Question on objective / “outcome” C

Why don’t you feel confident that **improved air quality and reduced noise disturbance from transport** could be achieved through the proposed policies?

WinACC draft response:

National air quality standards are not sufficient; the World Health Organisation have said that more stringent standards are necessary for ensuring good health; the target needs to be to exceed current standards, and reduce pollution more that legislation currently requires.

Current local traffic schemes, such as the Winchester Movement Strategy are too timid to have a sufficient impact; nothing less than excluding most traffic from the city centre will produce sufficient noise reduction and air relatively free from PM2.5s.

HCC’s performance so far on low traffic neighbourhoods has been excessively slow, and a commitment to accelerate them would reassure us. The arbitrary termination of active travel schemes in 2021, against government advice, does not inspire confidence.

HCC’s historic parking standards requiring high levels of parking facilities need to be revised down drastically.

893 characters / 1000

Relevant extract from the Integrated Sustainability Appraisal

4.5.7 Objective C states ‘improved air quality and less noise disturbance’, a more robust objective would state “Improve air quality by…” stating which pollutants will be reduced, by when, and how this will be achieved e.g., for air quality exceedances of national objectives could be a focus within the objective. The same can be said for reducing noise levels; a statement to outline how this will be achieved, on what scale and when by is recommended for a more measurable objective.

Relevant extracts from the draft LTP4

Success for C would mean

- National air quality limits for nitrogen dioxide (NO2) and particulate matter (PM) concentrations are fully met; and there are no Air Quality Management Areas (where emissions exceed national limit values) resulting from transport emissions.
- Everyone can live, work and play in clean air; the adverse impacts of road transport emissions on health are virtually eliminated.
- Substantial reduction in the number of Hampshire residents that are exposed to unacceptable road, rail or air transport noise (55 decibels or more at night, 65 decibels or more during daytime)

Policy C8: Managing the harmful health effects of poor air qualityand noise disturbance due to transport

(p71) We will:

a) undertake a strategic **co-ordination role** on actions to reduce all transport-related pollutants, including the impact of nitrogen dioxide (NO2) and particulates (PM) on air quality and traffic-related noise levels, in line with our statutory requirements – working closely with the district and borough councils, the neighbouring unitary authorities of Portsmouth and Southampton, and other relevant stakeholders;

b) seek to **prevent new air quality problems**, as well as seeking **solutions for existing locations with poor air quality** – working towards no Air Quality Management Areas (AQMAs) resulting from transport emissions;

c) take actions to reduce emissions* in locations where pollutants are in excess of **statutory air quality levels**, prioritising locations with the highest proportion of vulnerable people;

d) require **developers** to mitigate the impacts of developments on air quality, or provide financial contributions for the County Council to deliver local measures to mitigate the impacts (see also Section 7.7, Development and Masterplanning, Policy DM2).