



# NOTICE OF MEETING

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**CABINET MEMBER FOR ENVIRONMENT & CLIMATE CHANGE**

**THURSDAY 30 JANUARY 2020 AT 10AM**

**THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL**

Telephone enquiries to Jane Di Dino 023 9283 4060  
Email: [jane.didino@portsmouthcc.gov.uk](mailto:jane.didino@portsmouthcc.gov.uk)

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

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## **Membership**

**Cabinet Member for Environment & Climate Change.**  
Councillor Dave Ashmore

**Group Spokespersons.**  
Councillor George Fielding  
Councillor Robert New

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(NB This agenda should be retained for future reference with the minutes of this meeting).

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## **AGENDA**

- 1 Apologies for absence.**
- 2 Declarations of members' interests.**

### 3 **Air Quality Compliance Monitoring** (Pages 3 - 20)

#### Purpose.

Under the terms of the Environment Act 1995 the government has issued a Ministerial Direction to Portsmouth City Council (PCC). This Direction requires PCC to develop a Local Air Quality Plan (LAQP) to identify measures which will deliver compliance with legal limits for nitrogen dioxide (NO<sub>2</sub>) in the shortest possible timeframe<sup>1</sup>. The purpose of this report is to inform the Cabinet Member as to how PCC proposes to increase the monitoring of NO<sub>2</sub> levels in key areas of Portsmouth to assess the performance of the LAQP.

#### **RECOMMENDED that the Cabinet Member for Environment & Climate Change approves:**

- 1. The installation of an additional continuous air quality monitoring station and the continued deployment of diffusion tubes as set out within Sections 4 through to 8;**
- 2. The use of alternative 'low-cost' monitoring devices as necessary as set out in Section 6.**

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<sup>1</sup> In the case of the Air Quality Local Plan this is considered to be measures that can be delivered as quickly as or more quickly than a charging Clean Air Zone can be made operational. JAQU consider that a charging CAZ could be operational in Portsmouth by the end of 2021; therefore other measure must be capable of being delivered by this date to be considered

# Agenda Item 3



<b>Title of meeting:</b>	Cabinet Member for Environment & Climate Change Decision Meeting.
<b>Date of meeting:</b>	30 January 2020
<b>Subject:</b>	Air Quality Compliance Monitoring
<b>Report by:</b>	Director of Culture, Leisure and Regulatory Services
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 Under the terms of the Environment Act 1995 the government has issued a Ministerial Direction to Portsmouth City Council (PCC). This Direction requires PCC to develop a Local Air Quality Plan (LAQP) to identify measures which will deliver compliance with legal limits for nitrogen dioxide (NO<sub>2</sub>) in the shortest possible timeframe<sup>1</sup>. The purpose of this report is to inform the Cabinet Member as to how PCC proposes to increase the monitoring of NO<sub>2</sub> levels in key areas of Portsmouth to assess the performance of the LAQP.

## 2. Recommendation

- 2.1 It is **RECOMMENDED** that the Cabinet Member for Environment & Climate Change approves:
- the installation of an additional continuous air quality monitoring station and the continued deployment of diffusion tubes as set out within Sections 4 through to 8;
  - the use of alternative 'low-cost' monitoring devices as necessary as set out in Section 6.

## 3. Reason for the recommendations

- 3.1 To continue to fulfil the duties placed upon PCC under the Environment Act 1995.

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<sup>1</sup> In the case of the Air Quality Local Plan this is considered to be measures that can be delivered as quickly as or more quickly than a charging Clean Air Zone can be made operational. JAQU consider that a charging CAZ could be operational in Portsmouth by the end of 2021; therefore other measure must be capable of being delivered by this date to be considered

- 3.2 PCC's LAQP has identified five locations where the annual mean NO<sub>2</sub> European Union (EU) Limit Value of 40µg/m<sup>3</sup> was modelled as being exceeded by the Department for the Environment and Rural Affairs (DEFRA). The LAQP model predicted that a charging Clean Air Zone (CAZ) would be needed to reduce levels of NO<sub>2</sub> to compliant levels.
- 3.3 The CAZ will remain in force until there is firm evidence that an improvement in NO<sub>2</sub> levels below limit value requirements have been achieved and maintained. PCC will therefore need to undertake appropriate monitoring and assessment of air quality levels in order to evaluate whether the measures implemented through the LAQP are having the anticipated impact, need adjusting, or are still needed if they have accomplished their air quality improvement outcomes.
- 3.4 The highest concentrations, and therefore those requiring the greatest level of NO<sub>2</sub> reduction, have been identified as:
- A3 Alfred Road, between Hope Street roundabout and the Queen Street / Anglesea Road / Alfred Road intersection (identified as - **link road 18114 - see location plan 1**);
  - A3 Mile End Road, between the southern end of the M275 and Church Street roundabout (identified as - **link road 48196 - see location plan 1**).
- 3.5 PCC already has a network for air quality monitoring that provides evidence of national compliance with a number of EC directives on air quality. The network is configured to provide the greatest density of measurements in key areas across areas of Portsmouth where the highest risk of air quality exceeding the Directive's limit values coincides with the greatest exposure to pollution. The highest quality of data is achieved through the use of continuous monitoring stations.

#### 4. The need for quality data

- 4.1 PCC invests significantly in its air quality monitoring network. Our extensive network has been rationalised over many years and continues to evolve dynamically to meet our needs and to reflect changes in the need for data.
- 4.2 During the creation of the LAQP, PCC have been further encouraged by DEFRA to increase monitoring where levels of exceedance have been modelled to exist until 2022. This rationale is intended to provide the further best evidence needed to quantifiably measure the performance of the LAQP. It also ensures the highest possible level of certainty that the measures deployed are actually achieving the level of pollution reduction modelled in those specific locations.
- 4.3 The government have provided guidance setting out the local air quality monitoring data requirements to safeguard data consistency standards. Our monitoring is required to follow DEFRA's best practice Technical Guidance

2016 (LAQM.TG16) for data quality and needs to be carried out at locations consistent with the siting requirements set out in Annex III of the Ambient Air Quality Directive.

## 5. Funding provision

- 5.1 The need to acquire an increased capability to continuously monitor NO<sub>2</sub> has been subjected to a successful application to the PCC capital funding programme. The estimated first year costs are £46K.

## 6. Cheaper alternatives

- 6.1 The proposed equipment is expensive. The reason for this is that it is 'MCERTS' compliant. MCERTS is the Environment Agency's Monitoring Certification Scheme for air quality monitoring equipment. It provides a delivery vehicle for compliance with European Directives.
- 6.2 Our proposed sophisticated analytical instruments meet the well-defined international standards for the quality of the data produced. Low-cost sensors which are designed to measure regulated pollutants in ambient air are however available at lower cost than the reference-equivalent instruments we are proposing.
- 6.3 Low-cost in this context can mean many things, ranging from simple single pollutant sensors in units that are sold for a few tens of pounds to relatively sophisticated multi-pollutant devices that include communications and meteorological capabilities that cost several thousands of pounds.
- 6.4 Low-cost sensors are highly attractive for many different reasons: they potentially allow for far greater density of measurements to be made; let individuals measure pollution in their local environment; they may be carried on a person to estimate exposure; or be integrated into networks into local air quality management systems such as our own.
- 6.5 Many different low-cost sensors are being commercialised and the technology and marketplace is evolving very rapidly. For this reason it is difficult for DEFRA to 'approve' the use of such. Such devices are however useful for: indicative assessments; awareness raising or educational purposes; to inform personal decision-making; as part of research studies; or integration into urban pollution control systems. However, the quality control and calibration of these devices in the field and their lifespan for producing useful data in respect to formal compliance will always be limited.

## 7. Proposed location

- 7.1 It is envisaged that the fifth and new PCC continuous air quality monitoring station be set up within one of the areas of highest pollution values. **Link road 18114** has been chosen as it is far less likely to dramatically, over the intended monitoring period, be impacted by nearby permitted development schemes than link road 48196.

7.2 The proposed AQ monitoring location is sited towards the west-end of Alfred Road alongside St John's Catholic Cathedral. Currently there are two possible location points alongside the Cathedral within **link road 18114 (see location plan 1 and 2)**:

- The first choice is highlighted with a **red** star. This is located in excess of 77m of the nearest major Junction. The sampling point at this location is not restricted by any physical structure. The nearest physical structure is at 7m to the south.
- The Second choice is highlighted with a **blue** star. This is located in excess of 99m of the nearest major Junction. The sampling point at this location is restricted by St Edmund House that is part of the Cathedral.

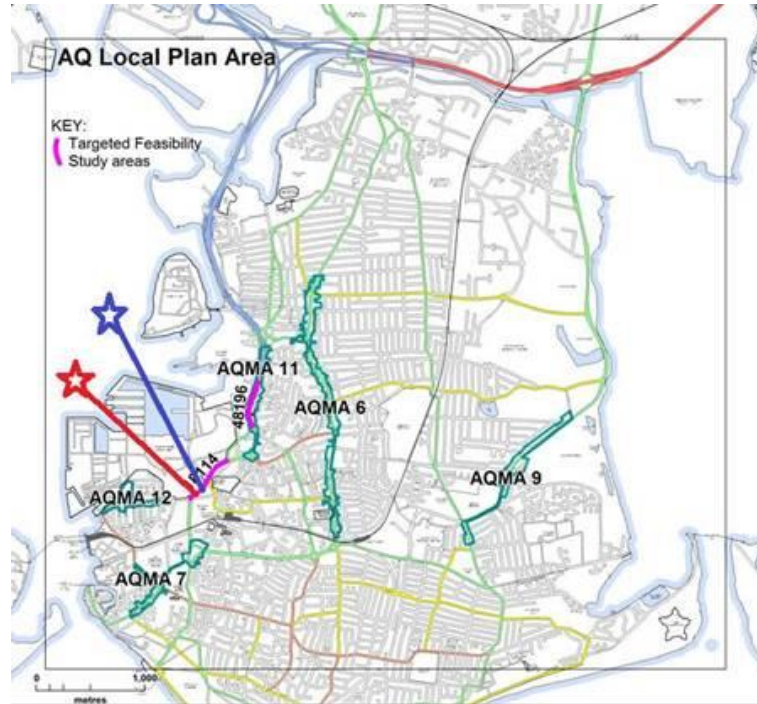
7.3 Following discussion with Planning Services, we can advise Members that the proposed equipment is likely to be installed as 'permitted development' using the Council's rights to undertake small ancillary works as part of the delivery of our functions. Once the final decision on the design and location of the equipment is made this can be confirmed with the Local Planning Authority. Members should note that the two preferred locations are in proximity to the Listed Catholic Cathedral. Consequently Members, in exercising their judgement regarding the placement of this essential equipment, may wish to have special regard to the desirability of preserving the setting of the Listed Building, to reflect the general duty laid out in legislation for such heritage assets albeit it does not directly apply in this case. A pictorial representation of the station is shown in picture 1.

**Picture 1**

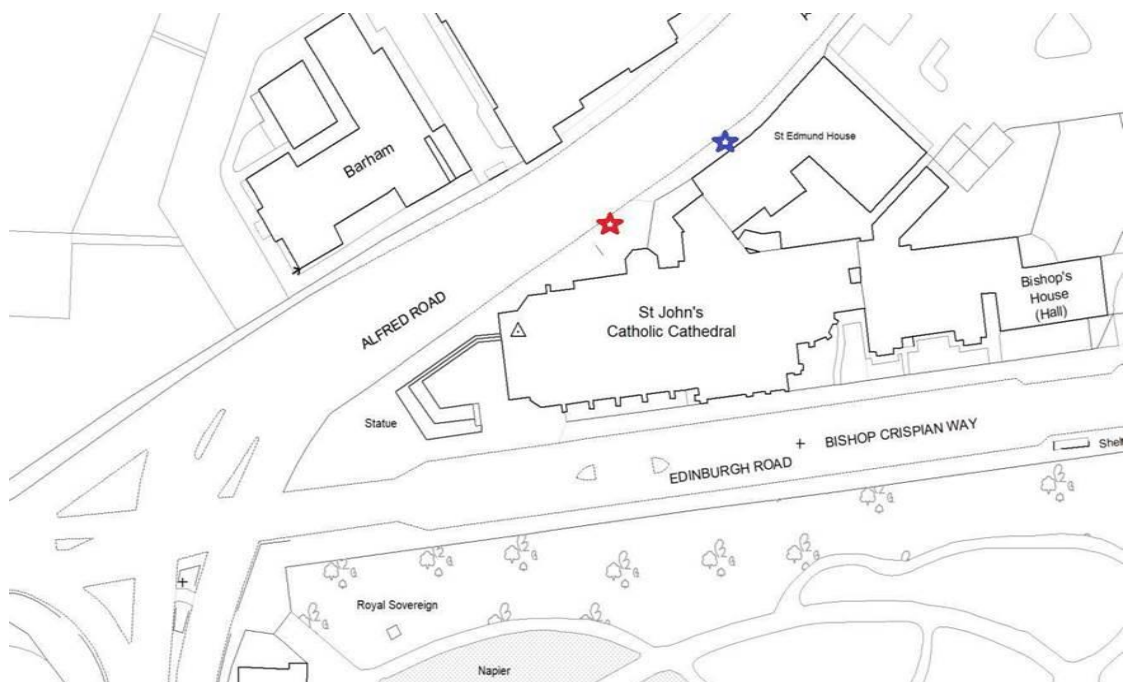


7.4 PCC has consulted with DEFRA as to the most suitable monitoring location to ensure their satisfaction with the final choice. DEFRA appreciate the complications caused by permitted development schemes in and around link road 84196 and have suggested that the blue star location manifests itself as a marginally better location than the red site.

**Location plan 1**



**Location plan 2**



## **8. Technical specification**

- 8.1 A continuous NO<sub>2</sub> (with Particulate Matter (PM) of 10 micrometers and PM<sub>2.5</sub> monitoring capabilities) monitor using cross-flow modulated semi decomposition chemiluminescence will be deployed. This will utilise an independent, internal dry-method sampling device to achieve the highest levels of sensitivity and accuracy. The dry method, due to its minimal maintenance requirements and capability of continuous monitoring and instantaneous analysis of gas in its unaltered state, is the preferred method for monitoring the atmospheric pollution and is ratified by DEFRA.
- 8.2 It is important to start the deployment procedure as soon as possible so that data collection can begin. The design process is complex as a large amount of time will be involved in coordination with our planning colleagues, our highways and traffic management team, instrument and enclosure suppliers, delivery companies, air conditioning engineers, electricity suppliers, site electricians, plinth builders and the telecommunications suppliers. Despite the complexity of the installation we expect the station to be in situ and operational within the year 2020 / 2021. If this is the case this would be prior to the CAZ being operational which would provide an opportunity for baseline NO<sub>2</sub> levels to be obtained prior to the CAZ coming into force.
- 8.3 The equipment will be of a semi-permanent design to ensure that it can be relocated in another area of the city as a need necessitates.

## **9. Monitoring through diffusion tubes**

- 9.1 It is important to note that PCC has already significantly increased its deployment of NO<sub>2</sub> diffusion tube monitors along the two identified link roads and at all other locations where exceedances or near exceedances of the national air quality objectives are being predicted through the LAQP process. These additional locations and monitoring results will be published via the Annual Status Report prior to 31<sup>st</sup> July 2020.

## **10. Integrated Impact Assessment**

- 10.1 An Integrated Impact Assessment (IIA) is attached. Whilst not directly impacting upon many of the criteria the need for excellent air pollution data does have an association with the majority of the assessment areas. Delivering cleaner air and monitoring the success (or otherwise) of our actions is of significant importance and relates to almost everything that we do.

## **11. City Solicitor's comments**

- 11.1 LAQM.TG16 is designed to support local authorities in carrying out their duties under the Environment Act 1995. Local air quality management (LAQM) and the need to deliver the LAQP is a statutory process by which PCC is required to monitor, assess and take action to improve local air quality.



11.2 LAQM enables PCC to identify all areas where the air quality objectives are being or are likely to be exceeded. LAQM requires sufficient monitoring to be carried out so that the authority can confidently judge whether the scale of effort within the LAQP is delivering compliance with EU limit values within the timeframes predicted.

**12. Head of Finance comments**

12.1 The finance team confirm that the capital funding for this project has been provided. Staffing resources involved in the routine ongoing maintenance and the costs of consumables will however be needed to be found from within existing service budgets in year and onwards. These additional needs and costs are likely to place additional pressures on service finances.

.....  
 Signed by: Stephen Baily, Director of Culture, Leisure and Regulatory Services

**Appendix 1: Integrated Impact Assessment**

**Background list of documents:** The following list of documents discloses facts or matters, which have relied upon to a material extent by the author in preparing this report:

Title of Document	Location
LAQM.TG16	<a href="https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf">https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf</a>

The recommendations set out above in 2.1 above were approved / approved as amended / deferred / rejected by the Cabinet on the 30<sup>th</sup> January 2020

.....  
 Signed by: Councillor Dave Ashmore, Cabinet Member for Environment & Climate Change

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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - Diversity - This can be found in Section A5

**Directorate:**

Culture, Leisure and Regulatory Services

**Service, function:**

Regulatory Services

**Title of policy, service, function, project or strategy (new or old) :**

Air Quality Compliance Monitoring

**Type of policy, service, function, project or strategy:**

- Existing
- New / proposed
- Changed

**What is the aim of your policy, service, function, project or strategy?**

The purpose of this report is to advise how PCC proposes to increase the monitoring of Nitrogen Dioxide Levels in key areas of Portsmouth to assess the performance of the Local Air Quality Plan (i.e. whether the Plan is reducing levels of nitrogen **Page 11** improving air quality links in some way to

almost everything we do.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

No

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A1-Crime** - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact [Lisa.Wills@portsmouthcc.gov.uk](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Whilst not directly linked to crime, improving air quality will make our city safer in respect to the air that we breathe. Non-compliant levels of air pollution are illegal in respect to UK and EU law.

How will you measure/check the impact of your proposal?  
The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A2-Housing** - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Providing housing in areas of good air quality / understanding where areas of poor quality exist / mitigating poor

air quality through design is an important consideration in respect to the built environment.

How are you going to measure/check the impact of your proposal?  
The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

<b>A - Communities and safety</b>	<b>Yes</b>	<b>No</b>
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Is your policy/proposal relevant to the following questions?

<b>A3-Health - Will this help promote healthy, safe and independent living?</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- In thinking about this question:
- How will it improve physical and mental health?
  - How will it improve quality of life?
  - How will it encourage healthy lifestyle choices?
  - How will it create healthy places? (Including workplaces)

If you want more information contact [Dominique.Letouze@portsmouthcc.gov.uk](mailto:Dominique.Letouze@portsmouthcc.gov.uk) or go to:  
<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Improving air quality has proven positive impacts upon public health.

How are you going to measure/check the impact of your proposal?  
The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

<b>A - Communities and safety</b>	<b>Yes</b>	<b>No</b>
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Is your policy/proposal relevant to the following questions?

<b>A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- In thinking about this question:
- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
  - How will it consider low-income communities, households and individuals?
  - How will it support those unable to work?
  - How will it support those with no educational qualifications?

If you want more information contact [Mark.Sage@portsmouthcc.gov.uk](mailto:Mark.Sage@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>  
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Links between poor air quality and areas of deprivation are better understood as a result of air quality monitoring.

How are you going to measure/check the impact of your proposal?  
The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A5-Equality & diversity** - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Improving air quality benefits everyone.  
Poor air quality has greater negative impacts upon vulnerable persons such as the elderly and young.

How are you going to measure/check the impact of your proposal?  
The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B1-Carbon emissions** - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Whilst the policy does not specifically address carbon emissions it will inform the public, council and government of the potential reduction of emissions / pollution from the use of fossil fuels in Portsmouth.

How are you going to measure/check the impact of your proposal?

The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B2-Energy use** - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact [Triston.thorn@portsmouthcc.gov.uk](mailto:Triston.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The policy does not specifically address energy use however air quality monitoring may help to reduce energy use (for example - domestic boilers).

How are you going to measure/check the impact of your proposal?

The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B3 - Climate change mitigation and flooding**-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The policy does not specifically address climate change and flooding however the results of the monitoring will further help to inform climate change agendas.

How are you going to measure/check the impact of your proposal?

The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B4-Natural environment**-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The policy does not specifically address greener / sustainable public spaces however the results of the monitoring will further help to provide a narrative in respect to the quality of our open spaces in respect to pollution levels.

How are you going to measure/check the impact of your proposal?

The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.



**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B5-Air quality - Will it improve air quality?**



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto:Hayley.Trower@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Whilst the policy does not specifically improve air quality it will inform all as to the level of certain pollutants in Portsmouth and therefore it will contribute to the narrative in respect to the need to reduce emissions.

How are you going to measure/check the impact of your proposal?

The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B6-Transport - Will it improve road safety and transport for the whole community?**



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact [Pam.Turton@portsmouthcc.gov.uk](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The policy does not address road safety and transport for the community however air quality information will form part of the narrative particularly in respect to the need for sustainable and active transport.

How are you going to measure/check the impact of your proposal?

The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

**B7-Waste management** - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact [Steven.Russell@portsmouthcc.gov.uk](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The proposal does not address recycling and reduction of waste production however air quality is linked to waste generation and its disposal.

How are you going to measure/check the impact of your proposal?

The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Apologies there appears to be an error with the pdf as both stars are displayed constantly. In confirmation the proposal will have no direct impact upon culture and heritage however areas of good air quality are important to the city. Poor air quality can negatively impact upon where people want to visit, events and attractions.

How are you going to measure/check the impact of your proposal?  
The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Not applicable

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

**C3 - Economy** - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Good air quality has benefits for all and has links with economy.

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How are you going to measure/check the impact of your proposal?  
The devices deployed will monitor the levels of nitrogen dioxide (and to a lesser degree particulate) pollution in Portsmouth.

**Q8 - Who was involved in the Integrated impact assessment?**

Matt Denman

**This IIA has been approved by:** Richard Lee

**Contact number:** 023 9283 4857

**Date:** 21/01/2020