exercise was completed at three locations, using monitoring results from 2018 and DEFRA background map data for the same year. The actions in this AQAP are mainly aimed at reducing the local source component at each location, which is assumed to be predominantly made up of road traffic.

Monitoring Site	Measured NO_2 Concentration 2018 (μgm^{-3})	NO_2 Regional Background 2018 (μgm^{-3})	NO_2 Local Background 2018 (μgm^{-3})	NO_2 Local Sources 2018	
				μgm^{-3}	%
SR1 (Eastleigh AQMA No.1)	45.7	6.43	12.11	27.16	59%
HL2 (Hamble Lane Area AQMA)	39.2	6.35	10.72	22.13	56%
OH2 (Hamble Lane Area AQMA)	50.9	6.15	15.08	29.67	58%

Table 3 – Basic source apportionment for AQMAs where recent exceedances have been measured

Some further source apportionment is included in the air quality modelling commissioned by Eastleigh Borough Council in support of the Local Plan, carried out

by Ricardo and received in May 2019[6]. This included three areas, Eastleigh AQMA No.1, Hamble Lane and the A27; which have subsequently been joined in the Hamble Lane Area AQMA. Analysis by vehicle type was provided, which can be used to further split the 'Local Sources' portion. However, it should be noted this was based on regional traffic data and not the specific vehicle fleet in each area, further source apportionment work has been identified as an action to collect some more detailed data. Percentage source contributions were identified as follows:

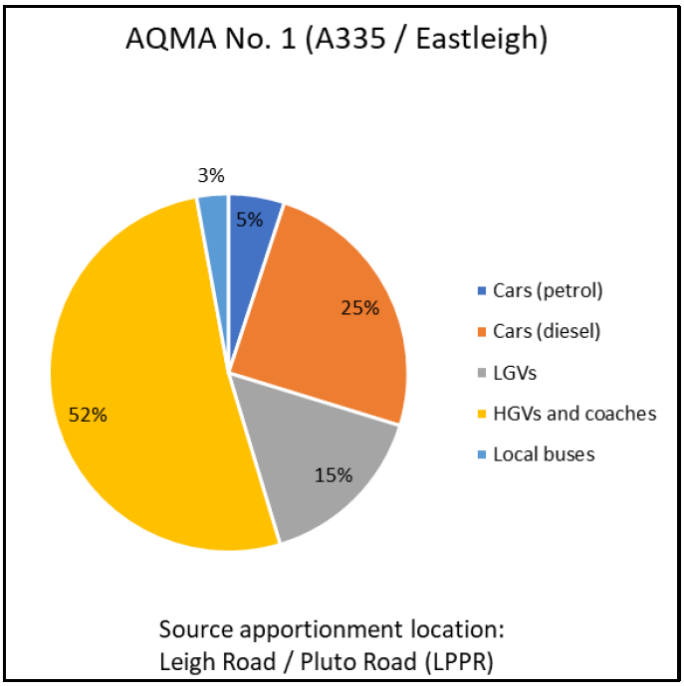

Figure 5 – Traffic source apportionment for Eastleigh AQMA No.1 (A335)

[6] Air Quality Impact Assessment (AQIA) for the Eastleigh Borough Local Plan (EBLP): Addendum 1 – Updates and 2020 Model Results. Ricardo Energy & Environment report ED11692101, Issue No. 2, 07/06/2019.

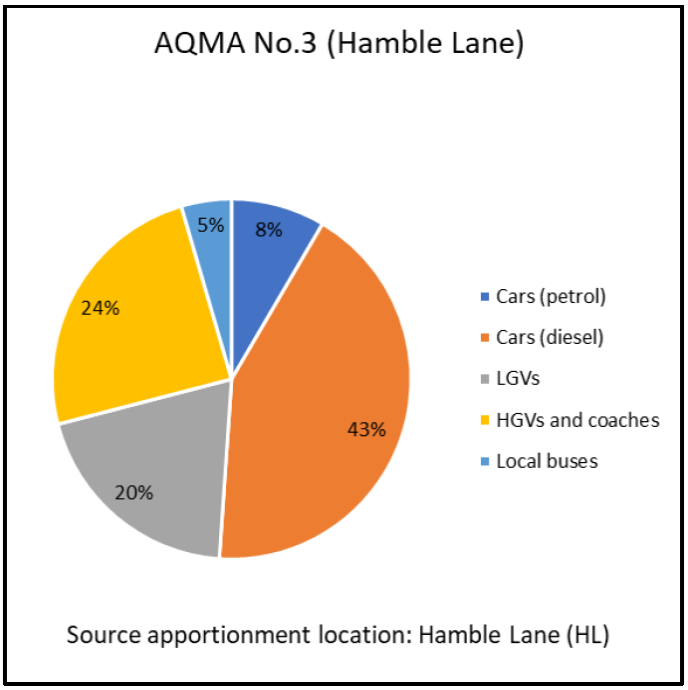

Figure 6 – Traffic source apportionment for Hamble Lane

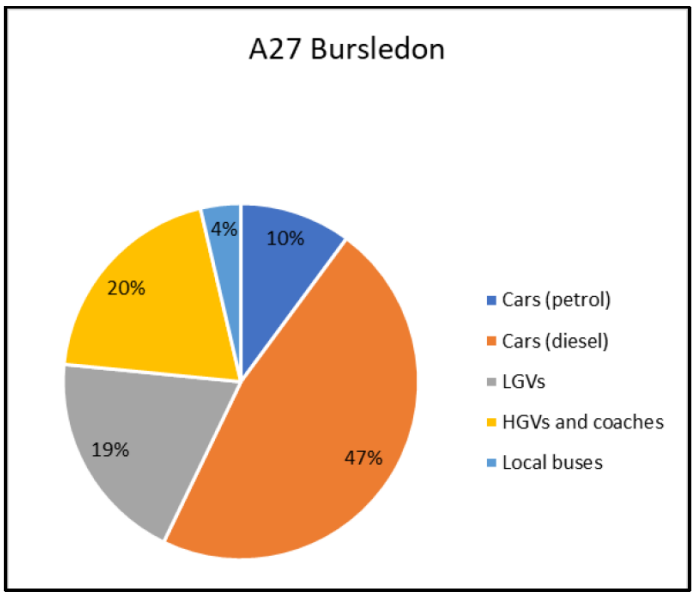

Figure 7 – Traffic source apportionment for A27 Bursledon

3.4 Required Reduction in Emissions

The reduction in NOx emissions required to meet the annual mean objective for NO_2 at the three sampling points in Table 1 has been calculated in line with Technical Guidance LAQM TG16 Chapter 7. The target NO_2 value used in these calculations is 35µgm^{-3}, to take into account the need to be significantly below the objective value due to the error associated with diffusion tubes.

Monitoring Site	Measured NO_2 Concentration 2018 (µgm^{-3})	Road NOx Concentration (µgm^{-3})	Required Road NOx (µgm^{-3})	Required Reduction
SR1 (Eastleigh AQMA No.1)	45.7	59.43	34.07	43%
HL2 (Hamble Lane Area AQMA)	39.2	46.84	37.14	21%
OH2 (Hamble Lane Area AQMA)	50.9	66.64	28.48	57%

Table 4 – Required reduction in emissions of road NOx to meet objectives

3.5 Estimated Reduction in Emissions

The measures in this AQAP are mainly based around reducing vehicle emissions and encouraging other methods of travel to reduce vehicle numbers on the roads. To estimate the reduction in emissions that might be expected as a result of these measures, the Emissions Factor Toolkit[7] was used with traffic data[8,9] from the Department for Transport (DfT) to calculate NOx emissions from the vehicle fleet in two key locations, Southampton Road and the A27 in Bursledon. The fleet makeup was then adjusted to test different scenarios, the NOx emissions recalculated and compared to the original baseline level as a % reduction. It should be noted that these calculations are designed to give an indication only and contain several

[7] EFT v9.0 (https://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html)
[8] https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints
[9] Department for Transport Vehicle Licensing Statistics: Annual 2018

assumptions which may not apply to each individual situation. More information on the inputs to the Emissions Factor Toolkit can be found in Appendix B.

Scenario		Road NOx Reduction	
		Southampton Road	A27 Bursledon
Reduce number of cars by:	5%	6%	4%
	10%	8%	7%
	25%	13%	13%
Change petrol/diesel cars to electric:	5%	2%	2%
	10%	5%	5%
	25%	12%	13%
Reduce number of HGVs by:	5%	0%	-8%
	10%	1%	1%
	25%	2%	2%
Change all HGVs to EURO VI		8%	5%

Table 5 – Estimated reduction in road NOx emissions from different scenarios

3.6 Key Priorities

Based on exceedances seen, required and estimated reductions calculated and source apportionment information available, the areas prioritised for action are:

- Hamble Lane Area AQMA – actions aimed at reducing the number of cars and relieving congestion, particularly on the A27 section.
- Eastleigh AQMA No.1 (A335) – actions aimed at reducing the number of HGVs and improving fleet make up in terms of EURO class.

4 Development and Implementation of Eastleigh Borough Council's AQAP

4.1 Public Consultation

The Council held a public consultation on the draft AQAP between September 2019 and October 2019, comprising of an online questionnaire and six information events held across all of the Local Areas. People were asked to rate their level of support for each proposed action as well being given the opportunity to leave further comments. The consultation was advertised in the Borough News, which is delivered to every household, and through the Council's website and social media channels. In total 116 people made a formal response to the consultation by filling out the questionnaire provided and further comments were also received at the events. When rating the proposed actions, the response was generally positive with support outweighing opposition across the board. Those actions which received the highest percentage of positive responses are the themes which make up the core of the Action Plan and will continue to do so. Summary and analysis of the feedback received, along with a table of changes made as a result, is included as Appendix C.

4.2 Stakeholder Engagement

In developing this AQAP, we have worked with neighbouring local authorities, highways and health agencies, businesses and community groups to improve local air quality. As part of this stakeholder engagement, consultation information was sent directly to each Parish Council, neighbouring Local Authorities, Hampshire County Council, Highways England and other companies and organisations that were identified as having a likely interest (see Appendix D for full list). Subsequent meetings were held including with representatives from Hampshire County Council Highways and Public Health departments. Through this discussion support from these areas was established, information and input from them has been included in the plan and a way forward during the implementation of the AQAP has been agreed. Ongoing engagement will be achieved through regular meetings throughout the time period of the plan.

4.3 Steering Group

The Council has put together an Air Quality Working Group with the purpose of overseeing, steering and assisting delivery of air quality work at the Council, including implementation of the AQAP. The roles and responsibilities of this group cover having an overview of AQAP delivery and identifying new policies or actions that could have a positive effect on air quality, and so will be key in pushing forward the AQAP. The core membership of this group has representation from each of the Local Area Committees and the Cabinet Portfolio Leads for Transport, Environment and Health and Wellbeing. Officer support is provided from the Pollution Team. More details can be seen in the Terms of Reference for this group, included in Appendix F.

The Air Quality Working Group were kept informed of the consultation process and were involved in creating the consultation document. They met during the consultation period and again while the plan was being finalised to ensure there was continued input. Regular meetings during the Action Plan implementation period will be held.

5 AQAP Measures

Table 6 – Air Quality Action Plan Measuresshows the Eastleigh Borough AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future Annual Status Reports (ASR) for regular annual updates on implementation of these measures

Overall, as road traffic is the major contributor to air pollution in Eastleigh Borough, actions are mainly based around reducing vehicle emissions and encouraging other methods of travel. Other themes covered include use of solid fuel burners, planning guidance and green infrastructure.

To identify the most appropriate actions and prioritise these, consideration was given to:

- the likely impact on pollution levels
- any associated effects
- cost of implementation
- implementation timescale
- feasibility of implementation
- public consultation responses

Although the focus is on areas with the highest exposures, the whole Borough is included as we recognise that these actions will impact the wider area and to ensure we take account of the connectivity between the issues faced in each location. Therefore the actions list contains both overarching actions (grouped by Council theme) and targeted actions for individual locations (grouped by area). Actions included below are expected to have a positive impact on air quality but include a mixture of funded projects, longer term aspirations where resources are not yet in

place and schemes that require commitment from other public and private sector organisations.

Table 6 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Estimated Completion Date
ENVIRONMENT								
ENV1.1	Monitor pollutant concentrations across the Borough within AQMAs, including NO_2 and PM	Other	Other	EBC	-	2020 – 2025	>85% data capture for each calendar year	-
ENV1.2	Undertake focused sampling exercises to monitor pollutant concentrations across the Borough in areas of community concern	Other	Other	EBC	2020 - 2025	2020 - 2025	Establish prioritisation process for study areas Complete 3 studies	June 2020 March 2022
ENV1.3	Complete an upgrade of monitoring equipment, to include: - Replacement of existing analysers - Addition of analysers to expand range of pollutants monitored - Relocation of monitoring stations - Installation of new monitoring locations	Other	Other	EBC	2019 – 2021	In several phases from 2020 – 2023	Increase data capture for each calendar year Increase range of pollutants monitored to include $PM_{2.5}$ and ozone Add 1 new continuous analyser monitoring location	June 2023
ENV1.3	Carry out trial of equipment linking air quality and traffic data	Other	Other	EBC	Completed 2018 – 2019	2019 – 2020	Trial completed and findings reported to DEFRA	December 2020
ENV2	Work in partnership with other Councils and key groups	Policy Guidance & Development Control	Regional groups co-ordinating programmes to develop area wide strategies to reduce emissions and improve air quality	EBC / other Hampshire authorities	-	2020 – 2025	Attend 4 meetings per year of the Hampshire Air Quality sub-group	-
ENV3	Promote the use of electric vehicles by investigating incentives and developing a network of publically available electric vehicle charge points across the Borough in both public and business locations	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	EBC	-	2020 – 2025	Increase number of publically available EV charging points Collect data on total number of kWh used	-
ENV4	Consider the use of green infrastructure and planting to improve the local environment	Other	Other	EBC	-	2020 – 2025	Planting considered in association with public realm improvements	-

TRANSPORT								
TR1	Create a walking and cycling strategy to promote and encourage travel by these methods	Promoting Travel Alternatives	Other	EBC	Complete 2019	2020	Completion of strategy	June 2020
TR2.1	Continue to improve and extend the walking network in line with the new walking and cycling strategy, including running pedestrianisation events	Promoting Travel Alternatives	Promotion of walking	EBC / HCC	2020 – 2025	2020 – 2025	Increase number of pedestrian improvement schemes completed	First pedestrianisation event June 2020
TR2.2	Improve and extend the cycle network in line with the new walking and cycling strategy, including: - maintenance of existing cycle paths - addition of new cycle routes - promotion of electric bicycles	Transport Planning & Infrastructure	Cycle network	EBC / SCC / HCC	2020 – 2025	2020 – 2025	Increase length of cycle path available Add publically available charging points for electric bikes	-
TR3	Run campaigns aimed at reducing vehicle emissions, including: - Reducing the number of single occupancy cars - Reducing idling of stationary vehicles	Public Information	Other	EBC	2020	2021	Run 2 campaigns Increase number of people engaged	First campaign by December 2021
TR4.1	Work in partnership with bus companies to: - Improve routes and services - Increase patronage - Develop a multi operator ticketing system	Transport Planning & Infrastructure	Bus route improvements	EBC / HCC	2020 – 2022	2020 – 2025	Maintain number of supported services Increase bus patronage	Supported routes and services finalised by December 2022
TR4.2	Work with rail operators, network rail and the community rail partnership to: - Improve routes and services - Improve facilities for multi modal journeys Increase patronage - Minimise the impact of emissions from rail transport	Transport Planning & Infrastructure	Public transport improvements-interchanges stations and services	EBC	2020 – 2025	2020 – 2025	Increase train patronage	-
TR4.3	Monitor progress of Clean Bus Technology Fund and implications for EBC	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	SCC	Complete 2018	2019	Increase proportion of buses classed as EURO VI or better to 100%	March 2020

TR5.1	Promote the Low Emission Taxi Incentive scheme to encourage uptake	Promoting Low Emission Transport	Taxi emission incentives	EBC / SCC	Completed 2017	2020	Increase number of grants awarded	March 2021
TR5.2	Implement a requirement for taxis to meet specified Euro standards in order to be licensed in Eastleigh Borough	Promoting Low Emission Transport	Taxi Licensing conditions	EBC / SCC	2022	2025	100% of taxis meet specified EURO standards	March 2025
TR6	Promote and expand car clubs	Alternatives to private vehicle use	Car Clubs	EBC	2020	2020 – 2025	Increase number of car club locations to 6	-
TR7	Increase availability of bicycle hire schemes	Promoting Travel Alternatives	Promotion of cycling	EBC	2021	2022	Increase availability of hire schemes	April 2023
TR8	Consult on incentivising ownership of low emission vehicles through differential parking charges	Traffic Management	Emission based parking or permit charges	EBC	2021	2022	Consultation completed	Consultation completed by September 2022
TR9	Use low cost sensor study to understand relationships between traffic movements and air quality to influence future road design	Traffic Management	UTC, Congestion management, traffic reduction	EBC	2021	2022 – 2025	Availability of air quality and traffic data in 4 locations to be used as evidence	Data available for first study area by June 2022
TR10	Engage with HCC and HE on their highways improvements schemes, such as the SMART Motorways project, to ensure they support our work on air quality	Traffic Management	UTC, Congestion management, traffic reduction	HCC / HE	2020 – 2025	2020 – 2025	2 meetings per year with highways authorities	-

HEALTH & SOCIAL POLICY								
HS1.1	Improve public awareness of air pollution levels and air quality issues through the EBC website	Public Information	Via the Internet	EBC	2020	2020 – 2025	Increase availability of information on website Increase webpage hits	Website updated by December 2020
HS1.2	Increase uptake of the airAlert service to help people manage their health in relation to air pollution	Public Information	Other	EBC / SCC	2021	2021 – 2022	Increase number of airAlert subscriptions	Campaign around airAlert run by May 2022
HS1.3	Run regular public awareness campaigns to provide information and advice, and to promote services available	Public Information	Other	EBC	2020 – 2025	2020 – 2025	Campaigns run annually	Clean Air Day event in June 2020
HS1.4	Integrate AQ into our Health & Wellbeing engagement campaigns	Public Information	Via the Internet	EBC	2020 – 2025	2020 – 2025	Increase number of people reached by campaigns	-
HS1.5	Work with local health professionals, health awareness groups and social prescribers to disseminate air quality information, particularly about airAlert	Public Information	Other	EBC	2020 – 2025	2020 – 2025	Increase number of people reached Increase number of airAlert subscriptions	-
HS2.1	Annually engage with schools in the borough for travel planning and to run clean air campaigns and local monitoring exercises	Promoting Travel Alternatives	School Travel Plans	EBC / SCC / HCC	2020 – 2025	2020 – 2025	Increase number of schools participating per year	Numbers reviewed annually
HS2.2	Facilitate at least three ‘School Streets’ events per year, organising temporary road closures outside schools	Traffic Management	Other	EBC / SCC / HCC	2020 – 2025	2020 – 2025	3 events held per year	First event by June 2020
HS3	Provide information and advice on the use of solid fuel burners through joint project with neighbouring authorities	Public Information	Other	EBC / SCC / NFDC / WCC	Complete 2019	2020 – 2022	Funding for project secured Project completed and findings reported to DEFRA	Funding secured by March 2020 Project completed by June 2023

HOUSING								
HOU1.1	Update planning guidance to require EV charging in new developments	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	EBC	2020	2020 – 2021	Updated planning SPD for air quality produced	December 2021
HOU1.2	Update resident parking policies to incentivise low emission vehicles	Promoting Low Emission Transport	Priority Parking for LEVs	EBC	2021	2022	Parking policies updated	September 2022
HOU1.3	Update planning guidance to require low NOx boilers to be installed in new developments	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	EBC	2020	2020 – 2021	Updated planning SPD for air quality produced	December 2021
HOU1.4	Update planning guidance to require new developments to employ use of green infrastructure to mitigate air quality impacts	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	EBC	2020	2020 – 2021	Updated planning SPD for air quality produced	December 2021
HOU1.5	Update planning guidance to require new developments are well served with sustainable transport facilities, to include walking, cycling and public transport.	Transport Planning & Infrastructure	Various	EBC	2020	2020 – 2021	Updated planning SPD for air quality produced	December 2021
ECONOMY & REGENERATION								
EC1.1	Update the EBC travel plan annually	Promoting Travel Alternatives	Workplace Travel Planning	EBC	2020 – 2025	2020 – 2025	Annual travel survey completed and plan updated	Next survey completed by June 2020 Next update completed by August 2020
EC1.2	Increase use of EBC pool bikes for staff travel	Promoting Travel Alternatives	Promotion of cycling	EBC	2021	2022 – 2025	Increase number of pool bike users	Numbers reviewed annually
EC1.3	Update EBCs purchasing and contractor policies to ensure low emission options are used	Policy Guidance and Development Control	Sustainable Procurement Guidance	EBC	Completed 2019	2020	Procurement policy and guidance updated	June 2020
EC1.4	Upgrade EBC's internal fleet to low emission vehicles	Promoting Low Emission Transport	Company Vehicle Procurement -Prioritising uptake of low emission vehicles	EBC	2020	2020 – 2025	Increase proportion of fleet made up of LEVs	Car derived vans to be electric by 2025

EC2.1	Engage with businesses in the borough to do travel planning	Promoting Travel Alternatives	Workplace Travel Planning	EBC / SCC / HCC	2020	2020 – 2025	Increase number of businesses engaged with Appointment of new Travel Planner post	Numbers reviewed annually Travel Planner in post by October 2020
EC2.2	Investigate adopting and promoting the ECO Stars Fleet Recognition Scheme to encourage local businesses to upgrade fleets	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	EBC	2021	2022 – 2025	Increase number of businesses with ECO Stars accreditation	Numbers reviewed annually
EC2.3	Work with local businesses to encourage use of last mile electric scheme	Freight and Delivery Management	Other	EBC	2020	2020 – 2025	Increase use of scheme	Scheme usage reviewed annually
EC3	Support and encourage businesses to adopt flexible working practices	Promoting Travel Alternatives	Encourage / Facilitate home-working	EBC	2022	2023 – 2025	Increase number of businesses engaged with	Numbers reviewed annually
EC4	Work with Southampton Airport to minimise the impact of their ground operations on air quality	Promoting Low Emission Transport	Other	EBC	2020 – 2025	2020 – 2025	Updated surface access strategy in place	New strategy in place by 2021 Travel patterns monitored annually
LOCAL AREA: CHANDLER'S FORD & HILTINGBURY								
CFH1.1	Move location of continuous monitoring station currently at Steele Close and upgrade equipment	Other	Other	EBC	2020	2020 – 2021	Site move completed	Site moved by December 2021
CFH1.2	Carry out focussed sampling exercises targeted at areas of local community concern	Other	Other	EBC	2021	2021 – 2022	Better coverage of diffusion tube data and improved representation of exposure	Sampling study completed by March 2022
CFH2	Provide an off road cycle/pedestrian route along Hut Hill, linking Chandler's Ford with Chilworth	Transport Planning and Infrastructure	Cycle network	HCC	Complete 2019	2020	Scheme completed	May 2020
CFH3	Consider potential locations and funding sources to install electric vehicle charging points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	EBC	2022	2022 – 2023	Increase number of available EV charging points	Numbers reviewed annually
CFH4	Investigate expanding Co-Wheels electric vehicle locations to Chandler's Ford	Alternatives to private vehicle use	Car Clubs	EBC	2022	2022 – 2023	Add 1 new Co-Wheels location	September 2023

LOCAL AREA: EASTLEIGH								
ELAC1	Upgrade analysers at Southampton Road and The Point monitoring sites	Other	Other	EBC	2019 – 2020	2020	Equipment replaced	December 2020
ELAC2	Conduct further studies of fleet make up and source apportionment for Eastleigh	Other	Other	EBC	2020	2020 – 2021	Completion of study	January 2022
ELAC3	Carry out trial of innovative monitoring equipment	Other	Other	EBC	2019	2019 – 2020	Data collected for 1 key junction in Eastleigh	December 2020
ELAC4	Consider pedestrianisation of Market Street, initially as a temporary event	Traffic Management	Other	EBC	2019 – 2020	2020	Temporary closure event organised and impact assessed	Pedestrianisation event by June 2020 Impact assessed by December 2020
ELAC5	Install electric vehicle charge points to include: - Aldi, Chestnut Retail Park - Romsey Road Car Park, Upper Market Street.	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	EBC	2019	2020	Increase number of available EV charging points	February 2021
ELAC6	Continue to seek approval and funding for the Chickenhall Lane Link Road	Transport Planning and Infrastructure	Other	EBC / HCC	Long term aspiration	Long term aspiration	Delivery of link road	-
LOCAL AREA: BISHOPSTOKE, FAIR OAK & HORTON HEATH								
BIFOHH 1	Improve traffic flow and increase facilities for active travel along Bishopstoke Road	Transport Planning and Infrastructure	Other	HCC	2019	2020	Completed traffic study Improvements implemented	Cycleway Phase II completed by March 2020
BIFOHH 2	Consider potential locations and funding sources to install electric vehicle charging points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	EBC	2022	2023	Increase number of available EV charging points	Numbers reviewed annually
BIFOHH 3	Use the development at Horton Heath as an opportunity to promote sustainable practices	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	EBC	2019 – 2020	2021 – 2025	Maximise sustainable initiatives implemented in development	December 2025
LOCAL AREA: HEDGE END, WEST END & BOTLEY								
HEWEB 1	Investigate expanding Co-Wheels electric vehicle locations to Botley	Alternatives to private vehicle use	Car Clubs	EBC	2021	2022	Add 1 new Co-Wheels location	September 2022

HEWEB 2	Consider potential locations and funding sources to install electric vehicle charging points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	EBC	2021	2022	Increase number of available EV charging points	Numbers reviewed annually
HEWEB 3	Delivery of Botley Bypass scheme	Transport Planning and Infrastructure	Other	HCC	Completed	Works planned to start in 2020 / 2021	Completion of bypass	December 2023
HEWEB 4	Following completion of Botley Bypass, reduce HGVs using High Street	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	EBC / HCC	Following completion of measure HEWEB3	Following completion of measure HEWEB3	Reduce number of HGVs using Botley High Street	-
LOCAL AREA: BURSLEDON, HAMBLE-LE-RICE & HOUND								
BHH1.1	Install new continuous analyser to monitor NO_2 in the AQMA	Other	Other	EBC	2021	2022 – 2023	New site installed	June 2023
BHH1.2	Carry out focussed sampling exercises targeted at areas of local community concern	Other	Other	EBC	2020	2020 – 2021	Better coverage of diffusion tube data and improved representation of exposure	Sampling study completed by February 2021
BHH2	Further study to learn more about the proportion of different vehicles by age and type on Hamble Lane and the A27	Other	Other	EBC	2020	2020 – 2021	Completion of study	January 2022
BHH3	Liaise with neighbouring authorities on their activities on the A27	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	EBC / FBC / SCC	2020	2020 – 2025	Information sharing	-
BHH4.1	Work to increase patronage at Hamble, Netley and Bursledon railway stations	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	EBC	2020 – 2025	2020 – 2025	Increase patronage at stations	SWR Communities Funding grant application determined by February 2020 Patronage reviewed annually
BHH4.2	Provide a car park at Hamble Station	Alternatives to private vehicle use	Rail based Park & Ride	EBC / HCC	2019 – 2020	2020 – 2023	Car park completed	Funding secured by June 2020

BHH5	Investigate expanding Co-Wheels electric vehicle locations to the Local Area	Alternatives to private vehicle use	Car Clubs	EBC	2021	2021 – 2022	Add 1 new Co-Wheels location	September 2022
BHH6	Engage with HCC on the Hamble Lane improvement scheme to ensure it supports our objectives	Traffic Management	UTC, Congestion management, traffic reduction	HCC	Public consultation completed 2018	Awaiting funding	Completion of scheme	-
BHH7	Engage with HE on the M3 Junction 8 / Windhover Roundabout improvements to ensure our objectives are supported	Traffic Management	UTC, Congestion management, traffic reduction	HE	Preferred scheme announced February 2019	Work planned to start March 2020	Completion of scheme	-
BHH8	Consider potential locations and funding sources to install electric vehicle charging points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	EBC	2021	2021 – 2022	Increase number of available EV charging points	Numbers reviewed annually
BHH9	Improve air circulation along Hamble Lane and the A27 through the management of trees	Other	Other	EBC / HCC	2023	2024	Completion of scheme	March 2025

Appendix A: Air Quality Management Area Maps

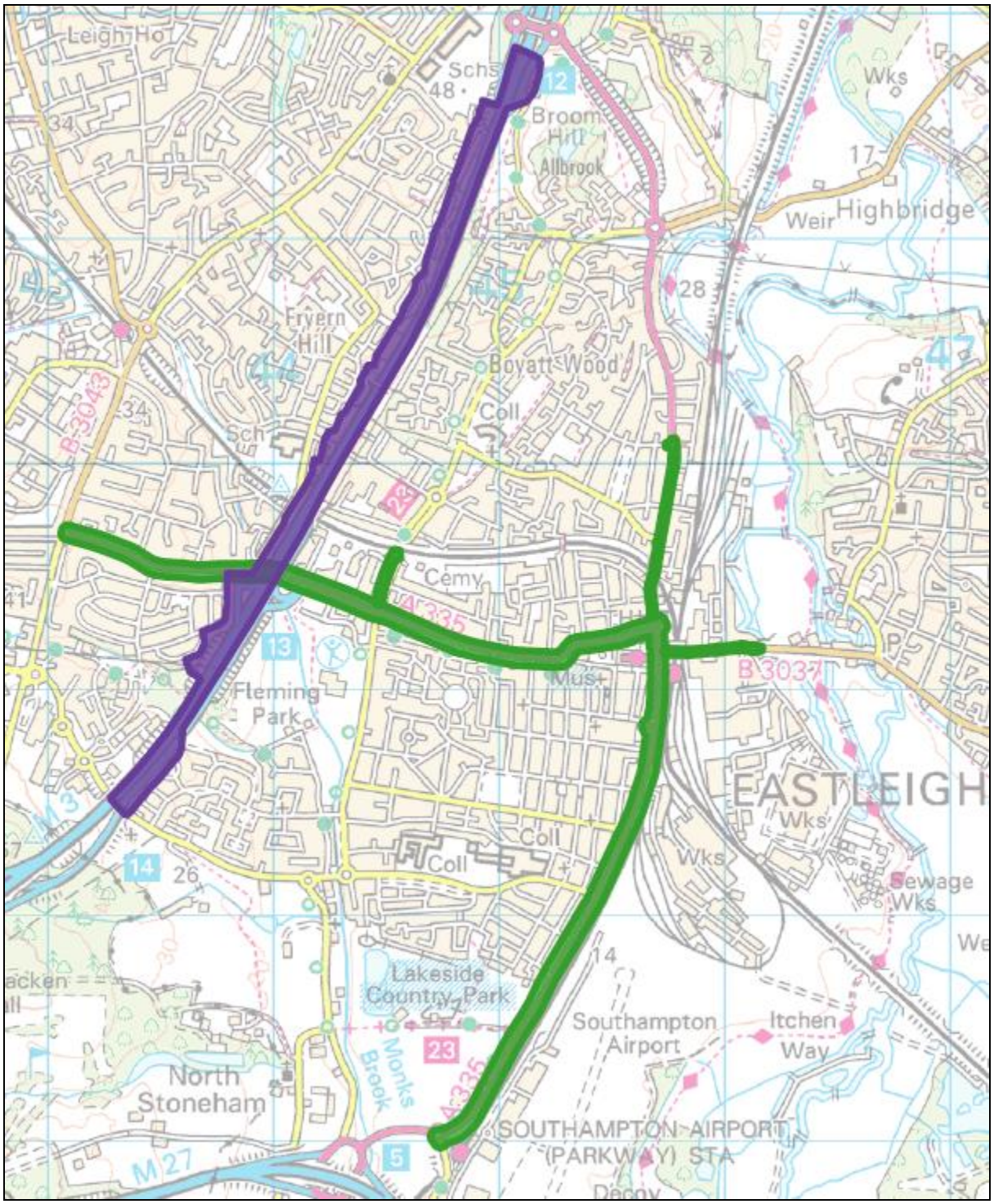

Figure 8 – Eastleigh AQMA No.1 (A335) (green), Eastleigh AQMA No.2 (M3) (purple)

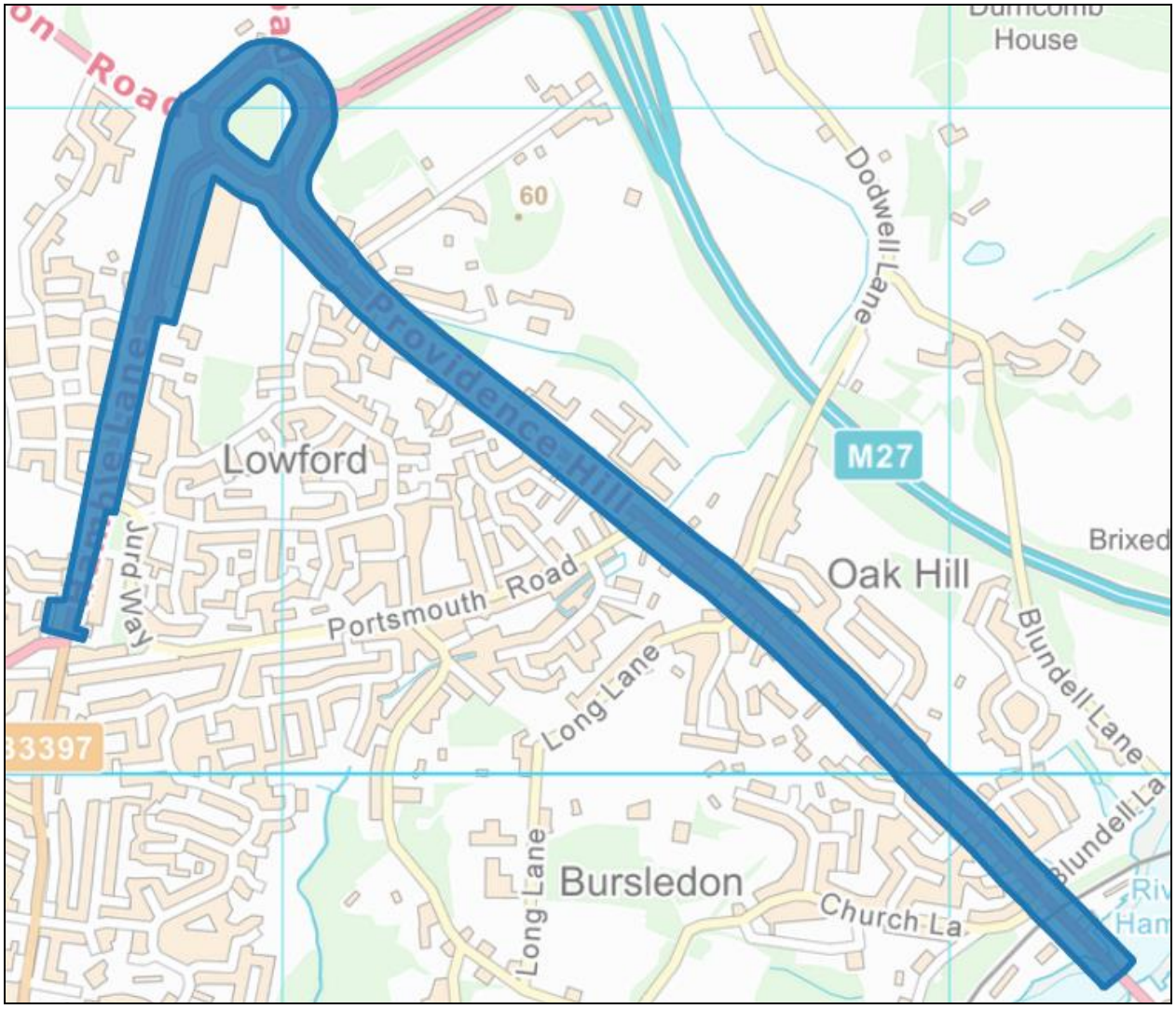

Figure 9 – Hamble Lane Area AQMA

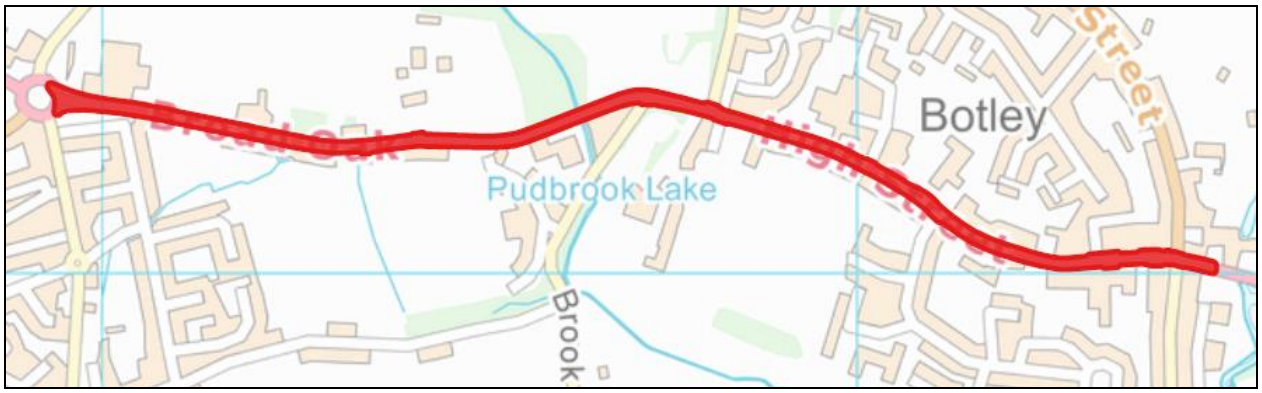

Figure 10 – High Street Botley AQMA

Appendix B: Emission Reduction Calculations

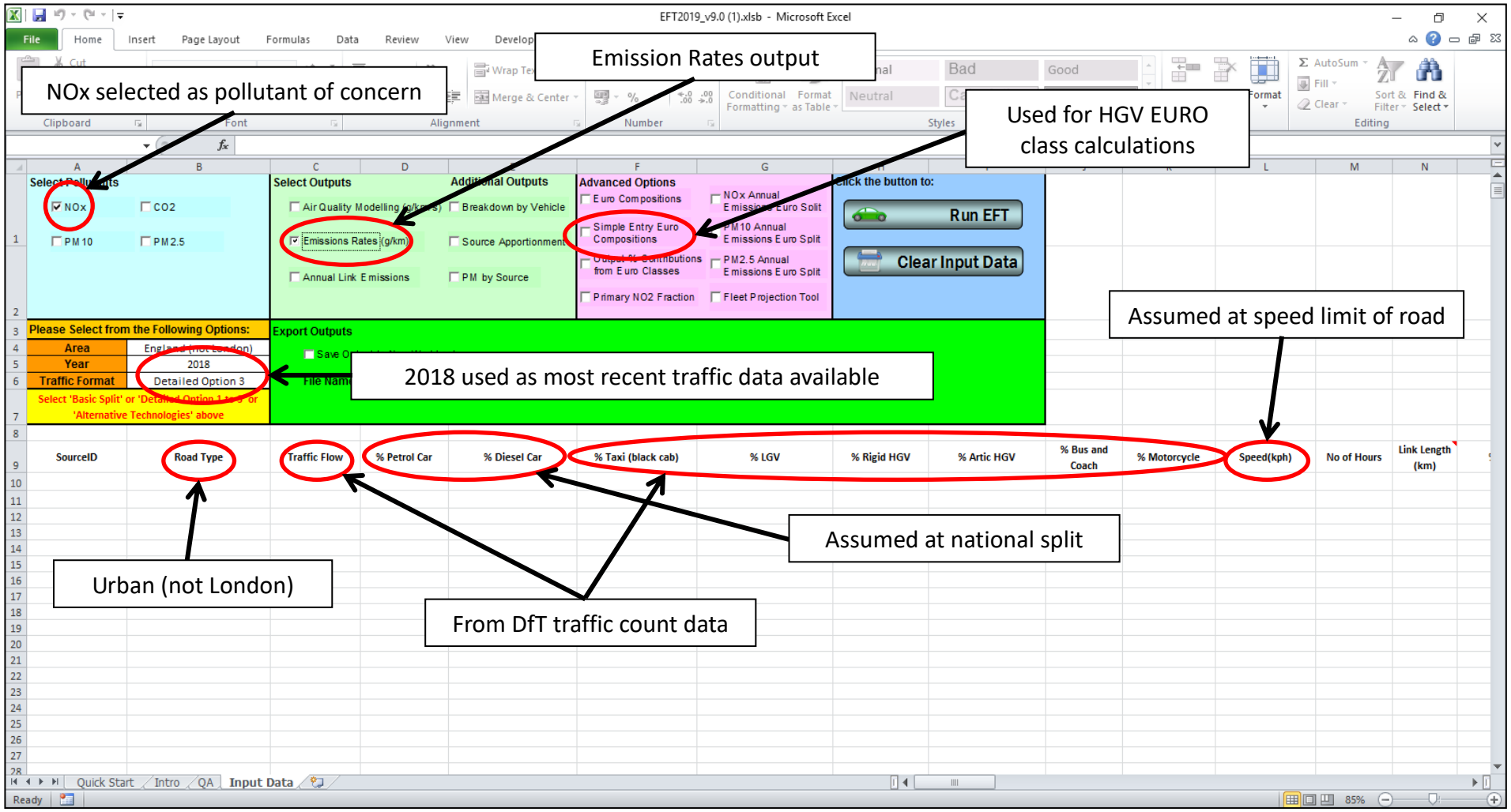

Figure 11 – Inputs to the Emission Factor Toolkit used to calculate estimated emission reductions

Appendix C: Public Consultation Response

C.1 The Consultation Process

The Draft Air Quality Action Plan was released for public consultation from 2 September to 11 October 2019. During this time the document was available on the Council website with an accompanying questionnaire, included in Appendix D. The draft plan consisted of introductory information on air quality as well as the proposed actions. In the questionnaire people were asked to rate each action as a measure to improve air quality using a scale from 'strongly support' to 'strongly oppose'. The opportunity was also given to leave further comments in free text boxes.

The consultation was advertised in the Borough news which is delivered to each household, on the Council's website and through social media channels. The information was also circulated to each Parish Council and other companies and organisations that were identified as having a likely interest. Six events were held during the consultation period, with at least one in each Local Area. These included drop in sessions held at the Council offices and community centres, as well as information displays at supermarkets and shopping centres. At all events, Eastleigh Borough Council staff were available to answer questions and talk to members of the public.

C.2 Response Received

In total 116 people made a formal response to the consultation by filling out the questionnaire provided. A number of other comments were received at the events and through e-mail contact, these were considered as part of the response but are not included in the statistics quoted which were calculated from the questionnaire answers.

Only four questionnaires were received from postcodes outside of Eastleigh Borough and from within the Borough there were responses from all Local Areas (LACs). The highest numbers were seen from Eastleigh (ELAC) and Bursledon, Hamble-le-Rice & Hound (BHH), likely because these areas are particularly affected by poor air quality (Figure 1). ELAC contains two Air Quality Management Areas (AQMAs) while the AQMA in BHH has recently been extended. The higher level of engagement from those people most affected by poor air quality is also shown by 41% of the responses

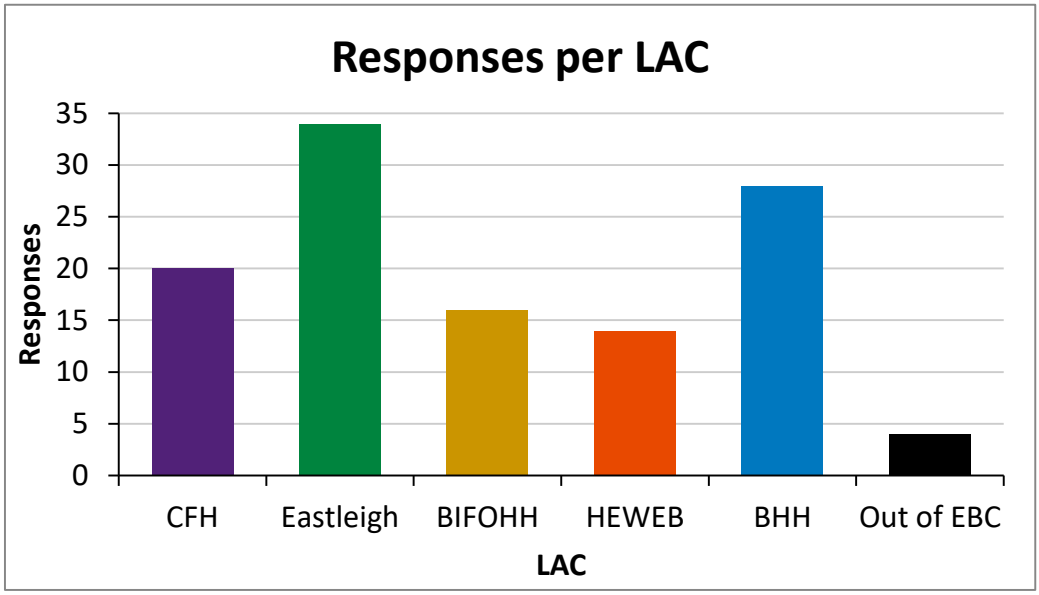

Figure 12 – Consultation responses received split by Local Area of residence

being from postcodes within 500m of a declared AQMA; 36% of responses from age categories classed as vulnerable and 23% of responses reporting having a long term illness. Equalities data is further analysed as part of an Equalities Impact Assessment which will accompany the Action Plan.

Three questions allowed free text comments and 83% of those who filled in the multiple choice question also left comments in this section, demonstrating a high level of interest and engagement from those who responded. This was also shown by answers to the section which gave a list of suggested activities to help improve air quality and reduce the effects of pollution (Figure 2). Of all responses, 92% of people currently do at least one, with walking, not idling engines and taking public transport being the most frequent answers. 83% of people suggested they would consider doing more in at least one area, with the most popular of these being signing up to airAlert, replacing their current vehicle with a low emission option and travelling at lower pollution routes and times. These activities are things that can be assisted by Council information or incentives and have been noted as areas where people would like to do more.

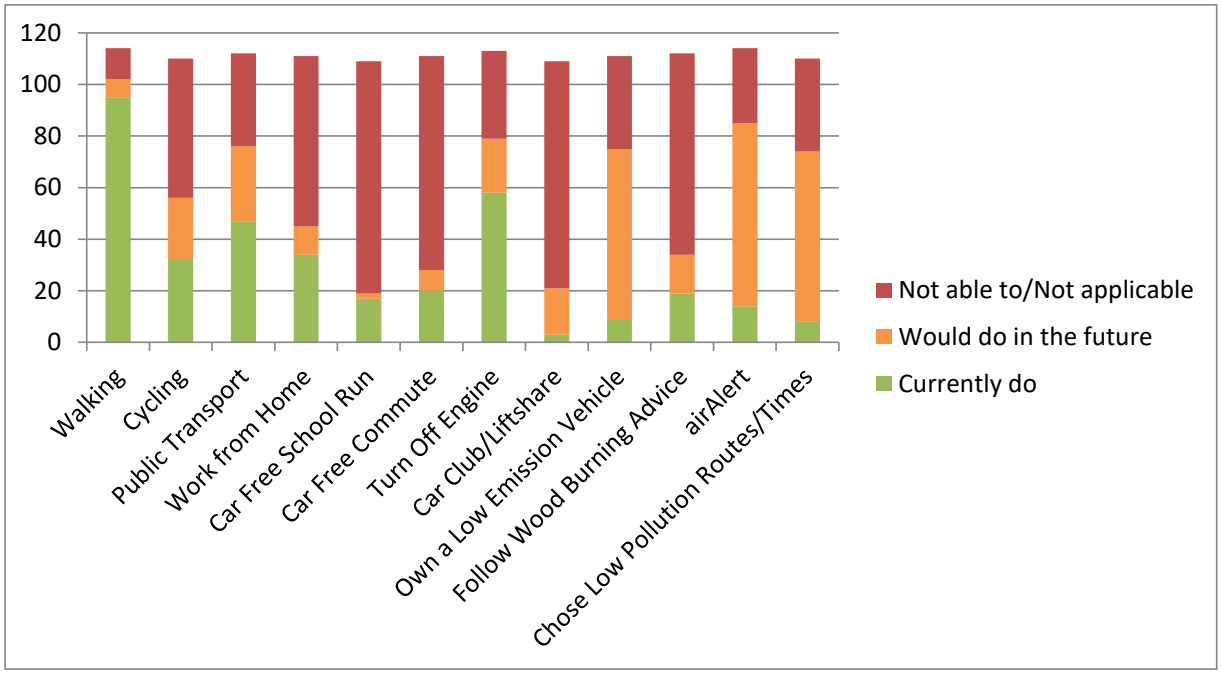

Figure 13 – Number of people who do/would consider activities relating to improved air quality

C.3 Support for Actions

Individuals were asked to rate their level of support for the proposed actions, the response was consistently positive and support outweighed opposition across the board. Opposition to any single action was not above 30%, with the vast majority of actions receiving less than 10% opposition. Out of the 44 actions, 17 had less than 2% opposition. The actions which received the highest percentage of positive responses were:

- Monitor pollutant concentrations across the Borough (98%)
- Work in partnership with other Councils and key groups (97%)
- Work to reduce Eastleigh Borough Council's emissions (95%)
- Work in partnership to improve public transport services (94%)
- Work with local businesses to reduce their emissions (94%)
- Engage with other organisations on their highways improvement schemes (94%)

These broad actions make up the core of the Action Plan and will continue to do so.

C.4 Response Themes

Some key themes emerged in the comments and are discussed in further detail below:

C.4.1 Public Transport

Public transport was one of the most frequently mentioned topics with 19% of people including this in their replies. The support for improvements was clear throughout these comments with routes, timing and price of services all highlighted as current barriers to use.

“Frequent, reliable, and widespread public transport is the only way.”

“Public transport needs to be frequent, linked with other authorities to make it convenient and cheaper so it would be appealing and affordable for people to use.”

“Introduce a park-and-ride "light" service for commuters…”

“…there is no car parking/bike parking at Hamble train station.”

“…currently all services are routed via Southampton.”

C.4.2 Cycling

Cycling was mentioned by 16% of people and within these comments the provision of infrastructure was referenced most often. As well as requests for improvements to current facilities and specific locations for new cycle paths, comments were also made around other cycling facilities, awareness and training.

> “Training to build confidence for cyclists”
>
> “Dedicated cycle ways that are segregated from motorised vehicle traffic.”
>
> “Join up cycling routes…”
>
> “Encourage use of e-bikes.”

C.4.3 Walking and Pedestrianisation

Views on pedestrianisation included some concern at the potential effect on businesses and the need to preserve access for disabled people. Despite this, 80% of comments on this topic were positive about traffic free days across the wider Borough as well as the suggested Market Street action.

"Try traffic-free days on various roads in the Borough, to show people how pleasant life can be without cars dominating their environment…"

"Look at making areas around schools pedestrian only"

C.4.4 Housing and Development

Housing and development was the most frequent theme raised in the comments section, mentioned by 23% of people. When asked to rate the proposed action 93% of responses were positive, showing that the Council's approach to deliver high quality sustainable development is supported. While some comments gave ideas for sustainable housing, there were also significant concerns raised with the amount of development and the approach to this. This action remains a key part of the Action Plan and the need to work closely with the planning department on this issue is recognised.

"Stop development in areas already high in emissions…"

"Plan to build a sustainable, high performance house."

"…all new housing should have charging points for each house…"

C.4.5 Electric Vehicles

Varied responses were received on the subject of electric vehicles, and while lots of people were positive about their use and the plans to expand the infrastructure available, concerns were raised on the wider environmental implications of their use. Encouraging ownership through parking charges was the most contentious action in the plan, with a negative reaction from 26% of people and concern that this would disproportionately affect those on a low income.

"Would be useful to have charging stations nearby…"

"…it can be argued that EVs are simply moving the emissions to a different location…"

"…would need assistance to buy an electric car…"

"The aim should be to get cars off the road not to replace one type of car with another."

"Please consider electric vehicle charging points for on street permit parking."

C.5 Local Areas

In the sections focussed on each Local Area, responses show that the majority of people were supportive of local action. Although these questions were not required answers, 84% of people gave views on other Local Areas as well as their own. This highlights that interest spreads beyond their Local Area and there is recognition that widespread action is needed to tackle the issue of poor air quality. Of the local actions, the most consistent support was seen for those in Bishopstoke, Fair Oak and Horton Heath (BIFOHH), ELAC and BHH. This is a reflection on the high response rate from these areas and the location of the AQMAs, including the recent extension of the Hamble Lane Area AQMA highlighting ongoing issues in this area. Of the responses to the local actions the highest positive responses were for:

- Improve traffic flow and increase facilities for active travel along Bishopstoke Road (78%)
- Carry out trial of innovative monitoring equipment in ELAC (78%)
- Consider installing electric vehicle charging points in BIFOHH (74%)

Key local themes raised in the comments included:

- Chickenhall Lane, with several people seeking prioritisation for the link road.
- The need for improvements on Bishopstoke Road
- Concerns around congestion on Hamble Lane

These areas are all identified in the plan and will continue to be key features.

C.6 Changes Made

To reflect the views provided in this consultation some changes will be incorporated into the final Air Quality Action Plan. The results will also be taken into account when prioritising actions. The following list summarises those changes and updates which have already been identified but this will be an ongoing process as the Action Plan is prepared for consideration by Cabinet in early 2020.

Original Actions	Changes
Monitor pollutant concentrations across the Borough	Several requests for monitoring in specific locations were received. The Council regularly reviews and updates monitoring locations and the action will be expanded to include this information. When considering new locations, those requested will be considered.
Promote the use of electric vehicles and develop a network of publicly available electric charging points across the Borough	This action will be updated to include investigating incentives for electric vehicle use and ownership. This reflects a number of concerns raised regarding the cost of EV ownership.
New Action	Use of vegetation was brought up in several responses. This should be considered carefully as the effect on pollution levels is disputed and it can act as a barrier, trapping pollution in certain areas. However it does have a beneficial effect on the environment generally and can be used effectively. An action will be added to the environment section to cover this.
Continue to improve and extend the walking and cycling network	Cycling actions will be broadened to include further ideas raised in the consultation, including promotion of e-bikes, maintenance of existing facilities and provision of parking.
Run campaigns aimed at reducing the number of single occupancy cars on the Borough's roads	This action has been broadened to cover all campaigns aimed at reducing vehicle emissions and specifies anti-idling campaigns as another example.
Consult on encouraging ownership of low emission vehicles through differential parking charges	This action is intended to identify ways of encouraging electric vehicle ownership through the use of incentives. Concerns around the cost of owning an electric vehicle were raised and this would be taken in account for any scheme developed. The action on the promotion of EVs has also been amended to reflect these comments.

Provide information and advice on the use of solid fuel burners	EBC are currently working with neighbouring authorities on a bid for DEFRA funding to run a public engagement campaign on this issue and the action has been updated to reflect this work.
Consider pedestrianisation of Market Street / Carry out temporary road closures at schools	There was some enthusiasm for these projects and support for traffic free days on roads across the wider Borough, so this will be added to the overarching 'Transport' section as well as specifically for Market Street. To address concerns about access, provision of disabled parking will be considered.
New Action	Actions around monitoring have also been added to the relevant Local Area sections.
General Update	To provide more clarity on the timescales and method of assessing the success of actions, clearer dates and KPIs have been added where appropriate.
General Update	Action numbers have been added to allow easier reference and so the link between the summary Action Plan and the DEFRA Action Plan is clear. Where actions from the summary Action Plan have been split into several parts in the DEFRA Action Plan this is denoted by using 1.1, 1.2 etc.

Table 7 – Changes made as a result of consultation feedback

C.7 Air Quality Working Group Comments

An Air Quality Working Group meeting was held on December 18 2019 to review the AQAP. Their comments are listed below along with details of the proposed response.

Comments	Changes
More detailed information on the introduction of EV charging points in business locations	Action ENV3 has been amended to include a specific reference to business locations.
Councillors requested clarification on the limitations of the Ricardo modelling data referenced in the AQAP supporting text	The Ricardo modelling report was reviewed to ensure the AQAP was consistent with its findings and no changes are proposed
Councillors requested further consideration of the impact of airport and railway activities on air quality	The AQAP contains an action to work with Southampton Airport on minimising the impact of their operations on air quality (EC4) Action TR4.2 has been updated to include reference to work with rail operators and network rail to minimise the impact of emissions from rail transport

Table 8 – Responses to comments made by the Air Quality Working Group

Appendix D: Consultation List

The list below details the stakeholders and local groups directly contacted with information about the AQAP consultation:

Hampshire County Council
Southampton City Council
Test Valley Borough Council
Winchester City Council
Fareham Borough Council
Eastleigh Borough Parish Clerks
Public Health England
Southampton Clean Air Network
Breathe Easy
Bluestar
Xelabus
First Group
Solent Transport
Community Rail Partnership
One Community
A2B Travel
Registered Taxi Drivers & Operators
Highways England
Southampton Airport
Eastleigh Business Improvement District
Asian Welfare and Cultural Association
Aula de Espanol en Hampshire
Societa Dante Alighieri Di Southampton

Appendix E: Public Consultation Questionnaire

Please read the draft Air Quality Action Plan and then give us your comments by completing the questionnaire. For each proposed action, please rate it as a measure to improve air quality, using the scale:

- Strongly support
- Support
- Neither support nor oppose
- Opposed
- Strong opposed
- Don't know/no opinion

An answer is required for each of the actions which relate to the whole Borough, but the sections which relate to individual locations are optional. There is also the chance to suggest your own actions and leave general comments.

	Strongly support	Support	Neither support nor oppose	Opposed	Strongly opposed	Don't know/no opinion
Environment						
Monitor pollutant concentrations across the Borough	○	○	○	○	○	○
Work in partnership with other local councils and key groups	○	○	○	○	○	○
Promote the use of electric vehicles and develop a network of publically available electric vehicle charge points across the Borough	○	○	○	○	○	○

Transport						
Create a walking and cycling strategy to promote and encourage travel by these methods	○	○	○	○	○	○
Continue to improve and extend the walking and cycling network in line with the new walking and cycling strategy	○	○	○	○	○	○
Run campaigns aimed at reducing the number of single occupancy cars on the Borough's roads	○	○	○	○	○	○
Work in partnership to improve public transport services	○	○	○	○	○	○
Work with taxis and other licensed operators to reduce emissions	○	○	○	○	○	○

Promote and expand car clubs	○	○	○	○	○	○
Increase availability of bicycle hire schemes	○	○	○	○	○	○
Consult on encouraging ownership of low emission vehicles through differential parking charges	○	○	○	○	○	○
Use low cost sensor study to understand relationships between traffic movements and air quality to influence future road management and design	○	○	○	○	○	○
Engage with Hampshire County Council and Highways England on their highways improvement schemes to ensure they support our work on air quality	○	○	○	○	○	○
Health & Social Policy						
Increase public awareness of air quality issues and the benefits of an active lifestyle	○	○	○	○	○	○
Carry out school projects and campaigns	○	○	○	○	○	○
Provide information and advice on the use of solid fuel burners	○	○	○	○	○	○

Housing						
Ensure that development adheres to policies set out in the emerging Local Plan relating to air pollution impacts and supports high quality sustainable development, particularly for developments in or close to Air Quality Management Areas (AQMAs)	○	○	○	○	○	○

Economy & Regeneration						
Eastleigh Borough Council will work to reduce its emissions	○	○	○	○	○	○
Work with local businesses on reducing their emissions	○	○	○	○	○	○
Support and encourage businesses to adopt flexible working practices through improved connectivity	○	○	○	○	○	○
Work with Southampton Airport to minimise the impact of their operations on air quality	○	○	○	○	○	○

Your Local Area- Bishopstoke, Fair Oak & Horton Heath						
Improve traffic flow and increase facilities for active travel along Bishopstoke Road	○	○	○	○	○	○
Consider potential locations and funding sources to install electric vehicle charging points	○	○	○	○	○	○
Use the development at Horton Heath as an opportunity to promote sustainable practices	○	○	○	○	○	○

Your Local Area- Bursledon, Hamble-le-Rice & Hound						
Further study to learn more about the proportion of different vehicles by age and type in the Hamble Lane Area AQMA	○	○	○	○	○	○
Liaise with other authorities on their activities on the A27	○	○	○	○	○	○
Work to increase the number of people using Hamble, Netley and Bursledon railway stations	○	○	○	○	○	○

Investigate expanding Co-Wheels electric vehicle locations to Hamble						
Highway improvements for Hamble Lane						
Highway improvements for M27 J8 and Windhover Roundabout						
Consider potential locations and funding sources to install electric vehicle charging points						
Improve air circulation along Hamble Lane and the A27 through the management of trees						

Your Local Area- Chandler's Ford & Hiltingbury						
Provide an off road cycle/pedestrian route along Hut Hill, linking Chandler's Ford with Chilworth						
Consider potential locations and funding sources to install electric vehicle charging points						
Investigate expanding Co-Wheels electric vehicle locations to Chandler's Ford						

Your Local Area- Eastleigh						
Further study to learn more about the proportion of different vehicle types in Eastleigh						
Carry out trial of innovative monitoring equipment						
Consider pedestrianisation of Market Street, initially as a temporary event						
Install electric vehicle charge points						
Continue to seek approval and funding for the Chickenhall Lane Link Road						

Your Local Area- Hedge End, West End & Botley						
Investigate expanding Co-Wheels electric vehicle locations to Botley						
Consider potential locations and funding sources to install electric vehicle charging points						
Delivery of Botley Bypass scheme						
Following completion of Botley Bypass, reduce HGVs using High Street						

Other Comments			
What actions do you take to help improve air quality and reduce the effects of pollution?			
	Currently do	**Would do in the future**	**Not able to/Not applicable**
Walk to complete local journeys	○	○	○
Cycle to complete local journeys	○	○	○
Take public transport instead of using your car	○	○	○
Work from home	○	○	○
Leave your car at home for the school run	○	○	○
Leave your car at home for the commute	○	○	○
Turn off your engine while in stationary traffic	○	○	○
Use a car club or liftshare scheme	○	○	○
Replace your current vehicle with an electric or low emission vehicle	○	○	○
Follow DEFRA advice on approved fuel and appliances when using wood burning stoves	○	○	○
Sign up to airAlert	○	○	○
Use pollution information to plan travel for lower pollution routes or times	○	○	○
Other actions (please tell us here)			

Are there any actions not included in our plan that you would like to see, or would help you with the activities listed above?	
Do you have any other comments on the action plan?	

In addition the questionnaire contained a number of ‘About You’ questions to provide some information on where responses had been received from and to allow the Council to carry out an Equalities Impact Assessment.

Appendix F: Air Quality Working Group Terms of Reference

Purpose

To oversee, steer and assist delivery of Air Quality work at the Council, to include monitoring and implementation of the action plan to improve air quality, focussed on the designated Air Quality Management Areas. To provide links and ensure consistency between this work and the overarching Climate Change and Environmental Strategy, to influence and inform other policy areas across the Council which may have an impact on air quality and deliver outcomes listed in the Corporate Plan.

Roles and Responsibilities

The group will

- Overview:
  - Air quality monitoring
  - Delivery of the action plan to improve air quality
  - Communications and engagement with the wider community
  - Other air quality projects
- Identify new policies or actions that could have a positive effect on air quality
- Be consulted on applications for funding
- Provide support with responses to scrutiny
- Facilitate partnership working
- Receive an annual update on the state of air quality from data collected and updates on progress against the Action Plan at each quarterly meeting
- Disseminate information to Local Area Committees and Cabinet
- Inform and scrutinise policies and programmes that may impact on air quality

Core Membership

Representation from each of the Local Area Committees

Cabinet Portfolio Lead for Transport

Cabinet Portfolio Lead for Environment

Cabinet Portfolio Lead for Health and Wellbeing

Officer Support

Representative for the Local Area Managers

Head of Environment

Strategy Lead (Environment)

Senior Pollution Control Officer

Pollution Control Officer

Quorum

Quarter of core membership of working group (no less than 3).

The Meeting

Meetings will be arranged quarterly, with the option for additional ones if required.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
BIFOHH	Bishopstoke, Fair Oak and Horton Heath
BHH	Bursledon, Hamble-le-Rice and Hound
CFH	Chandlers Ford and Hiltingbury
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EBC	Eastleigh Borough Council
ELAC	Eastleigh Local Area
EU	European Union
FBC	Fareham Borough Council
HCC	Hampshire County Council
HEWEB	Hedge End, West End and Botley
LAQM	Local Air Quality Management
NFDC	New Forest District Council
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less

$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SCC	Southampton City Council
SWR	South Western Railway
WCC	Winchester City Council