

THE OVERVIEW AND SCRUTINY COMMITTEE

9 December 2013

UPDATE ON PROGRESS IN IMPLEMENTING THE RECOMMENDATIONS OF  
THE INFORMAL SCRUTINY GROUP ON AIR QUALITY MANAGEMENT

REPORT OF HEAD OF ENVIRONMENTAL HEALTH

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RECENT REFERENCES:

OSG 27 Air Quality Informal Scrutiny Group – Final Report, 23 January 2012

CAB2295 Final report of the Air Quality Informal Scrutiny Group –  
Recommendations for Cabinet, 8 February 2012

PHD 404 Recommendations of Air Quality ISG, 16 July 2012

EXECUTIVE SUMMARY:

This report summarises the progress made in delivering the recommendations of the Informal Scrutiny Group on Air Quality, as approved by Cabinet on 8 February 2012 and subsequently amended by Portfolio Holder Decision Notice (PHD) 404.

RECOMMENDATIONS:

That the Committee

- i) note the progress to date in implementing the recommendations of the Informal Scrutiny Group on Air Quality as set out as Appendix 1 to this report, and;
- ii) raise any matters of concern with the Portfolio for Neighbourhoods and Environment, or if of significance with Cabinet.

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### UPDATE ON PROGRESS IN IMPLEMENTING THE RECOMMENDATIONS OF THE INFORMAL SCRUTINY GROUP ON AIR QUALITY MANAGEMENT

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##### DETAIL:

1. The recommendations of the Informal Scrutiny Group on Air Quality in report OSG 27 were considered and endorsed at the Cabinet meeting of 8 February 2102 (CAB 2295 refers) and subsequently amended by PHD 404.
  - 1.1 This report provides a review of the progress made in delivering these recommendations as set out in Appendix 1.
  - 1.2 Since PHD 404 was agreed the Winchester District Strategic Partnership's previous Transport Working Group has revised its terms of reference in order to provide a more targeted focus on tackling air quality management and climate change issues. Environmental Health now sits on this group and provides a technical steer as well as chairing a sub group specifically focused on issues affecting Winchester City Centre.
  - 1.3 In addition work has progressed to enhance the City Council's Car Parking Strategy and Policies (CAB2539 refers) to reflect air quality issues and the latest iteration reinforces this aspect. The City Council also continues to support this agenda through delivery of its own Staff Travel plan which has resulted in emission reductions from the fleet to support the overall carbon reduction programme.

##### OTHER CONSIDERATIONS:

- 2 SUSTAINABLE COMMUNITY STRATEGY AND CHANGE PLANS (RELEVANCE TO):
  - 2.1 The recommendations of the Informal Scrutiny Group and the associated Air Quality Action Plan make a significant contribution to the High Quality Environment priority of the Winchester District Community Strategy, through the minimising of impacts through traffic and transport.
- 3 RESOURCE IMPLICATIONS:
  - 3.1 There are no additional resource implications to those originally set out in Report OSG 27 and PHD 404.

#### 4 RISK MANAGEMENT ISSUES

- 4.1 None directly arising from the monitoring of the implementation of the Informal Scrutiny Group's recommendations.

#### BACKGROUND DOCUMENTS:

Winchester Town Access Plan

Winchester Cycle Strategy

'Winchester Traffic Management Study Status Summary Note - January 2013'

Local Air Quality Management Consultation on options to improve air quality management in England July 2013

#### APPENDICES:

Progress achieved to date in implementing the recommendations of the Informal Scrutiny Group on Air Quality.

## Appendix 1

Progress achieved to date in implementing the recommendations of the Informal Scrutiny Group on Air Quality, shown below:

1. **That Winchester City Council should ‘un-declare’ for PM10’s within its Air Quality Management Area in accordance with the approved DEFRA report submitted by Winchester City Council in 2011. However the monitoring of PM10s should continue throughout the period of the Silver Hill development with funding contributions from the developer being explored as part of the planning process:**

**Progress:** This has now been completed. An application report was sent to Defra who agreed that Winchester City Council (WCC) can un-declare for PM10’s. As such WCC has now un-declared, a position that has been recorded via an Order, a copy of which has been ‘deposited’ with Legal Services.

Voluntary PM10 monitoring currently continues, as there is strong suggestion that Defra may require the monitoring of PM2.5’s in the future, and as such it in our interests to maintain our current equipment.

The position regarding the Silver Hill development will become clearer during the next few months and this area can then be progressed further.

2. **That the City Council continues to work with Hampshire County Council in the implementation of the Winchester Town Access Plan giving priority to the following issues:**

- a) **The relief of congestion in AQMA hotspot areas including St George’s Street**

**Progress:** Hampshire County Council (HCC) has produced a report entitled ‘Winchester Traffic Management Study Status Summary Note - January 2013’ which presents various traffic options for Winchester City. The favoured option is Option 1, which proposes to

*‘change Friarsgate to two way traffic as this is likely to be the easiest improvement to achieve and could be delivered relatively quickly, subject to funding. Delivery of option 1 will see a reduction in traffic using St Georges Street therefore provides an opportunity to consider reducing St Georges Street to one lane and deliver public realm enhancements (option 1b). This would require significant additional funding and the impact on St Georges Street, as a result of a reduced capacity, would need further investigation through the phase 2 study work’.*

In choosing this option, HCC have committed to focussing on:

*a full feasibility design for option 1/ 1a (changing Friarsgate to two way and St Georges Street to one lane). This will include full engineering assessment including feasibility design drawings and costings as well as more detailed junction modelling assessment. The outcome of the phase 2 study and budget*

*availability will determine if option 1/1a can be progressed to detailed design and implementation in the short term.*

Environmental Health are still lobbying HCC to adopt more radical changes, through the Winchester Transport Forum. A member of the team currently chairs the sub group charged with looking at 'Winchester Town Centre' which has been tasked with identifying aspects that have either been omitted from the Winchester Town Access Plan or that have been insufficiently explored. The findings of this sub group will be fed back to the main Forum.

**b) The opportunities for the provision of an additional Park & Ride (P&R) site to serve the northern approaches of Winchester City.**

**Progress:** The P&R 'lite' to the north of Winchester will come about during the mid-stages of the Barton Farm Development (est: 2017). This will be secured through the s106 process and will provide around 200 spaces.

In addition there will be the provision of an additional 200 P&R spaces to the west of Winchester as delivered through the Pitt Manor development s106 process (est: 2016).

**c) a more realistic trial is undertaken within the whole of the Air Quality Management Area regarding the impacts of a 20 mph zone on air quality**

**Progress:** A 20mph speed limit for Winchester City Centre was identified as a priority by Winchester Town Forum and those residents who responded to the Winchester Town Access Plan consultation. The whole of Winchester Town Centre has been earmarked for a 20mph speed limit and a recent exhibition providing detail of the proposals was shown in 4 locations across Winchester City centre with the exhibition details included on the website:

<http://www.winchester.gov.uk/roads-highways/city-centre-20mph/>

The next steps will be informed by the comments received. Should HCC decide to continue with the proposals, then the formal consultation will proceed in early 2014, with an expected report available for Committee date for April and implantation some time during the summer.

**d) The provision of additional secure cycle stands within Winchester City centre car parks.**

**Progress:** The Traffic and Transport Team are, in support of the current Winchester District Cycling Strategy, exploring the demand for cycle stand provision in the City with a specific focus on the needs of residents who do not have access to cycle storage i.e. garages and garden sheds.

**e) The feasibility of introducing cycle contra-flows within Winchester City.**

**Progress:** Cycling contra flows have been listed in the Winchester District Cycling Strategy and will be subject to the provisions of a Traffic Regulation Order (TRO) and safety audits.

In the meantime Kings Head Yard has had a contra flow installed, with Cossack Lane listed for implementation in 2014/15. New schemes are prioritised each year.

**f) Ensuring that the measures implemented through the Local Sustainable Transport Fund include a quantitative assessment of their likely impact on air quality.**

**Progress:** WCC have requested that HCC provide quantitative data to support their position that measures to be implemented through the LSTF will result in improvements to Winchester City centre's air quality. HCC's position is that it is unable to provide such data but it believes that the measures proposed will be broadly moving in the right direction.

**g) Completion of a traffic management study in order to identify and delivering additional schemes to support the plan**

**Progress:** As stated in a) above HCC have now produced their report 'Winchester Traffic Management Study Status Summary Note - January 2013', which outlined various options, the favoured option of which is Option 1.

**3. That the City Council work with the Winchester BID on potential schemes to:**

**a. Implement a local delivery service**

**Progress:** This has not been achieved. However past studies by the University of Southampton indicate that, due to the City of Winchester's limited size, such a trans shipping scheme is unlikely to be viable.

The national companies who are members of the BID are already fully contracted to use national delivery schemes at a price that BID could never achieve. However the local independents are working on a range of solutions using off-site delivery, internet delivery and out of hours delivery.

**b. Provide a shared waste collection service.**

**Progress:** There has been some success with regards the shared waste collection services facilitated by the BID. 43 businesses are currently signed up to the scheme that provides a small collection lorry and guaranteed zero to landfill.

**c. The introduction of a park and ride user voucher scheme.**

**Progress:** BID remain committed to this recommendation; however at present there is only limited enthusiasm from a few members, which does not make it feasible at this time.

- 4. That the car parking price structure should continue to be linked with distance from the town centre and that air quality impacts should be a demonstrable consideration built into the pricing structure.**

**Progress:** The Policy of increasing costs towards the Town Centre was set out in the adopted Winchester Town Access Plan (July 2010) and this was subsequently reflected in the Annual Car Parking Charges reports taken to Cabinet and approved in Autumn 2010, 2011 and 2012. WCC is now working on District wide Car Parking Strategy which will reflect the adopted pricing strategy.

The Winchester District Car Parking Strategy will be submitted to Cabinet at their meeting on the 4 December seeking approval to continue a balance between economic, social and environmental factors including air quality.

Consultation on the 'Towards a Winchester District Parking Strategy' document suggests that there is broad support (83% either strongly agree or agree) for charging on a 'three ring approach', which is reflected in paragraph 3.4 of the Strategy and which supports the aim of managing air quality within the Air Quality Management Area.

- 5. That a report be taken to Cabinet identifying the costs and opportunities for the provision of electric vehicle charging points within WCC car parks.**

**Progress:** Two charging points are currently being installed in Chesil Street, with further six charging points installed at the South P&R and one in Alresford at Arlebury Park.

In addition 'Parking Bay 1' in the Guildhall Yard, now has electric charging point and is a bookable space for visitors and there are plans to secure an additional charging point in the parking bay adjacent to the Guildhall with promotional signage. These improvements have been achieved within existing budgets so no report to Cabinet was required to secure the resources required as originally anticipated by the ISG.

Environmental Health are also investigating options for the provision of an electric pool car with extended range for staff use across the District. This will be an addition to the existing all electric vehicle already operated by Parking Services.

- 6. That a further report be submitted to Cabinet identifying potential improvements to the provision of air quality information to the public.**

**Progress:** An options appraisal determined that real time air quality information was best communicated through a web based solution. This is because traditional public displays only show air quality bandings based upon short term air quality objectives. As these are in compliance in Winchester then a display showing good air quality at all times would provide a misleading message.

The recommended solution has now been implemented for a trial period until the end of 2014. Initially this will take the form of real-time and historic measurements for the two static Winchester sites to be made available on the

UK website <http://www.UKAirQuality.net>, which will be sign posted from the WCC web pages. All the data since 1 January 2011 has now been uploaded, and can be accessed by the public.

**7. That the car park season ticket and residents parking pricing structure should continue to encourage the use of low emission vehicles.**

**Progress:** It is current policy for WCC to offer significant car parking discounts, season ticket, and resident permit holders, for the lowest emission vehicles. This policy was piloted in 2003, adopted by Cabinet in 2006 CAB 1183(TP) and updated in 2012 CAB 2292(TP), to reflect improvements in vehicle emissions.

**8. That the City Council works with HCC to investigate cost effective options for the provision of robust data on traffic profiles to inform whether a Low Emission Zone is a viable future opportunity for air quality management within Winchester City.**

**Progress:** All traffic data for the past 3 years, held by Hampshire County Council has now been collated. It has been established that additional data will be required to assess impacts of a Low Emissions Zones and that Hampshire County Council is not currently able to fund such surveys. It is therefore proposed to provide a report by March 2014 on options and costing for Winchester City Council to fund such surveys in 2014.

**9. That the City Council continues to encourage cycling from the Park & Ride sites into the City Centre, including the provision of safe cycling routes and secure cycle storage.**

**Progress:** A safe off road cycle route has been developed between the South P&R and the City Centre, across the Viaduct and forming part of the National Cycle Network Route 23. St Catherine's car park is able to link into this scheme as well. There are lockable cycle shelters at both sites with South P&R also benefiting from five cycle lockers where helmets and other cycling equipment can be stored.

**10. That Cabinet welcome the introduction the green-dash board scheme on buses by Stagecoach and encourages other bus operators within the District to follow their example.**

**Progress:** Stagecoach, which provides in excess of 80% of bus miles in Winchester City, have since April 2013 a policy to employ green dash board technology, primarily in order to realise fuel efficiency through responsible driving. Further information can be found at:

<http://greenroad.com/uk/press-releases/stagecoach-multi-million-pound-investment-in-eco-driving-technology/>  
<http://stagecoach.com/greenweek/uk-bus.aspx>

There has been limited success in encouraging the adoption of green dashboard schemes in other bus operators accessing the City Centre.



11. **That, the current Air Quality Action Plan be updated to include the outcomes of the ISG process with the aim of providing a clear direction for air quality management for the medium to long term.**

**Progress:** Defra are currently engaging Local Authorities on a formal consultation on radical proposals to overhaul the way in which fulfils its EU obligations on air quality management. The consultation proposes various options and is seeking Local Authority opinion on which option should be chosen going forward.

[https://consult.defra.gov.uk/communications/https-consult-defra-gov-uk-laqm\\_review](https://consult.defra.gov.uk/communications/https-consult-defra-gov-uk-laqm_review)

Given the level of work involved in reviewing and updating the current Air Quality Action Plan, it is prudent to await the findings from this current consultation and to evaluate the effect any new provisions may have on the UK's air quality management regime.