

Breathing Better

A partnership approach to improving air quality in West Sussex

September 2023 Update



Overview

In 2019, West Sussex County Council with strong support from our district and borough partners published the Breathing Better document. The document was an action-oriented summary of the partnership approach to improving air quality in West Sussex. The original plan was intended to be a living document that all partners are committed to reviewing and developing as we make progress.

Improving air quality is a target in the [West Sussex Climate Change Strategy 2020-2030](#), which underpins [Our Council Plan](#), our partners also have similar objectives. Breathing Better noted that whilst we do not suffer the difficulties of large cities, we do have areas where average levels of pollution continue to breach limits and where ongoing improvement in air quality is particularly needed. There are also wider air quality issues which we can collectively tackle.

Since the plan's initial release in 2019, there have been real improvements in air quality across the county. This is linked to continuing improvements in vehicle fleet emissions nationally. The picture has been complicated by the COVID-19 pandemic which saw an unprecedented, dramatic reduction in travel in the spring of 2020 and to a lesser extent in further lockdown periods. This was followed by periods where use of public transport declined, which reduced travel options and resulted in traffic volumes returning to pre-pandemic levels. The picture may now be further complicated by the cost-of-living crisis that has increased the use of wood burning for heating. In this context, it is hard to assess the extent to which new policy guidance and the individual choices that our residents have made over the last four years have contributed to the improvement in air quality.

Nevertheless, continued encouragement of behavioural awareness and choices such as turning off car engines while stationary, going electric, or walking and cycling, continue to be important interventions for partners to encourage for environmental and public health reasons that go beyond improving air quality.

This update serves as the next step in our collective journey towards better air quality for West Sussex, and we look forward to working ever closer with our partners, our residents, and our local businesses to make real improvements to the quality of life for everyone in West Sussex. All local authorities in West Sussex remain committed to working together to improve the quality of the air we breathe.



Section One: Background

Introduction

The Breathing Better document focusses on sources of outdoor air pollution. There are a variety of different pollutants that impact air quality. The primary ones of concern are nitrogen oxides (NO_x), particularly nitrogen dioxide (NO₂), and particulate matter (PM). Particulate matter is often referred to by size – commonly categorised as PM₁₀, PM_{2.5} and PM_{0.1} (Table 1).¹ For more information about these and other pollutants, please refer to the Department for Environment, Food and Rural Affairs (Defra) website.²

Table 1: Size classifications for particulate matter (PM) (µm³)

Particles	Diameter
Nanoparticles/ultrafine particles	<0.1 µm
Fine particles – PM2.5	2.5 µm or less
PM10	10 µm or less
Coarse particles	2.5-10 µm
Dust	75 µm or less

National and European objectives define statutory levels of pollution based on the known effects that these pollutants have on human health. Objectives are set in law and, where an Air Quality Management Area (AQMA) has been designated, local authorities have a statutory obligation to work towards meeting them.

However, no threshold below which particulate matter would not pose a risk to human health has been identified, so the approach is accepted to be a reduction in background concentrations to ensure the best health outcomes for the widest geographic range of people.⁴

¹ 10, 2.5 and 0.1 refer to the size of the particle in micrometres. Examples of particulate matter include dust, dirt, soot, smoke and drops of liquid.

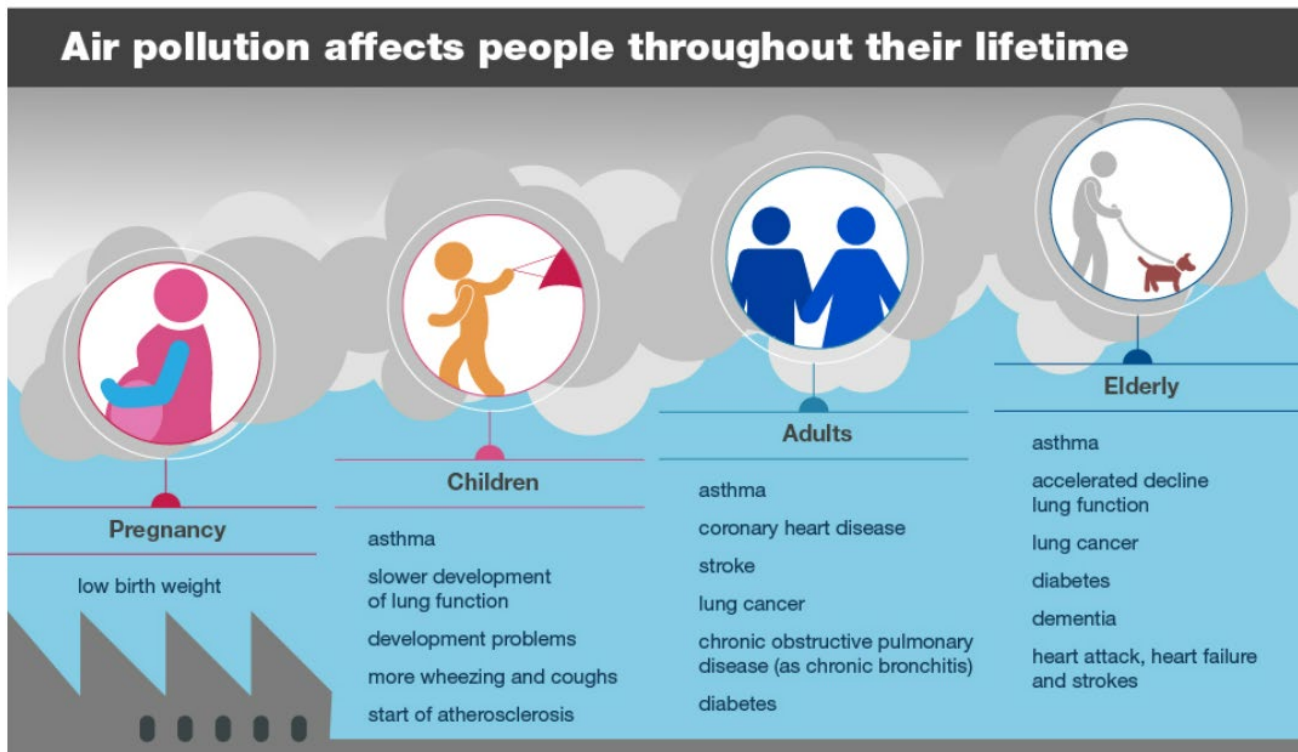
² [Causes of air pollution](#). UK AIR, Department of Environment, Food and Rural Affairs. Accessed 22 November 2022.

³ A micrometre is equivalent to 0.001 mm or 0.000039 of an inch.

⁴ Ambient Air Quality Directive 2008/50/EC

Health Stressors

There is consistent evidence demonstrating clear adverse effects of exposure to air pollutants on health outcomes (morbidity and mortality) across all population groups. Air pollution affects people throughout their lifetime and poor air quality is linked with three main conditions: respiratory (such as asthma), cardiovascular disease (CVD) and lung cancer. There is also evidence for associations with dementia, low birth weight and Type 2 diabetes.⁵



The Public Health Outcomes Framework (PHOF) includes an indicator which quantifies the contribution of exposure to particulate matter on mortality.⁶ In 2021, the fraction of mortality attributable to particulate air pollution was 5.1% for West Sussex. This compares to an estimated fraction of 5.5% for England and ranges from 5.0% in Arun and Chichester to 5.4% for Crawley Borough Council (Table 2).

⁵ [Health matters: air pollution](#). Public Health England. 14 November 2018.

⁶ [Public Health Outcomes Framework](#). Office for Health Improvement & Disparities. Accessed 22 November 2022.

Table 2: Fraction of mortality attributable to particulate air pollution (%)⁷

Area	2020	2021
Adur	6.0	5.3
Arun	5.6	5.0
Chichester	5.4	5.0
Crawley	6.2	5.4
Horsham	5.6	5.1
Mid Sussex	5.7	5.1
Worthing	6.0	5.3
West Sussex	5.8	5.1
England	5.6	5.5

The figures for mortality due to air pollution are estimates of mortality attributable to a risk factor. Outdoor air pollution is a major public health issue – it is estimated that the mortality burden of air pollution in England is estimated to be between 26,000 and 38,000 a year.⁸ By 2035, the health and social care costs of air pollution have been estimated to reach up to £5.3 billion in total in the UK. Cases of diseases associated with air quality – including but not limited to CVD, stroke, lung cancer, asthma, diabetes, low birth weight, lung cancer and dementia – are expected to grow to 2.5 million new cases by 2035 if current air pollution levels persist.⁹ Long-term exposure to air pollution is not thought to be the sole cause of deaths but **is** a contributory factor.¹⁰

Air pollution is harmful to everyone. However, some people suffer more than others because they:

- Live in a polluted area, such as close to busy roads
- Are exposed to higher levels of air pollution in their day to day lives
- Are more susceptible to health problems caused by air pollution and are vulnerable because of their age or existing medical conditions¹¹

The health problems resulting from exposure to air pollution have a high cost to society and businesses, our health services and people who suffer from illness and premature

⁷ Note that the calculation method changed in 2020.

⁸ [Chief Medical Officer's Annual Report 2022 Air Pollution](#). Chief Medical Officer. December 2022.

⁹ [New tool calculates NHS and social care costs of air pollution](#). Public Health England. 22 May 2018.

¹⁰ [Air Quality: A Briefing for Directors of Public Health](#). Department for Environment, Food and Rural Affairs, Public Health England, Local Government Association. March 2017.

¹¹ Health matters: air pollution. Op. cit.

death. These vulnerabilities are heightened among those living in the most deprived communities.

Nitrogen Dioxide (NO₂)

It is estimated that road transport is responsible for approximately 80% of NO₂ concentrations at the roadside, with diesel cars and vans of the greatest concern at the local level. This is due in part to improvements in real world emissions testing showing that laboratory test-based emission standards have not delivered expected reductions under real-world driving conditions.¹²

There is also evidence to suggest that occupants of vehicles are subject to higher levels of air pollution inside the car than those outside. In some studies, the personal exposure inside the car was as much as 30% higher than the concentrations in the fixed (out-doors) monitoring station.¹³ There are further implications of poor air quality on health and wellbeing as the perception of air pollution appears to be a barrier to participating in outdoor physical activity and active transport (i.e., cycling, walking and other non-car modes), which in turn would appear to result in more car trips.¹⁴

Particulate Matter

Of the different sizes of particulate matter reported on, PM_{2.5} (fine particles) has the strongest epidemiological link to health outcomes and is used for the Public Health Outcomes Framework indicator number 3.01.¹⁵ At this size, the particles can be inhaled deeply into the lungs. The very smallest particles, ultra-fine PM_{0.1}, once inhaled, are able to pass directly into the bloodstream. Unlike NO₂, where concentrations are high immediately adjacent to the pollutant source, particulate matter has a wider geographical extent and guidance suggests that monitoring from up to 50 miles away can be used as a reference.

One of the largest sources of particulate matter is domestic combustion of coal and wood. In 2020, domestic combustion accounted for one-quarter (25%) of PM_{2.5} emissions and 15% of PM₁₀ emissions. Relative to other PM_{2.5} emitters, domestic coal and wood burning releases more particulate matter into the air than industrial processes and use of solvents, road transport and other sources.¹⁶ Sussex-Air secured a Defra grant for a 2019-2020 campaign to raise awareness about how the public can contribute to reducing PM emissions from domestic burning of solid fuels. This resulted

¹² [UK plan for tackling roadside nitrogen dioxide concentrations: Detailed plan](#). Department for Environment, Food & Rural Affairs and Department for Transport. July 2017.

¹³ Assessment of personal exposure to particulate air pollution during commuting in European cities—Recommendations and policy implications. *Science of the Total Environment* 490 (2014) 785–797.

¹⁴ [Spatial Planning for Health: An evidence resource for planning and designing healthier places](#). Public Health England. June 2017.

¹⁵ Public Health Outcomes Framework. Op. cit.

¹⁶ [Emissions of air pollutants in the UK: Particulate matter \(PM10 and PM2.5\)](#). Department for Environment, Food & Rural Affairs. 18 February 2022.

in a survey and publicity campaign to raise awareness of solid fuel burning in West Sussex. A [CleanBurn webpage](#) was also added to the Sussex-Air website, providing a summary of the survey findings and useful links for further information.

The major mobile source of particulate matter is road transport, which produces particles when fuels are burned or lubricants are used up in the engine and engine wear, when tyres and brakes deteriorate and from road dust.¹⁷ PM_{2.5} is also produced from reactions between other gaseous pollutants forming secondary particles.

Ozone

Low level ozone is not emitted directly by car engines or by industrial operations, but it is formed on warm summer days by the reaction of sunlight on air that contains a mixture of airborne pollutants, including nitrogen oxide. Traffic is the main source of these pollutants. Ozone travels long distances and can reach high concentrations in areas that are a long way from the original sources of pollution. It is particularly important for our rural communities as the conditions that break ozone down in urban areas are less prevalent in rural areas.¹⁸ Ozone also has impacts on incidence of respiratory symptoms of illness.

Environmental Harms

Air pollution also results in damage to the natural environment. For example, NO₂ contributes to the acidification of soils, leading to loss of plant diversity. NO₂ adds excessive nutrients to water that can cause algal blooms, which in turn can increase fish mortality and loss of plant and animal diversity.¹⁹ Any proposed plans or projects that may affect a protected European nature conservation site are assessed under the Habitats Regulations to consider their potential impacts, including air quality, and if those impacts will adversely affect the ecological integrity of the protected site.²⁰ The European Union (Withdrawal) Act 2018 (EUWA) sets rules to protect biodiversity through the conservation of natural habitats and species of wild fauna and flora in protected spaces (previously EU direct legislation) and no proposed changes are included under the proposals in the Retained EU Law Bill.

Vegetation also has an important role to play in improving air quality. Trees and vegetation absorb carbon dioxide (the primary greenhouse gas) and filter, absorb and reduce pollutant gasses including ozone, sulphur dioxide, particulates, carbon monoxide and nitrogen dioxide as well as produce oxygen. New Local Air Quality Management (LAQM) policy guidelines released by Defra in August 2022 promote the interdependencies between combating air quality and climate change and advance a policy framework that integrates approaches to both. Efforts to achieve net zero can

¹⁷ [Particulate Matter in the United Kingdom: Summary](#). Air Quality Expert Group, Department for Environment, Food & Rural Affairs. April 2005.

¹⁸ [Why are ozone concentrations higher in rural areas than in cities?](#) irCELine. Accessed 25 November 2022.

¹⁹ [State of the environment: soil](#). Environment Agency. June 2019.

²⁰ [Habitats regulations assessments: protecting a European site](#). Department for Environment, Food & Rural Affairs. February 2021.

bolster air quality management efforts, and vice versa, and it is acknowledged that the joint issues of improving air quality and preventing climate change are more likely to gain greater public engagement than if the issues are kept as entirely separate concerns.²¹

The benefits of green infrastructure—defined as networks of natural and semi-natural areas designed and managed to deliver a wide range of ecosystem services such as erosion protection or enhanced biodiversity—are well established and in addition to improving air quality, they are also shown to improve water quality, reduce flooding, improve health and wellbeing, increase property values, increase biodiversity and create a more resilient environment. Studies show that investment in green infrastructure is a cost-effective way of delivering multiple benefits. However, it does require careful planning, space and resource allocation. In 2023, Natural England released a Green Infrastructure Framework to assist local authorities in designing and developing effective green infrastructure programmes.²²

Impacts of Pandemic & Cost of Living Crisis

In the period since the publication of Breathing Better, some forms of air pollution have continued to decline nationally, although there are still areas with significant challenges. Over the period of the COVID-19 pandemic, air pollution levels have fluctuated. Average concentrations of key air pollutants rose between 2020 and 2021, for example, but their levels remain far below concentrations reported in 2019.²³

This points to continued progress nationally even as the country grapples with the aftermath of the pandemic, cost of living crisis, and other geopolitical disruptions. The cost-of-living crisis, for example, has increased the use of wood burning for heating which is a major source of particulate matter pollution. The district and borough councils continue to agree that a joint approach to delivering actions and interventions to tackle air pollution is vital.

²¹ [Local Air Quality Management Policy Guidance \(PG22\)](#). Department for Environment, Food & Rural Affairs. August 2022.

²² [Introduction to the Green Infrastructure Framework - Principles and Standards for England](#). Natural England. January 2023.

²³ [National Statistics: Air quality statistics in the UK, 1987 to 2021 – Summary](#). Department for Environment, Food and Rural Affairs. 28 April 2022.

Section Two: Policy & Oversight

Roles & Responsibilities

Statutory responsibility for monitoring and assessing air quality lies with the local authorities responsible for environmental health, and in West Sussex, this is the district and borough councils. Areas where pollutants exceed, or are likely to exceed, government health-based air quality objectives are declared as **Air Quality Management Areas (AQMA)**. Where AQMAs are declared, each district and borough must produce an Air Quality Action Plan (AQAP) to detail how it will improve air quality in the AQMA.²⁴ Each local authority has a statutory duty to produce an Annual Status Report (ASR) reporting on air quality monitoring, whether it has any AQMAs, and progress with actions to improve air quality is reported to Defra.

Where air quality problems resulting in AQMAs are related to traffic, which is the case for all AQMAs within West Sussex, West Sussex County Council (WSSCC) has a statutory responsibility as the local highway authority to work with the relevant district and boroughs to develop and deliver the action plans for these AQMAs.²⁵ National Highways has an equivalent responsibility to work with the relevant council in relation to the Strategic Road Network where there are AQMAs (e.g. the A27 through Worthing).

West Sussex County Council, as the public health authority, has a duty to take steps to improve public health and this means planning for, and responding to, issues such as poor air quality that present a risk to public health. In 2020, across the UK, air pollution control measures provided by trees and other nature-based projects, for example, led to an estimated 2,001 deaths being avoided and prevented 49,126 life years being lost according to the Office of National Statistics (ONS).²⁶ This underscores the significant impacts that air quality has on public health and the statutory role that the county council and its partners have in improving the quality of our air. Improving air quality can play a critical role in supporting other local priorities. For instance, encouraging active travel such as walking and cycling is good for physical and mental health as well as reducing air pollution. Similarly, interventions that support improved air quality can also help to minimise carbon emissions and help prepare local infrastructure to the anticipated impacts of climate change. WSSCC Trading Standards are also the enforcement authority for Domestic Solid Fuel Standards Regulations 2020, a major contributor to particulate matter air pollution in recent years.

Finally, Gatwick Airport also monitors its air quality. Externally verified data show that concentrations of NO₂ have declined between 2019 and 2021 while levels of PM₁₀ and

²⁴ See [full list of AQMAs in West Sussex](#).

²⁵ The County Council is responsible for all public or adopted roads in West Sussex except the A27 and M23/A23, which are maintained by Highways England. Private roads are not adopted or maintained by the County Council and may not be repaired, maintained or cleaned.

²⁶ [UK natural capital accounts: 2022](#): Estimates of the financial and societal value of natural resources in the UK. Office for National Statistics. 10 November 2022.

PM_{2.5} remained at 2019 levels.²⁷ Gatwick Airport is also assessing the impacts on local air quality that its proposed northern runway project will have.²⁸

Updated Policy Framework

Breathing Better outlined the major national and local policy and legislative frameworks that governed air quality monitoring and interventions. Since its release, the Office for Environmental Protection was created under Chapter 2 of the Environment Act 2021 to oversee and advance many of the country's environmental programmes.

There are a number of plans and policies in place at a national and local level, including at the county level and within the local plans drawn up by each of the district and boroughs. Over the last few years, a number of these plans have been formalised or updated to provide more direct guidance on air quality standards. This has changed the strategic and policy context within which the county council and each of the district and borough councils consider air quality improvement interventions.

Central Government

The adoption of the **Environment Act 2021** by Royal Assent offers a new framework for addressing environmental protection and creates new statutory duties for local authorities. In particular, the Act aims to strengthen local powers in relation to air quality enforcement. It "updates, simplifies and strengthens the local air quality management framework (LAQM). In particular, it ensures that responsibility for solutions to poor air pollution is shared across local government structures and with relevant public bodies."²⁹

The 2021 Act amendments to the 1995 Act strengthen requirements on local authorities to prepare Air Quality Action Plans (AQAPs) to ensure air quality standards or objectives are achieved in AQMAs, and to specify how air quality targets will be achieved and maintained, and dates by which measures will be carried out.³⁰ Local authorities should produce their AQAP within 18 months of an AQMA being declared. All tiers of local government, and neighbouring local authorities where relevant, will be required to co-operate in the development of AQAPs. AQAPs should, as far as possible, secure required local air quality improvements within a timeframe set within the AQAP. Previously authorities had a less ambitious requirement to be 'in pursuit of achievement' of air quality objectives.

In August 2022, Defra released updated LAQM policy guidance for local authorities.³¹ Defra consulted on the proposals for the guidance in early 2022, and Sussex-Air submitted a response. Responsibility for tackling local air pollution will now be shared with designated relevant public authorities, all tiers of local government and

²⁷ [2021 Performance Summary](#). Gatwick Airport.

²⁸ [Preliminary Environmental Information Report](#): Chapter 13: Air Quality. Gatwick Airport. September 2021.

²⁹ [Get in on the Act: The Environment Act 2021](#). Local Government Association. 10 May 2022.

³⁰ Air Quality Action Plans should be reviewed and updated every five years.

³¹ Local Air Quality Management Policy Guidance (PG22). Op. cit.

neighbouring authorities, with National Highways designated the first “relevant public authority.” Detailed guidance on how this will be implemented is, however, still awaited. The policy guidance also outlines the expanded role that public health bodies will have on local air quality management in increasing public knowledge and understanding about the adverse health impacts caused by poor air quality, their role in assisting local authorities in estimating potential health benefits of proposed air quality action planning and, recommendations to include air quality in Joint Strategic Needs Assessments (JSNA). Directors of public health should also be involved in the review and approval of ASRs and AQAPs.

The guidance reflects the ongoing concerns about health impacts, wider environmental impacts and crucially the synergies (and potential conflicts) with climate change objectives. However, the policy guidelines do not detail any new resources to support the requirements and recommendations outlined in the report. Further measures may follow, including importantly a review of the role of local authorities in contributing to national targets for PM_{2.5}. Importantly, however, it enshrines into law various environmental protections and offers new powers to set binding targets for air quality. In March 2022, the government published a consultation on what these air quality targets should look like. After a review of the responses, the government’s final targets were published in December 2022:

- **An annual mean concentration target for PM_{2.5} of 10 micrograms per cubic metre to be met across England by 2040**
- **A population exposure reduction target for PM_{2.5} of 35% reduction in population exposure by 2040³²**

The government **Environmental Improvement Plan** published in January 2023 noted air quality in the UK has improved significantly in recent decades, but it continues to be the biggest environmental risk to human health and a source of harm to the natural environment. To address this, the government has pledged to:

- cut overall air pollution by tackling the key sources of emissions, including reducing the maximum limits for domestic burning appliances in Smoke Control Areas
- tackle specific hotspots by challenging councils to improve air quality more quickly, while supporting them with clear guidance, funding, and tools
- reduce ammonia emissions (crucial for sensitive natural habitats) by using incentives in our new farming schemes, investing £13 million in slurry storage infrastructure in 2023 and considering expanding environmental permitting conditions to dairy and intensive beef farms.

The **UK Clean Air Strategy 2019** aimed to show how the UK will tackle all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy.

³² [Environmental targets consultation summary of responses and government response.](#) Department for Environment, Food and Rural Affairs. 16 December 2022.

West Sussex County Council

WSSCC's strategic direction, the [Our Council Plan 2021-2025](#), sets out how the County Council plans to shape its services for the next five years. It contains the vision for West Sussex and what is trying to be achieved for residents and for the county. It is underpinned by a commitment to climate change action. The [Climate Change Strategy 2020-2030](#) outlines in more detail the county council's priorities, including improved air quality through reductions in carbon emissions and in reductions of transport by petrol and diesel vehicles.

The [West Sussex Transport Plan 2022-2036](#) is the county council's main policy on transport and sets out how key challenges including improving, maintaining and managing the transport network will be addressed in the period up to 2036. The plan objectives cover four main themes to promote a prosperous, healthy, protected and connected West Sussex and includes the specific objective 4: Avoid where possible and minimise air, noise and light pollution from use of the transport network to minimise impacts on public health and well-being.

The [West Sussex Walking and Cycling Strategy 2016-26](#) sets out the aims and objectives for walking and cycling in West Sussex. The strategy contains a prioritised list of over 300 potential walking and cycling improvements suggested by a range of stakeholders and partner organisations. The importance of increasing levels of walking and cycling in helping to tackle poor air quality is a key focus of this strategy. This strategy is due to be updated by WSSCC before 2026.

The [Rights of Way Management Plan 2018-28](#) sets out the county council's approach to managing the Public Rights of Way (PRoW) network, as well as signposting how improvements can be achieved over the next 10 years. The plan highlights the importance of green space in improving air quality.

The [Bus Service Improvement Plan](#) (BSIP), developed in partnership with local bus operators through an 'Enhanced Partnership' in alignment with the national Bus Back Better strategy for England, sets out the county council's aims and objectives for local buses and community bus transport and how it will do more with partners and bus operators to promote bus travel. The ambitions in the BSIP include more frequent services, a better rural transport offer, reduced fares, low and zero emission vehicles, improved bus infrastructure and information, and working more closely with passenger groups to improve satisfaction.

The [West Sussex County Council: Guidance on Parking at New Developments](#) (September 2020) outlines the minimum and maximum requirements for car and cycle parking at new developments within the county, including guidance on electric vehicle charging point provision. The [Electric Vehicles Strategy 2019-2030](#) sets out a vision that will enable residents, when travelling in a car or small van, to choose ultra-low emission vehicles and travel in a carbon neutral way. The council has a concession contract with Connected Kerb for the provision of thousands of electric vehicle (EV) chargepoints across the county forming the [West Sussex Chargepoint Network](#). It is expected that thousands of chargepoints will be installed across the county over the next 10 years through this partnership.

District and Borough Councils

Each district and borough council must prepare a local plan which sets planning policies in a local authority area. These are very important when deciding planning applications. A number of policies within local plans specifically reference air quality. Table 3 provides some of the new action plans adopted by local authorities to address poor air quality in specific AQMAs or related climate change.

Table 3: Sample of new local air quality and climate change plans developed since 2019

Local Authority	Plan	Description
Adur and Worthing Councils	Adur Air Quality Action Plan 2023	The updated Adur AQAP has recently been consulted on and is expected to be adopted in 2023
Chichester District Council	Air Quality Action Plan 2021-2026	Nitrogen dioxide concentrations have fallen in recent years Two of the four AQMAs in the district have been revoked, and a third is borderline compliant
Crawley Borough Council	Climate Emergency Action Plan (2021)	The 'Action to Zero' plan outlines how the council will achieve reductions in emissions and meet carbon targets
Mid Sussex District Council	Stonepound Crossroads Air Quality Action Plan (updated December 2021)	Steering Group to implement the AQAP in partnership with county and parish councillors

Sussex-Air

The role of Sussex-Air, a partnership of environmental health, public health and transport planning officers from all the local authorities in East Sussex, West Sussex and Brighton & Hove, was outlined in the Breathing Better document. The partnership aims to promote improvements in air quality in Sussex and was established to support Sussex local authorities with their Local Air Quality Management duties under the Environment Act 1995 and the implementation of the UK Air Quality Strategy.

Sussex-Air continues to provide publicly accessible information on the levels of pollutants from continuous monitoring stations across Sussex, via its website.

Section Three: Partnership Actions

Monitored Air Quality Concentrations in West Sussex

West Sussex air quality data have been collected directly from districts and boroughs for many years. Monitoring data is a combination of real-time air quality monitoring stations and diffusion tube data. Diffusion tube data enables monitoring at the micro-scale where AQMA exceedances typically occur such as in tight, narrow streets. This data is quality checked against the more traceable monitoring standards and data of real-time air quality stations. Figure 1 shows that NO_x levels across West Sussex are generally falling, with a 10-year low observed in 2020 in line with national lockdowns in the wake of the COVID-19 pandemic. Given the impact of the lockdowns in 2020 and 2021 combined with the cost-of-living crisis in 2022 and 2023 and their impacts on travel as well as the increase in domestic solid fuel burning for heat, it is difficult to forecast how air quality will continue to change. A slight increase in NO_x levels in West Sussex between 2020 and 2021 suggests that external factors played a sizeable role in the low levels of air pollutants in West Sussex in 2020 though research in the coming years will provide additional insights.

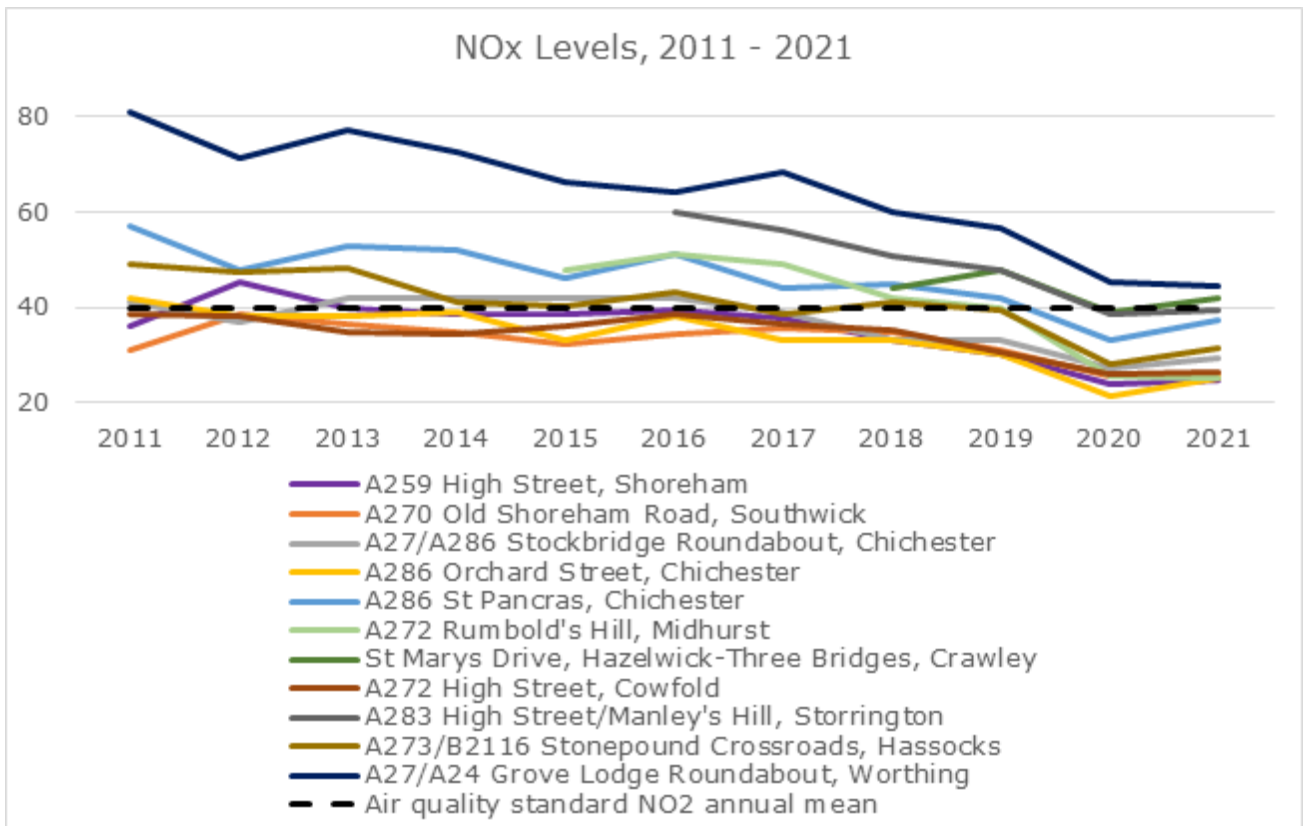


Figure 1. West Sussex Air Quality Management Area highest recorded diffusion tube monitoring ($\mu\text{g}/\text{m}^3$)³³

PM₁₀ and PM_{2.5} are important pollutants as they have the biggest burden on health of any identified environmental factor in the UK. PM_{2.5} is a subset of PM₁₀ and both pollutants consist of particles made up of a mixture of chemicals (metals, carbonaceous, oils and petrol, pollen, sea-salt, etc.) from different sources (car engines, industry, agriculture, construction, car engines, brake and tyre dust, domestic burning, etc.).

There have been many fewer AQMAs declared nationally for PM₁₀ than NO₂ and the government has, at the time of writing this report only just adopted new standards for PM_{2.5} (under the Environment Act 2021). All PM₁₀ monitoring in West Sussex has shown compliance with the UK standards for several years. PM_{2.5} monitoring in West Sussex to date has shown compliance with the old standards, however compliance with the recently announced new standards is less certain. Utilising Defra grant monies, many authorities in West Sussex are in the process of installing PM_{2.5} analysers such that they are ready to report on their district/borough's performance against the new PM_{2.5} standards. District and borough councils also await the publication of a government "Air Quality Strategy" to better understand how the new standards will

³³ The data reported in this table is the highest recorded Nitrogen Dioxide ($\mu\text{g}/\text{m}^3$) monitoring tube data at the latest reporting year for each individual declared AQMA within West Sussex. The data is distance corrected to the associated building façade receptor where necessary, except for sites in Adur and Worthing where only non-distance corrected data is shown in the table due to a full history of distance corrected data being unavailable.

impact on their work. It is therefore too early to say whether West Sussex will meet the new PM_{2.5} standards but that will become clearer during the life of this plan.

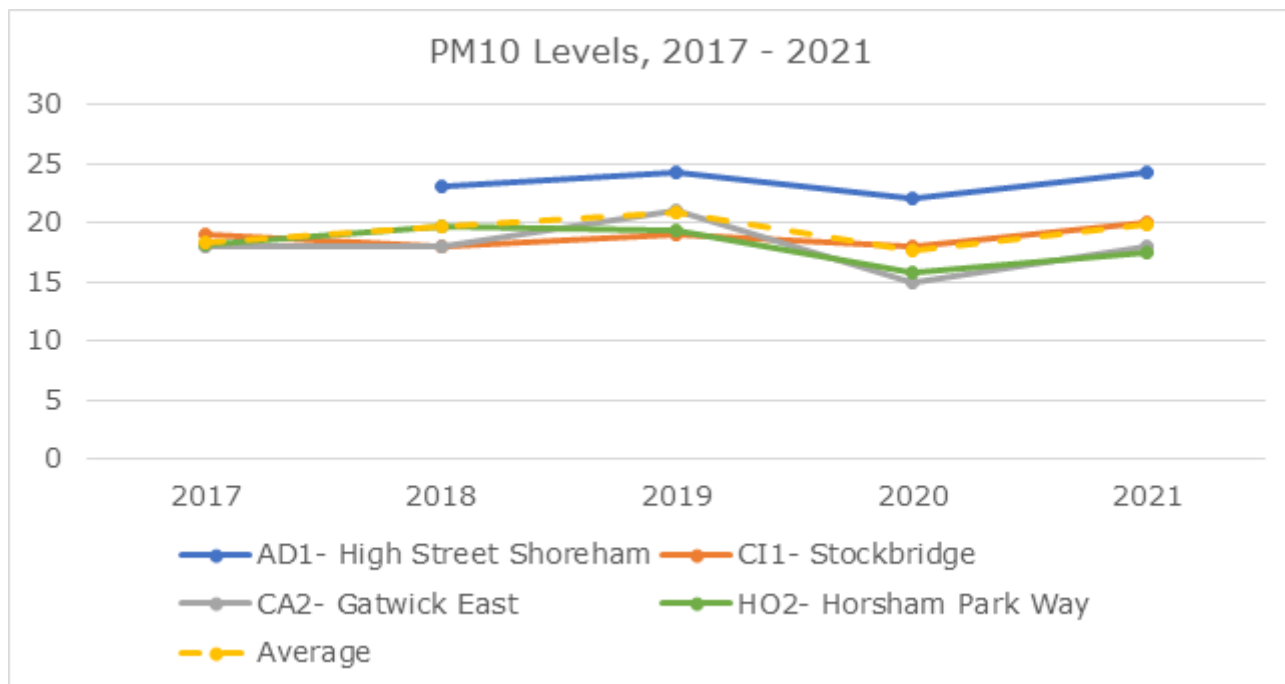


Figure 2. Average monthly roadside PM₁₀ concentrations across West Sussex³⁴

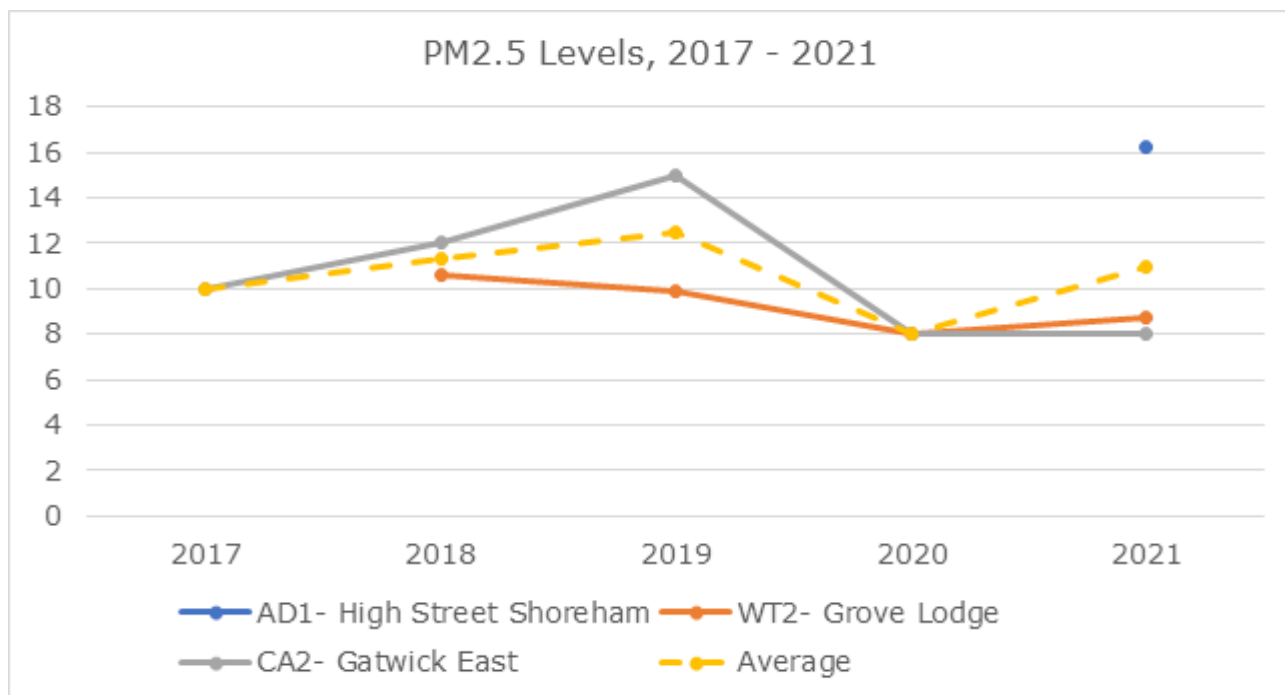


Figure 3. Average annual roadside PM_{2.5} concentrations across West Sussex³⁵

³⁴ Data derived from Annual Status Reports produced by district and borough councils.

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AQMA Revocation

Since the release of Breathing Better, two of the County's AQMAs have been revoked with Defra's support. These AQMAs – at **Stockbridge A27 Roundabout** and **Orchard Street** – were both located within Chichester District Council's borders. This brings the total number of AQMAs in West Sussex to nine and highlights the air quality improvements taking place across the County over the last few years.

The revocation of the two AQMAs was due to the continued compliance with air quality monitoring targets at the two sites over the previous five years. At Stockbridge Roundabout, annual mean NO₂ levels decreased from 39 to 29 µg/m³ to 2021, while levels at Orchard Street fell from 33 to 25 µg/m³ over the same period. Given the long-term trends and results of air quality modelling presented in CDC's updated AQAP, both sites had their classifications as AQMAs revoked.³⁶

Further, the Southwick AQMA in Adur District is being considered for revocation in 2023 due to several years of compliance with the annual NO₂ objective.

Partnership Initiatives since Breathing Better

Below, this update describes several ongoing and completed actions aimed at improving air quality across West Sussex. These range from promotion of low emission vehicles to traffic management solutions and campaigns to change personal and organisational behaviours.

As evidenced, district and borough councils and the county council are already undertaking action to improve air quality. Information below provides details about some of the actions that have been identified in AQAPs, reports for the AQMAs and by air quality officers across the county. Key sections cover the following themes:

- Low emission vehicles
- Strategic highway improvements
- Traffic management
- Sustainable transport infrastructure
- Behaviour change
- Health and wellbeing
- Planning
- Travel planning
- Resources

Full information about actions being undertaken in specific AQMAs is available on the relevant district or borough website.

³⁶ [2022 Air Quality Annual Status Report \(ASR\)](#). Chichester District Council. 28 July 2022.

Low Emission Vehicles

The biggest factor in controlling traffic-related air quality continues to be emissions from petrol and diesel vehicles, and continued reductions in those emissions owing to technological improvements and the growth in EVs will benefit air quality. The UK government confirmed that it will end the sale of all new conventional petrol and diesel cars and vans by 2030, with hybrid sales permitted to 2035, and the move towards low emission, hybrid and all-electric vehicles will further improve air quality.^{37,38}

Ongoing work across the County to facilitate the transition to low emission vehicles includes:

- ✓ Fleet improvements
- ✓ Electric vehicle infrastructure
- ✓ Taxi fleet licensing promoting low emissions vehicles

Since 2020, WSCC tendered a contract to create one of the largest-ever local authority roll outs of a publicly accessible electric vehicle chargepoint network across the county in partnership with our district and borough councils. The network will be powered by renewable energy, in line with WSCC's carbon reduction objectives. This is part of the larger Electric Vehicle Strategy which sets out a vision to enable West Sussex residents to choose ultra-low emission vehicles and travel in a carbon-neutral way when travelling in a car or small van.³⁹ To ensure that not only profitable sites come forward, but also sites where individuals and communities need chargepoints yet where they are less commercially viable (likely to be more rural communities), the council required a 'portfolio approach' be taken to delivering the countywide network. This first-of-its-kind network will enable residents to confidently transition to electric vehicles, having directly beneficial impacts on roadside air quality.

West Sussex County Council has worked with the districts and boroughs in the region to further expand the chargepoint network. In 2021, WSCC worked with Crawley Borough Council to identify sites at residential locations, neighbourhood shopping parades and public car parks for electric vehicle charge points. Horsham District Council finalised a contract to deliver a district-wide EV charging point network in alignment with WSCC's plans. This expanded charging infrastructure across the county has enabled district and borough councils to make commitments to low and no emissions vehicles; for example, Chichester District Council has delivered a two-car pool fleet of electric/low emissions cars and two additional pool cycles (e-bikes) and is working with WSCC to expand its offering of EV chargepoints to its portfolio. They also introduced a lease car scheme which provides the most benefits to EV (zero-emission) leases.

³⁷ [The Ten Point Plan for a Green Industrial Revolution](#). HM Government. November 2020.

³⁸ As of September 2023, the government is considering delaying the ban of new petrol and diesel vehicles until 2035 though no new legislation has been introduced at the time of writing.

³⁹ [Electric Vehicle Strategy 2019-2030](#). West Sussex County Council. December 2019.



SPOTLIGHT: EV Charging Network

The largest-ever local authority roll-out of electric vehicle (EV) charging points in the UK was launched in 2022 in West Sussex. West Sussex County Council, Adur and Worthing Councils, Arun District Council, Crawley Borough Council, Horsham District Council and Mid Sussex District Council signed a concession free contract with Connected Kerb, one of the country's leading providers of EV charging infrastructure solutions, to install and maintain thousands of charging points across the county.

The ground-breaking project will continue to deliver transformational improvements to EV provision in the region, providing better access to charging facilities, particularly to those without off-street parking. Residents have been consulted over where they want future charging points located.

“We know that some residents have hesitated to make the switch to electric vehicles because of a lack of public chargepoints: we hope this launch will encourage them to reconsider, make the change and, in turn, have a positive impact on carbon emissions and air quality.”

-Deborah Urquhart, West Sussex County Council Cabinet Member for Environment and Climate Change

Strategic Highway Improvements

The county council has a statutory duty to prepare a Local Transport Plan and in West Sussex the latest Local Transport Plan is known as the West Sussex Transport Plan 2022-2036 (WSTP). The WSTP sets out how the County Council, working with its strategic partners particularly in relation to funding, intends to address key challenges by improving, maintaining and managing the transport network in the period to 2036. The WSTP builds on the local plans prepared by the local planning authorities and is supported by a series of thematic strategies such as the Road Safety Framework, Bus Strategy, Walking & Cycling Strategy, Rights of Way Management Plan, Highway Infrastructure Asset Management Plan and Bus Service Improvement Plan which guide day-to-day operational matters. The WSTP identifies how the county will make strategic highway improvements in alignment with its partners.

Of particular significance is Objective 12: Improve the efficiency of the County Strategic Road Network, particularly east-west routes including the A27, through targeted improvements to address congestion, pollution, rat-running and road safety issues on strategic or local routes. Several national and local schemes aim to support the achievement of this objective, such as the A27 Arundel bypass project (a Nationally Significant Infrastructure Project) and A27 improvements at Chichester, Worthing and Lancing. By improving strategic routes, this should help to reduce rat running through some AQMAs in West Sussex.

Traffic Management

The focus of traffic management work is to keep traffic moving smoothly thereby reducing the level of emissions produced through stop-start motion. We will work

together with local stakeholders to understand the problems that are causing congestion and air quality problems and consider whether there are any practical measures that might be taken to reduce impacts. Schemes will also need to be prioritised against other County Council highway schemes.

Processes for prioritising schemes within County Council work programmes include:

- the Community Highway Scheme for smaller scale community identified schemes,
- the Local Transport Investment Programme (LTIP) for local infrastructure improvements e.g. schemes identified through local infrastructure studies to serve local policy objectives, and
- the Strategic Transport Investment Programme which is used to identify and develop strategic (i.e. larger than local) transport projects needed to support sustainable economic growth in the County.

Traffic Signals

We use automated MOVA technology at all new traffic signal junctions and crossing and within all our AQMAs. This technology is also introduced when traffic signal junctions and signal-controlled crossings are upgraded.

Speed Limit Changes

Speed limit changes should be in accordance with the West Sussex Speed Limit Policy. WSCC will assess the feasibility of speed limit changes and any additional speed management initiatives, where these are supported by the local community, particularly where a speed limit change improves actual and perceived road safety and encourages increased walking and cycling as opposed to car use.

HGV/LGV Routing Assessment

An advisory lorry route and services map is available on the West Sussex County Council website.⁴⁰ The map is part of the County Council's approach to freight management which also includes providing real-time traffic information to support efficient freight movement and supporting major improvements on key lorry routes such as the A27 to reduce rat running.

Parking

The strategic management of on-street parking remains important for the County Council as the level of development and number of vehicles in West Sussex continues to increase. A revised policy framework and parking management programme to replace the county council's Road Space Audit Programme and associated decision-making process has been developed. The framework sets out rules for the consideration, implementation, review and removal of Controlled Parking Zones; how decisions will be made by the county council on whether particular proposals should be

⁴⁰ [Lorry route network](#). West Sussex County Council, Transport Plan. 01 April 2022.

progressed; and incorporates an initial three-year programme for Controlled Parking Zone development. In addition to the reviews of existing schemes, new CPZ investigations are currently underway in Shoreham.

As the highway authority for West Sussex, the county council has an Integrated Parking Strategy (IPS) that sets out its approach to managing parking.⁴¹ This mainly includes the management and enforcement of parking controls and regulations on the public highway, often referred to as 'on-street' but it also sets out its view and role in off-street parking provision, primarily provided by the seven district and borough councils in West Sussex. The IPS also sets out the county council's approach to parking management relates to its other policies and strategies. The West Sussex IPS has recently been updated and this latest review, covering the period from 2022 to 2027, seeks to ensure that the county council's approach to managing parking remains appropriate and effective at meeting the needs of local communities as well as its other corporate objectives.

Active Travel Infrastructure

Walking and cycling are low-cost modes of travel that have the potential to replace a significant proportion of motorised journeys. The relative lack of dedicated infrastructure and concerns about safety are barriers to increasing cycling and walking.

Priorities around active travel infrastructure across WSCC and the District and Borough Councils include:

- ✓ Walking and cycling infrastructure
- ✓ Local Cycling and Walking Infrastructure Plans (LCWIP)

The needs for cyclists, walkers, wheelchair users, mobility scooter users, people with pushchairs, equestrians, trike users and cycles with trailers are different but can be similar. In addition, specific needs vary depending on journey purpose and the person making the journey (e.g. children, families and older people). People wishing to travel to work may have different needs from those who seek to access the countryside for leisure purposes. In addition, a confident on or off-road cyclist will be attracted to a level of facility that may not suit a child who is travelling to and from school or a family cycling or walking for leisure. WSCC's Walking and Cycling Strategy focusses on connecting strategic destinations to areas of population (i.e., utility journeys) further encouraging active travel along key routes and between important areas. In general, this means infrastructure improvements need to deliver:

- Segregated paths following major high speed (40+ mph) corridors;
- Leisure facilities that are mainly off-road or less busy lanes;
- A safer built-up environment based on area wide safety management; and
- Where appropriate, reallocation of road space to create improved facilities.

⁴¹ [Integrated Parking Strategy 2020-2025 Summary](#). West Sussex County Council. 24 June 2020.

To deliver these improvements, WSCC has worked with local partners to produce the West Sussex Walking and Cycling Strategy which is currently being reviewed. This includes a single, prioritised list of sustainable infrastructure schemes which will be reviewed annually, with major revisions every five years.⁴² With regard to active travel infrastructure, WSCC and the districts and boroughs across West Sussex have established the groundwork to submit successful bids to the Active Travel Fund (ATF) over the coming funding cycles.



SPOTLIGHT: Active Travel Fund Projects

Three recent Active Travel Fund schemes in West Sussex are providing improvements for cyclists and pedestrians. The projects, at Drayton, Findon/Findon Valley and Shoreham, are West Sussex County Council Active Travel initiatives, funded by the Department for Transport.

Findon/Findon Valley: construction of a 2km-long shared cycleway/walkway route, connecting Findon Valley with the South Downs National Park gateway of Findon Village. The new route provides a link for those wanting to opt for a more active way of travelling to see one of the county's stunning attractions – the South Downs. It also has the advantage of linking in with an existing cycleway south of the Findon Valley shops, towards the A27 and a signed route into Worthing town centre.

A283 Steyning Road in Shoreham: construction of a crossing for both pedestrians and cyclists. This will benefit the whole community by providing a safer crossing point for pedestrians and cyclists to access the river-side footway and cycleway, improving access between St Nicolas Lane, the town centre, Shoreham Toll Bridge and the Downs Link. It will also improve connectivity for schoolchildren, such as those going to and from the Sir Robert Woodard Academy and improve connectivity for a nearby business centre.

A259 Drayton, near Marsh Lane: improvements for pedestrians, cyclists and bus passengers, including a new signal-controlled crossing, and improved bus laybys and real time passenger information.

“Given the importance of Active Travel, I am delighted to see these improvements being built. These are the first of many such schemes I want to see across the county.

By encouraging more walking and cycling, we can help to cut congestion, reduce carbon emissions, help improve people's health and wellbeing and support the local economy.”

- Joy Dennis, West Sussex County Council Cabinet Member for Highways and Transport

A number of the district and borough councils across West Sussex have adopted Local Cycling and Walking Infrastructure Plans (LCWIP), which identify longer term aspirations for active travel improvements in the main urban areas. WSCC has supported by developing a West Sussex LCWIP (not yet adopted), which focusses on six longer-distance routes that connect places. Nationally, Active Travel England was

⁴² [Appendix 1: Suggested Schemes](#). West Sussex Walking and Cycling Strategy 2016-2026.

established to promote these efforts, support walking and cycling, and manage the Active Travel Fund.

The county council's Our Council Plan, adopted in 2021, commits to sustainable growth by developing modern infrastructure. Part of that goal is to increase the length of new cycle paths across the county by 7.5 km per year through to 2025. This equates to 30 km of additional cycling infrastructure over the period.



SPOTLIGHT: Active Travel Schemes

The Crawley Growth Programme advanced two schemes to enhance pedestrian and cycle access to key areas within the Borough (the Eastern Gateway Sustainable Transport Scheme and the Manor Royal Highways Improvement Scheme). Both of these projects will improve connectivity to major business centres and help promote active travel for residents, employees and visitors. Improvements in the Manor Royal Highway area include junction improvements, upgraded crossing units, signal heads, lane markings and a new bus stop, all of which are designed to further encourage mode shift and active travel.

Public Transport

Mirroring the ambitions of the National Bus Strategy (Bus Back Better), WSCC's Bus Service Improvement Plan (BSIP) sets out a plan to dramatically improve bus services in West Sussex, to reverse the COVID-related shift in journeys away from public transport and encourage passengers back to bus through greater local leadership. To achieve this WSCC is working in co-operation with stakeholders, statutory consultees, community and business voices, bus passengers and the voluntary and health transport sectors. WSCC, as the transport authority, now has more involvement with buses than previously due to the declaration of the Enhanced Partnership.

Furthermore, WSCC received £17.4 million of government funding in late 2022 through the National Bus Strategy (Bus Back Better) to make bus service improvements across the County. Decisions about how these funds will be spent are being made in 2023 in conjunction with public consultations.

Behaviour Change

There has been a focus on promoting alternative transport modes and as described above, further infrastructure improvements are planned to enable more active travel.

WSCC and district and borough councils have also been involved in promoting alternative modes of transport, including activities such as:

- ✓ Active travel promotion
- ✓ Anti-idling campaigns
- ✓ Car club promotion
- ✓ Car sharing promotion
- ✓ Encouraging alternative transport modes

- ✓ Living Streets project (e.g. walk to school)
- ✓ Home working policy to encourage reduced staff travel
- ✓ Public transport promotion

The County Council has continued its efforts to encourage behaviour change through its communication efforts that will improve air quality. Between March and December 2022, 2,558 subscribers signed up for the #WestSussBus newsletter. This newsletter is a key source of information about bus transit and is consistently growing its reach across West Sussex.



SPOTLIGHT: Staff Travel and Benefits

Adur and Worthing Councils developed a Staff Travel Policy that adheres to the sustainable travel hierarchy, where staff are encouraged and supported to walk or cycle, and then take low carbon transport, over the default of driving. The councils are partnered with WSCC to design new cycle routes and traffic calming measures to help encourage mode shift in the area.

Chichester District Council has also launched a low emission salary sacrifice car scheme for staff to access and has also provided a staff EV pool car fleet and two e-bikes for staff business travel.

Health and Wellbeing

Residents across West Sussex can continue to register for a free service that provides text or email messages directly about air pollution levels in their area through the Sussex-Air quality alert system via the [Sussex-Air website](#). Additionally, local authorities across West Sussex engage in health and wellbeing promotion.

The Public Health team at WSCC is working to ensure that health considerations are embedded into all aspects of the Council and has undertaken a needs assessment into how air quality is affecting residents across the county. They are engaged with collaborative work with the WSCC Sustainability team, NHS Sussex and the Integrated Care Board to identify and mitigate the ongoing health impacts produced by poor air quality.



SPOTLIGHT: School Street Trial Schemes

New schemes to encourage pupils and their families to make active and sustainable travel choices for the school run have been given the go ahead. The three School Street Trial Schemes prohibit motor vehicles entering the road directly at the school gates at drop-off and pick-up times, with exceptions for residents' vehicles, businesses, Blue Badge holders, emergency services and certain others. The trial will run from 4 September 2023 until 4 March 2024, with constant monitoring using sensors. There has already been extensive internal and external consultation and an open public engagement survey will be available for the entire trial period, closing on 31 May 2024.

Signs publicising the new restrictions and timings will be installed at the entrances to each School Street and monitoring equipment used to gather data from before and during the trial. After the trial, all data for each site will be reviewed and presented to the Cabinet Member, who will then decide if a scheme should be made permanent, amended or removed.

"I'm pleased to give the go-ahead for these trial, school-led initiatives which aim to improve safety for vulnerable road users and encourage families to leave the car at home and choose active and sustainable travel options."

- Joy Dennis, West Sussex County Council Cabinet Member for Highways and Transport

Planning

Sussex-Air has developed planning guidance (due for review) to assist local authorities and developers in the assessment of air quality and the mitigation of potential impacts from proposed developments.

Guidance on parking at new developments was released by West Sussex County Council in late 2020 to further assist local authorities and developers in creating spaces that seek to minimise or offset the impact of development on air quality. The county council's overall ambition for parking at new developments is to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport. This guidance is based on six principles, including those in Table 4.

Table 4: Guidance released by WSCC for parking at new developments⁴³

Principle	Guidance
Principle B: Electric Vehicle Charging Infrastructure	'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future. Due to the unprecedented scale of change in vehicle manufacturing and sales, the guidance of electric vehicle car parking places should be reassessed when local plans and supplementary planning documents are reviewed to take account of any recent developments in this technology.
Principle C: Sustainable Transport	In some locations, limiting parking provision should form part of a strategy to exploit the potential for sustainable transport. In order to realistically promote lower levels of car ownership and use whilst avoiding unacceptable consequences, all of the following should be available or provided: a) travel plan measures, targeted at reducing vehicle ownership levels such as car clubs; b) high levels of accessibility to non-car modes of travel and to local amenities and facilities; and c) comprehensive parking controls; i.e. Controlled Parking Zones.

Travel Planning

School travel plans propose a package of measures that encourage a shift away from car use towards safe, sustainable modes of travel for any journeys to and from school. This can have a range of potential benefits including reducing traffic congestion and pollution around schools, improving road safety and improving health and fitness.

Travel plan networks can help employers promote sustainable commuting and business travel, and reduce parking pressures at their sites. Such networks can also provide a forum to share best practice and explore opportunities for joint working. Through collaborative working, travel plan networks can also help secure travel discounts and other employee benefits. In West Sussex, there are several subscription networks that employers can join, which are operated by 'easit': easitADUR & WORTHING, easitCHICHESTER and easitCRAWLEY.

Ongoing projects and resources to facilitate travel planning are provided or requested through the planning system by local authorities in West Sussex and include:

- ✓ Business travel plans
- ✓ School travel plans
- ✓ Local authority staff travel plans

⁴³ [Guidance on Parking at New Developments](#). West Sussex County Council. September 2020.

- ✓ Cycle route information
- ✓ Residential travel plans
- ✓ Promotion of easit discount to encourage sustainable staff travel

WSCC's Travel Plan supports our Business Travel Policy in reducing the impact of staff's business mileage. A central principle to its Business Travel Policy states, "We only travel when it's really necessary – we look for alternatives first, in how and where we work, and how we use technology, [and] we don't require staff to travel if there is a practicable alternative." In support of that guiding principle, employees are encouraged to:

- Keep business travel to a minimum
- Use public transport/free bus shuttle services rather than the car where reasonable to do so
- Car share with other colleagues travelling to the same venue (where public transport is not a practical option)
- Use a pool car where appropriate rather than a private car

To enable staff to make more sustainable transport journeys, the county council has introduced a number of initiatives. These include:

- An upgrade to IT equipment has enabled staff to work remotely, and enabled easy access to tele- or video conferencing
- Free use of pool bikes are available at all main hub offices
- Cycle to Work scheme allowing staff to hire a bike and safety equipment
- Staff can travel for free on a bus between campuses at Bognor Regis and Chichester

Staff can apply for an easitCARD. The card offers a range of benefits including a 15% discount on off-peak and peak-time travel with Southern rail services, as well as reduced bus fares.



SPOTLIGHT: Air Quality Schools Project

In 2021/22, Sussex-Air completed the third phase of work for the Air Quality Schools Project ('Air-Mazing Journeys') to raise awareness of air pollution and examine local solutions such as reducing traffic and replacing short journeys with active travel on 'clean air routes'. The project engaged 55,000 young people across 83 schools in West Sussex. Primary schools in Crawley made up 45% of the new schools joining the project in 2021, representing the majority of activity during this phase.

In partnership with Sussex-Air, Crawley Borough Council received £376,000 in funding from Defra to advance its Monitoring and Community Engagement Project. These funds are allocated to upgrade sensors to better monitor particulate matter, extend the Air Quality Schools Project through 2024, and work with taxi operators to facilitate a transition to electric vehicles. The council further received £4 million in funding to install cavity wall insulation to Passivhaus 2035 standards for over 1,500 flats in the borough, which will reduce emissions and help control background levels of NO₂.

Resourcing

A continuing challenge for all local authorities is the reduction in funding from central government. One of the ways in which we can try to redress this is to work in partnership; by working together we can do more with ever-diminishing resources.

Sussex-Air have been successful in receiving a number of Defra air quality grant awards. The schools' intervention programme has received funding to continue its work across Sussex schools, delivered by Sustrans who have a dedicated Air Quality officer engaged with schools to investigate local air quality. This project has been extended to also work with local community groups.

A successful Defra grant bid was also made to fund an extension to PM_{2.5} monitoring across Sussex and to purchase low-cost sensors, primarily for use in Brighton & Hove but also to be used in West Sussex. A successful bid was made for a taxi engagement project in West Sussex looking at how authorities could increase the uptake of EVs and associated charging.

Governance and Reporting

As members of Sussex-Air, all partners currently meet on a quarterly basis to discuss air quality related issues. We will also take all opportunities to work with a wider partnership including the South Downs National Park Authority and Highways England.

This plan will be updated as necessary and will be reviewed annually to ensure that new areas of work are reflected. An annual progress update will be reported to the West Sussex Joint Climate Change Board, which is chaired by the West Sussex County Council Deputy Leader and Cabinet Member for Environment and Climate Change.