

REPORT TITLE: AIR QUALITY ACTION PLAN UPDATE

22 JANUARY 2020

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WARD(S): ALL

PURPOSE

In 2017 the Council adopted an Air Quality Action Plan (the Plan) to address air quality issues in and around the centre of Winchester which had resulted in the designation of an air quality management area.

This report explains the good progress being made specifically in relation to delivering the Air Quality Action Plan objective, which focuses on achieving compliance with statutory nitrogen dioxide standards within the designated Air Quality Management Area. It can be shown that air quality in the city is steadily improving in the central area with the exception of a few locations, and the report explains the work carried out to date on the implementation of the core and complimentary measures of the Plan.

RECOMMENDATIONS:

1. That Cabinet note the positive progress made in the delivery of the Air Quality Action Plan.
2. That the ratified 2020 data set is reviewed in due course and if appropriate an application is submitted to DEFRA in the spring of 2021 to revoke the current Air Quality Management Area and to submit a new declaration for a significantly reduced Air Quality Management Area.

## IMPLICATIONS:

### 1 COUNCIL PLAN OUTCOME

- 1.1 This report sets out the progress made in delivering the core and complimentary measures detailed within the Air Quality Action Plan, adopted in the spring of 2017. This plan, although primarily intended to ensure that the Council meets its statutory air quality obligations, also helps to support its carbon reduction aspirations as set down by its 'Climate Emergency' declaration in June 2019. It also helps support delivery of the new Council Plan priorities of tackling the climate change emergency and creating a greener district and living well.

### 2 FINANCIAL IMPLICATIONS

- 2.1 Each of the measures identified have been assessed for their financial costs. This report is not recommending approval of any additional resources.
- 2.2 However, some actions, such as the installation of 'smart' ticket machines for an emissions based tariff solution and an electric vehicle (EV) charging network, would inevitably require significant capital investment in them and would therefore be subject to developing a business case with options appraisal to take them forward. This work is well underway in relation to the implementation of an EV charging network and a separate report will be considered by Cabinet in February 2020.

### 3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The Environment Act 1995 requires Local Authorities to 'from time to time' assess their air quality and where it fails to meet legal standards, to declare an Air Quality Management Area (AQMA). All AQMA's shall be accompanied by an Air Quality Action Plan (AQAP) which sets down how the Local Authority intends to comply with the [national air quality standards](#) within statutory time scales. Winchester adopted the latest iteration of its plan in April 2017 ([CAB2906](#)).
- 3.1 Failure to meet these national air quality standards as set down under EU Directive 2008/50/EC, places the UK government at risk of being fined by the European Court of Justice. However under the Localism Act 2011, the Government has discretion to require payment of some or all of such fines to non compliant Local Authorities. There is currently no precedent as to how these fines would be apportioned in practice. The situation post Brexit is currently not clear, although no change in approach is currently envisaged as a result of Brexit.

### 4 WORKFORCE IMPLICATIONS

- 4.1 The primary focus for delivering the Plan including the monitoring and review of emissions, sits within Public Protection team. However there are various

core and complimentary measures which draw on resources from across the Council, key stakeholders and partner organisations; most notably Hampshire County Council.

## 5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 Most of the measures identified in the Plan, have little bearing on the Council's property interests because they are intended to manage and control traffic accessing the town centre or policy on how the Council conducts its statutory and business operations. There are however two notable exceptions as previously mentioned, the installation of 'Smart' ticketing machines and the roll out of EV charging infrastructure in Council car parks. . Both will be covered in separate reports with specific asset implications.

## 6 CONSULTATION AND COMMUNICATION

- 6.1 The Plan was developed through an Air Quality Steering Group (AQSG) which included cross party members, technical officers, business and environmental stakeholders. It was subject to a formal consultation process to establish the core and complimentary measures against which progress is assessed in this report. A 'Task and Finish' group was set up to the delivery of a core measure and required to report progress through the AQSG. Several of the Complimentary measures are subject to discussions at the Hampshire Air Quality Action Group.
- 6.2 It has been identified that the delivery of some measures in the Plan has the potential to impact on specific providers and user groups. In such cases a formal consultation process has or will be conducted. Examples include changes to Taxi Licensing Policy and the adoption of an Air Quality Supplementary Planning Document.
- 6.3 The Service Lead for Public Protection also delivered a progress report to the Health and Environment Policy Committee on 13<sup>th</sup> January 2020, when it was noted that there had been steady positive progress toward air quality compliance within the AQMA. It was also agreed that it would be premature to seek to revoke and submit a new declaration for smaller AQMA during 2020, and that it would preferable to await a clearer position based on a full 2020 data set in order to best inform this application.

## 7 ENVIRONMENTAL CONSIDERATIONS

- 7.1 This paper reports on the delivery of the AQAP which is central to the delivery of the Council's statutory duty in relation to improving air quality. Further the objective of improving air quality shares synergies with reducing carbon emissions and, as such, supports the Council's delivery of its Climate Emergency declaration and new Council Plan priorities.

## 8 EQUALITY IMPACT ASSESSEMENT

- 8.1 One of the measures set out in the plan relates to proposals to amend the Council's taxi licensing policy to allow smaller Hackney Carriages. This action will need to provide a solution which allows our taxi fleet to meet the requirements of the Equalities Act 2010. Under current policy, Hackney Carriages must be side loading only and have the capacity to carry one wheel chair passenger plus three additional passengers. Under the taxi review it is proposed that this will be reduced to one wheelchair passenger and one additional passenger, to allow smaller lower emission vehicles. Any other measures which potentially raise equality issues will be addressed on a case by case basis.

## 9 DATA PROTECTION IMPACT ASSESSMENT

- 9.1 None

## 10 RISK MANAGEMENT

- 10.1 The table below sets out the intended approach to manage risk, mitigation, and opportunities.

<b>Risk</b>	<b>Mitigation</b>	<b>Opportunities</b>
<b><i>Property</i></b> Certain measures in the Plan including 'Smart' ticket machines and electric vehicle infrastructure will require substantial resources and investment to deliver.	These measures will be subject to separate reports to enable the most suitable options to be identified and resources to implement them agreed.	Achieve wider benefits/synergies with the district's Climate Emergency declaration and new Parking Strategy and Council Plan.
<b><i>Community Support</i></b> That core and complimentary measures will not benefit from community support where they present perceptions of increased personal cost and greater burdens on business.  That the measures within the AQAP do not go far enough to meet statutory clean air standards and that the community expects even higher levels of air quality based on a developing public health	Continued involvement of local stakeholder groups in Delivering the measures set out in the plan.  AQAP based on robust evidence of impacts and improvement in air quality.  Public engagement offers opportunity to consider previously unforeseen challenges and impacts.	In achieving national clean air standards, WCC can claim to be a 'cleaner' city which is beneficial for its residents, business and visitors.  Increased community support and engagement can lead to greater investment in sustainable transport opportunities and behavioural change projects.

data set and the rapidly expanding climate emergency agenda.		
<b>Timescales</b> Non -compliance with statutory standards by the end of 2020 as required by central government, meaning continued negative health impacts.	<p>Keep under Review progress made on air quality by monitoring and consider further actions if required.</p> <p>Continued input from the AQ Steering group and its partners to meet and deliver milestones.</p> <p>To undertake a full review and refresh of the AQAP to ensure it is delivering intended compliance if required based on compliance across the air quality management area.</p>	
<b>Project capacity</b> Failure to deliver the plan because of a lack of resources.	<p>Project support secured until April 2020 – this will be subject to review in the new year.</p> <p>The plan draws upon the input of existing officer resource across the Council (focused in Public Protection) but drawing on services like Parking and Estates.</p> <p>Keep under review resources to ensure measures can be delivered. .</p>	Continue resourcing and delivery within the 'Task and Finish Groups'.
<b>Financial / VfM</b> Most measures in the plan can be delivered by using existing resources but several Core Measures have been assigned high level costing estimates, which may not be	These measures will be subject to separate reports to enable the most suitable options to be identified and resources to implement them agreed.	<p>Operational savings delivered through the pay by 'App' procurement process.</p> <p>Delivering an 'EV' network will assist in delivering on</p>

deliverable from within existing budgets, which could present an impact on progressing the Plan.		Carbon reduction aspirations.  Positive image for the Council.
<b>Legal</b> Failure to comply with national air quality standards presents the City Council with a risk of financial penalties handed down by Central Government. Further failure to comply may also pose additional risk from private action, where individuals are adversely affected by air quality.	The AQAP has been prepared with the assistance of specialist consultants and which proposes measures which are deliverable whilst seeking to achieve the greatest benefits to air quality. Task and finish groups are working towards the delivery of these measures, and officers are continually monitoring air quality to establish current levels of Nitrogen Dioxide.	In complying with national air quality standards, Winchester City Council can ensure that it will not be subject to any central Government fines. Task and finish groups with practical actions place the Council at the forefront in delivery for action plans
<b>Innovation</b> In seeking to address air quality, the Council could overlook opportunities to adopt innovative ways of tackling traffic congestion and ensuring that the city centre remains fit for purpose and an attractive place to live, work and visit, well into the 21 <sup>st</sup> Century.	Winchester City Council is working with HCC on the delivery of the Movement Strategy which will propose new ways reducing traffic through the City centre using a range of means. This will improve air quality.	Providing leadership by delivering its own, Smart Ticketing, Supplementary Planning Document and EV charging infrastructure should encourage businesses and other groups to develop their innovative actions to help improve the quality of the environment and tackle climate change.
<b>Reputation</b> Should the City Council fail to meet the standards by the end of 2020, not only will it be at risk of fines, it may suffer from reputational damage..	Continue to prioritise the delivery of the Plan.  To this end, the City Council engages with partners like HCC on project such as the Movement Strategy as well as WinACC and Winchester BID, both of which are represented on the Air Quality Steering Group. Furthermore,	In ensuring that Winchester complies with clean air standards, the city can capitalise on this status as a better place to live work and visit.

	the City Council adopts an open and transparent when reporting on air quality and monitoring progress on the AQAP.	
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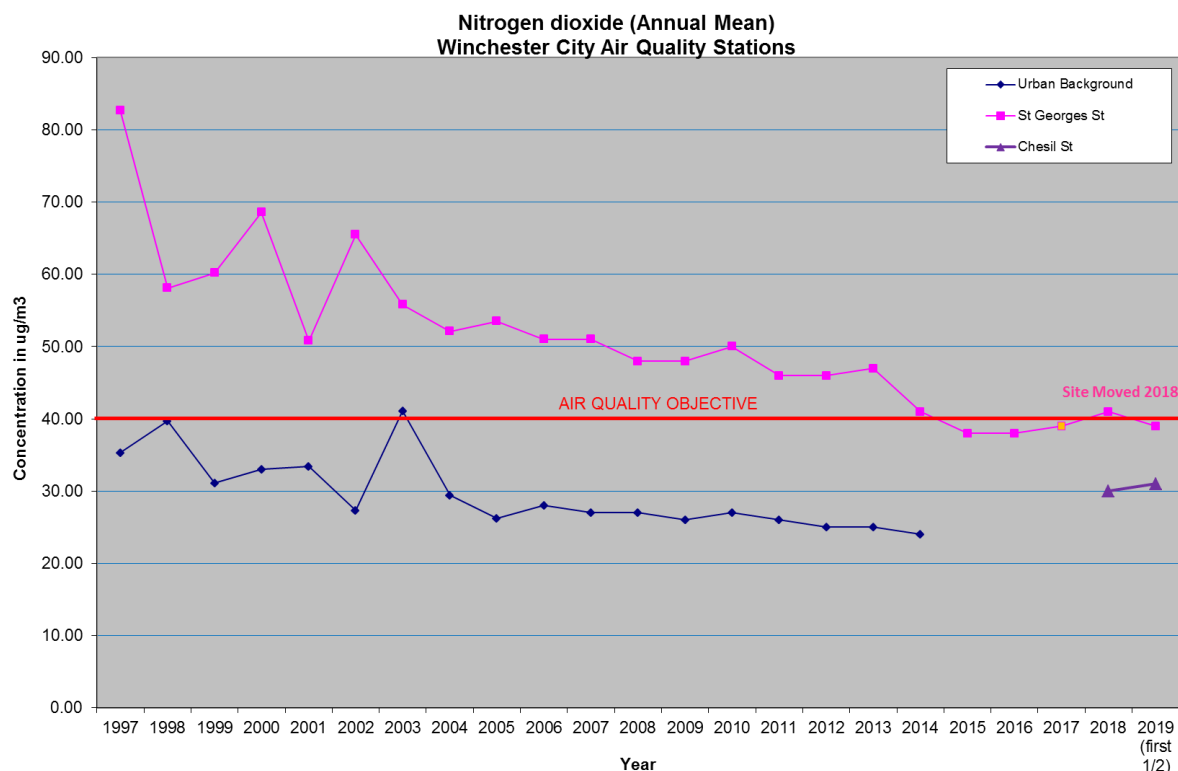
## 11 SUPPORTING INFORMATION:

- 11.1 In establishing that the City's air quality did not meet statutory standards, Winchester City Council declared an AQMA in 2003 and adopted its first AQAP in 2006. In 2012 the City achieved compliance with legal standards for particulates and successfully applied to the Government to 'un declare' on its duty to monitor PM<sub>10</sub>.
- 11.2 Subsequent to a detailed source apportionment study conducted by Environmental Consultants Bureau Veritas in 2016, a new AQAP was adopted by Cabinet early in 2017 ([CAB2906](#)). This report sets out progress made against the 9 core and 9 complimentary measures identified within this plan.

### **Current NOx trends inside the AQMA**

- 11.3 Whilst the AQAP does identify some synergistic benefits for carbon reduction, it is primarily focused on protecting public health, through compliance with annual mean NOx levels set at 40 micro grams per cubic metre ( $\mu\text{g}/\text{m}^3$ ). All 'Annual Status Reports' (ASR) can be found on the City Council's web pages which draw upon data from two static Air Quality Monitoring Stations (AQMS) and 26 NOx tubes monitoring NO<sub>2</sub> trends across the city and further 9 tubes across the wider district.
- 11.4 The two static monitoring stations which are located in St Georges Street and Chesil Street, monitor 'real time' NO<sub>2</sub> levels to MCERTS accredited standards, which is the Environment Agency's monitoring certification standards. There is however a third much smaller 'AQ Mesh' analyser on Romsey Road, which also monitors 'real time' NOx and particulate levels but not to MCERTS standards and can therefore be considered indicative data only.

- 11.5 The following graph illustrates the annual mean NO<sub>2</sub> levels at the two static real time analyser locations.



- 11.6 The bottom blue line illustrates NO<sub>2</sub> levels at the urban background site at Godstone House which was decommissioned back in 2015, because it showed consistent levels as being well below the statutory standard of 40µg/m<sup>3</sup>.

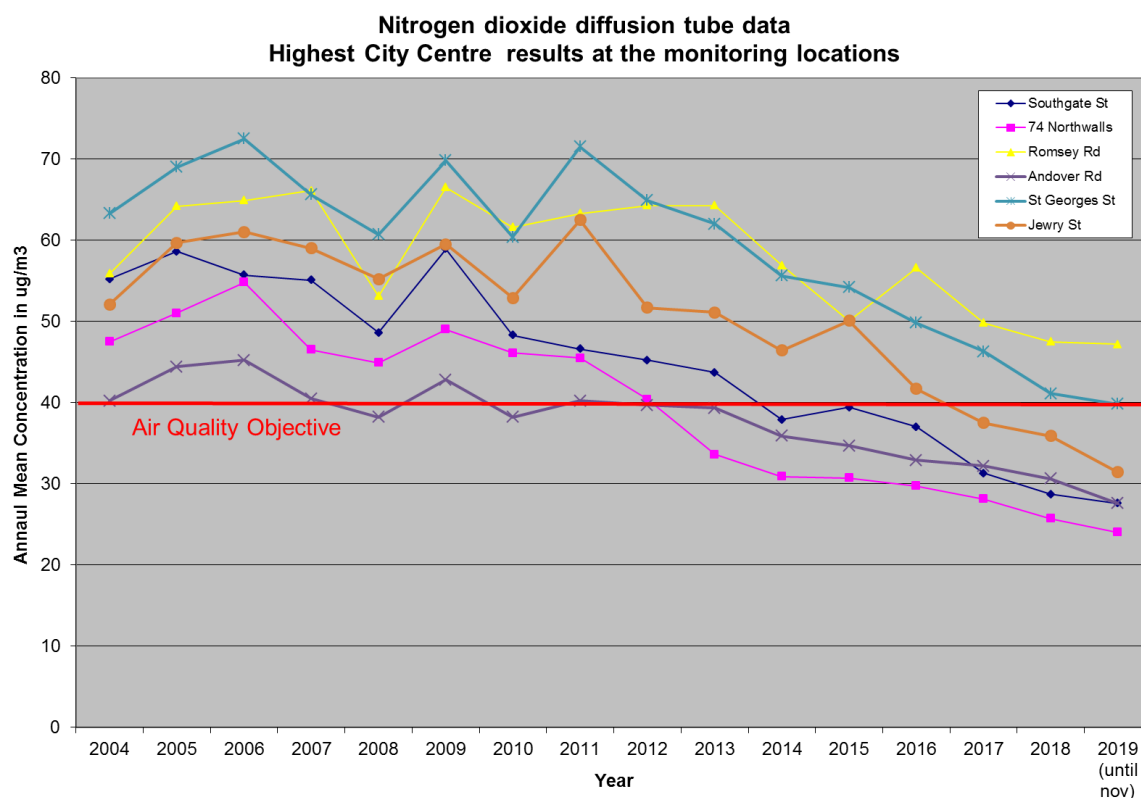
### St Georges Street

- 11.7 Since 2002 there has been a continuous decline in NO<sub>2</sub>, with years 2015, 2016, 2017, holding to a marginal compliance at 38 µg/m<sup>3</sup>, 38 µg/m<sup>3</sup>, and 39µg/m<sup>3</sup> respectively. This is very positive news and shows an improving picture. However, DEFRA requires a confidence level of 10% for at least 3 years to be able to 'un declare' i.e. levels of < 36µg/m<sup>3</sup>, so unfortunately Winchester was unable to meet this standard in this location currently.
- 11.8 In 2018 the St Georges Street AQMS was relocated further up St Georges Street to outside God Begot House in order to accommodate the Casson Block refurbishments. This location is marginally closer to the road, on a slight incline (increased engine labour) and within the idling zone of the St Georges Street, Jury Street traffic lights. In 2018 the annual mean was measured as being 41µg/m<sup>3</sup> so in excess of the statutory standard. Although we are yet to obtain a full year's ratified data for 2019, the first 6 months indicate NO<sub>2</sub> levels of 39µg/m<sup>3</sup>. This is encouraging as despite moving the equipment to a monitoring location where emissions could be higher than the former site the signs are that NO<sub>2</sub> levels are on continuing the downward trend.



## Chesil Street and Romsey Road

- 11.9 In response Bureau Veritas' 2017 air quality modelling report, a new monitoring station was installed on Old Station Approach to monitor air quality arising from traffic on Chesil Street. In the two years it has been in situ, it has shown NO<sub>2</sub> levels to be at 30µg/m<sup>3</sup> and 31µg/m<sup>3</sup>, so comfortably in compliance with the annual mean NO<sub>2</sub> standard.
- 11.10 Conversely NO<sub>x</sub> tube monitoring along Romsey Road, has shown continued exceedances of the statutory annual mean standard. The following graph shows the City NO<sub>x</sub> tube results with the highest levels.



- 11.11 Whilst all show a continuous decline in NO<sub>2</sub>, which is good news in term of an improving environment for people who live, work and visit the city, two sites remain a concern. St Georges Street shows levels at or around the 40µg/m<sup>3</sup> annual mean standard, which reflects the corresponding AQMS results albeit the situation is getting better. However Romsey Road breaches the standard with a 2018 level of 47.5µg/m<sup>3</sup> and 47.2µg/m<sup>3</sup> for the first 6 months of 2019.
- 11.12 Since its installation back in November of 2018, the AQ Mesh Analyser located in Romsey Road, has not measured any exceedance of the hourly mean standard of 200 µg/m<sup>3</sup>. This provides good confidence that this route does not provide acute levels of NO<sub>x</sub> over the short term.
- 11.13 In response, the Old Station Approach AQMS is being relocated, to a site on the corner of Romsey Road and Clifton Hill, which is expected to become

operational in January 2020. This will enable MCERTS standard 'real time' monitoring to be conducted for this location, which will better inform future measures required to bring Romsey Road into compliance.

### **Particulates**

- 11.14 Although Winchester 'undeclared' and therefore no longer monitors for PM<sub>10</sub>, growing evidence suggests that PM<sub>2.5</sub> known as 'fine particulates' can present significant public health impacts. The government already expects local authorities with AQMA's to give consideration on how they are to control fine particulates but has as yet to set down any mandatory standards. However in its Clean Air Strategy 2019 the government indicates that it will be setting statutory levels for PM<sub>2.5</sub> in line with World Health Organisation standards and that local authorities will be expected to monitor against these standards.
- 11.15 In anticipation of this, and to continue to address and improve air quality in the city, the Council has recently purchased a fine particulates monitor, which will be installed in the St George's Street site and will commence monitoring at the start of 2020.

## **12 Proposed Review of the AQMA**

- 12.1 In view of the fact that several monitoring locations show strong trending towards compliance or are already in compliance with the mandatory standards, it is proposed that a review of the data be undertaken and an application made to DEFRA to reduce the size of the AQMA. In order to 'revoke' an AQMA, the local authority must submit evidence to DEFRA which demonstrates compliance with mandatory NO<sub>2</sub> objectives. Associated government guidance advises that in order to demonstrate a robust position in support of compliance, NO<sub>2</sub> levels should exceed a 10% confidence level of the mandatory objective, for 3 years or more. So for the annual mean standard of 40µg/m<sup>3</sup>, this means that levels must be at or less than 36µg/m<sup>3</sup> for 3 years or more.
- 12.2 Furthermore, in order to apply for a reduced AQMA, a complete annual (calendar year) data sets must be presented. Such an application cannot therefore be submitted until the full 2019 data set has been ratified, which can be reasonably expected in February 2020. Once submitted it can be expected to take at least 2 months for DEFRA to either accept or refuse the application.
- 12.3 In view of the compliance criteria of 36µg/m<sup>3</sup> for a minimum of 3 years, it could be considered that if current trends continue, the AQMA can be further reduced in size if an application were to be submitted to DEFRA in the spring of 2021.
- 12.4 Cabinet therefore has one of two options when reviewing the current AQMA.

**Option 1** - An application is submitted to DEFRA in March 2020 to reduce the AQMA in 2020 then, if supported by subsequent data, submit a second

application in the Spring of 2021 to achieve further reductions in the size of the AQMA.

**Option 2** - Clarity of position from the ratified 2020 data set is sought and to submit a single application in the spring of 2021 which is expected to support a further reduction in the size of the AQMA.

For confidence of position and to ensure a more robust application to DEFRA, Option 2 would be the preferred approach.

- 12.5 In order to assist the members in this decision, three maps have been produced showing the current size of the AQMA and the predicted size of the AQMA in 2020 and in 2021. It should be stressed that these two maps are based on current trends and are the 'best guess' in advance of confirming the ratified data sets for 2019 and 2020 and should therefore be assessed with a caveat of caution.

Fig 1 – Current AQMA





Fig 2 – Expected AQMA in 2020

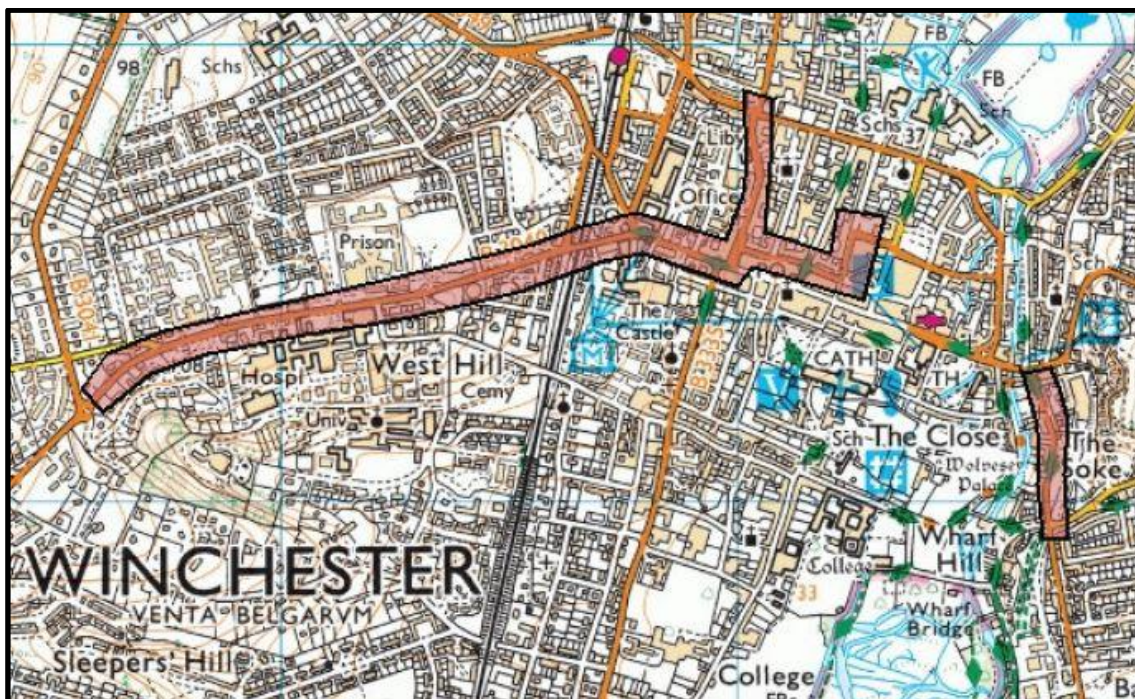
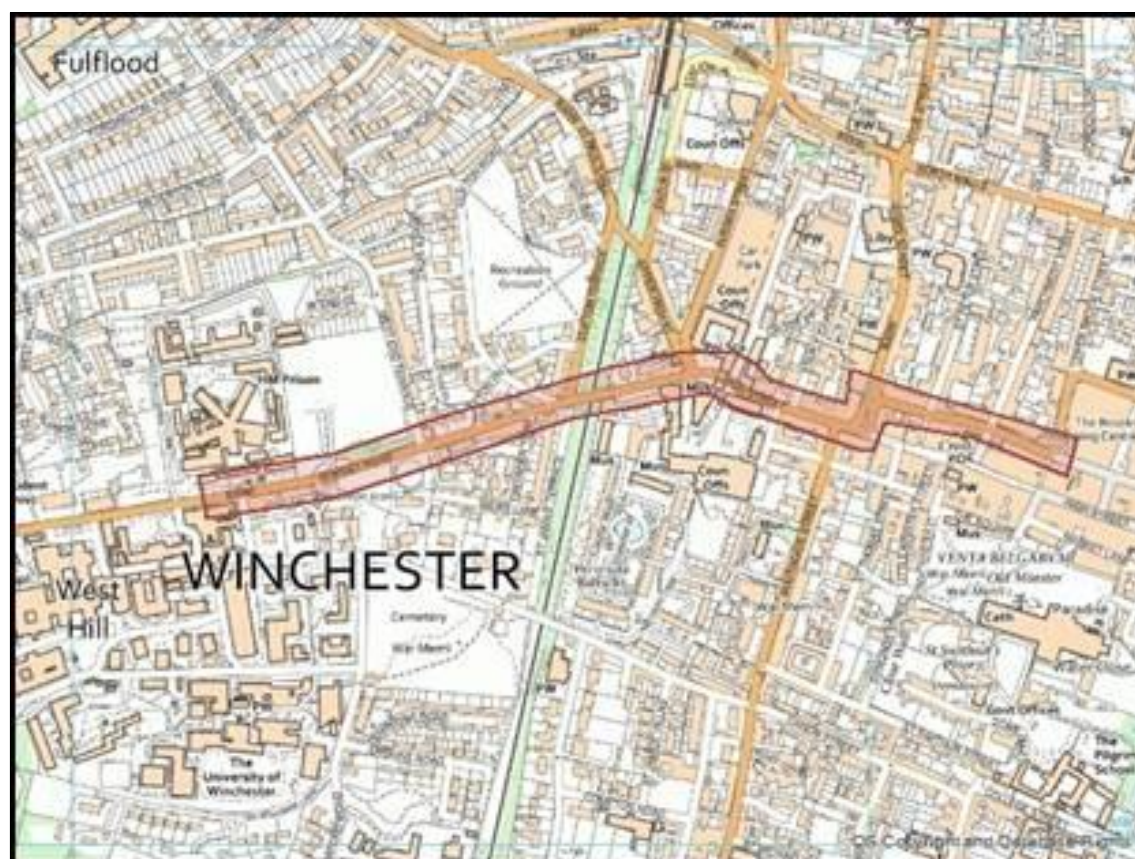


Fig 3 – Expected AQMA in 2021



### 13 Update on measures within the AQAP

- 13.1 There are 9 core and 9 complimentary measures within the AQAP. The core measures were identified as directly influencing NO<sub>2</sub> levels through a combination of reducing traffic volumes, encouraging a lower NO<sub>x</sub> emitting vehicle profile in the city and addressing future emissions through environmentally aware procurement practices and ensuring minimum development standards.
- 13.2 The complimentary measures centre on the City Council's leadership role in encouraging behavioural change for example through, sustainable transport options and providing an electric vehicle charging network to promote the uptake of electric vehicles. Both rely on good regional stakeholder networking.
- 13.3 Progress against several of the core measures align with the three priorities set down in Winchester Movement Strategy (WMS), and a report on the progress of the WMS is covered in CAB3217. These three priorities are:
- Reduce city centre traffic
  - Support healthier lifestyle choices
  - Invest in infrastructure to support sustainable growth

The development of the WMS takes forward some measures in the AQAP and, in particular, the need to provide an increase in Park and Ride capacity by up to 3000 spaces.

Similarly the AQAP set out a core measure to ensure that all heavy duty vehicles that enter the AQMA meet Euro VI stage II standards by 2020. Such a measure is effectively a 'Charging Clean Air Zone', which is a significant undertaking for a relatively small city such as Winchester, noting that Southampton City Council elected not to introduce a charging CAZ for its City after conducting an extensive consultation exercise. The WMS considered such a measure but it was decided not to progress this as other actions in the Strategy should deliver the intended benefits of reducing city centre traffic with the associated benefits. If these failed to materialise the matter will be reconsidered.

- 13.4 Further, there are 9 complementary measures which, although not offering in of themselves measurable improvements in air quality, they have been identified to encourage positive behavioural change and demonstrate good leadership practice in support of Winchester City Council's broader public health and environmental responsibilities.
- 13.5 A detailed progress position on each of the Core and Complimentary measures can be found in Appendix 1 of this report.
- 13.6 Whilst this report focuses specifically on the AQAP objective of delivering compliance with the NO<sub>2</sub> mandatory standards within the AQMA through the delivery of the core and complimentary measures, it should be noted that

there is additional work identified to further reduce wider emission sources and thereby further improve the environment for Winchester's citizens, workers and visitors.

- 13.7 Such work includes a focus on planning controls for solid fuel (wood) burning, minimum boiler emission standards, work on improving sustainable transport options to and from the city, exploring last mile delivery hubs and encouraging better workplace travel planning across the major city employers.

#### 14 **Conclusion**

- 14.1 Overall the picture relating to air quality is positive in so much our monitoring shows that the situation is improving with the exception of certain locations where, despite downward trends being evident, the standard is not yet met.
- 14.2 The two problematic locations are St Georges Street and Romsey Road, and so these will require further analysis and where necessary additional measures shall be considered as part of a wider review of the AQAP.

#### 15 OTHER OPTIONS CONSIDERED AND REJECTED

- 15.1 The alternative approach would be to not make any changes to the AQMA but this would not represent the current picture of air quality nor show the improvements made due to interventions by the council. This is not recommended.
- 15.2 The other alternative would be to adopt a two stage approach with a application made in 2020 and 2021. It is considered that although improvements have been made in air quality, a further years work will bring a more substantial improvement and this 'double entry' may not be supported by DEFRA.

#### BACKGROUND DOCUMENTS:-

##### Previous Committee Reports:-

[CAB2906](#) The Adoption of the Winchester Air Quality Action Plan

[CAB3074](#) Air Quality Action Plan Progress Report

##### Other Background Documents:-

[Government Clean Air Strategy 2019 Executive Summary](#)

##### Appendices



### Appendix – Table setting out progress against each core and complimentary measure

Core Measure	Start date	Completion Date	Action To Date
1. <b>Build on car parking pricing differential</b> (Modelled 2% reduction in NOx)	May 2017	April 2018	This measure was implemented just prior to the adoption of the plan and has helped better manage city centre traffic in that spaces are now available in centre car parks which were often previously full by mid morning. This means drivers are less likely to have to search for parking spaces adding to congestion and emission levels. Over the last 2 years a strong trend toward an uptake in use of the P&R sites has also been recorded which is at or near capacity in use. This has seen a consequential freeing up of city centre parking capacity, providing scoping options on parking in the city centre.
2. <b>Review of enforcement of goods deliveries by time of day</b> (Modelled 2% reduction in NOx)	April 2018	Ongoing	<p>Adopted to encourage a smooth traffic flow through the one way system during peak periods. These waiting restrictions are actively enforced by the Council's Civil Parking Enforcement Officers and, in 2019 (November), we have issued 55 Penalty Charge Notices for loading ban contraventions in various locations in the city centre. Of these:</p> <p>47 paid 1 cancelled 7 cases still live</p> <p>Further consideration regarding alternative options for deliveries to businesses in the city centre is being considered with the County Council as part of the on-going work on the City of Winchester Movement Strategy. This strand of work has 5 stages; baseline assessment, review of best practice, stakeholder engagement, options identification and option prioritisation. The first two stages have been completed and it is evident that a number of options are emerging that may be appropriate for Winchester such as consolidation (distribution hub), joint procurement and identification of a preferred courier, retiming of deliveries, review of loading bays, dynamic kerbside space use and of low emission vehicles to complete deliveries.</p>
3. <b>Introduce a Park and Ride Site to the north of Winchester</b> (Modelled 3% reduction in NOx)	TBC	TBC	<p>The City of Winchester Movement Strategy identified the potential need over time for up to 3000 more P&amp;R spaces. Work on refining the number and location of new facilities is underway and the latest information indicates that not all of these need to be situated on the north side of the town.</p> <p>The City Council has recently completed the clearance of the Vaultex site at Bar End and is progressing work to provide an estimated 130 additional Park &amp; Ride spaces, which should be operational by the end of 2020 (subject to planning permission being given). Passengers will be encouraged to use the existing bus stand in the Barfield Park &amp; Ride or walk into the city centre.</p> <p>However, the Movement Strategy assessment work preliminary results suggest that a demand of around 300 car trips from the south could be diverted to park and ride if further capacity was provided. As part of the next steps, HCC will provide demand figures for car parking; which will influence the final number of spaces provided on the site. A business case for LEP funding is currently being developed which would fully or part fund the construction of a decked car park, which could accommodate up to an estimated 300 spaces (subject to securing planning permission)</p> <p>A range of smart mobility and sustainability measures have been proposed in the LEP business case, including Photovoltaic units, Electric Vehicle Charging Points (EVCPs) and secure and covered cycle parking facilities. The provision of sustainable measures, for example the EVCPs, should allow for and encourage the use of electric vehicles and reduce the pollution produced by travelling to the new Park &amp; Ride site.</p> <p>On the north side of the city a P&amp;R facility (200 spaces) are to be provided as part of the Kings Barton development. Based on current building rates it is expected that the facility will be available in 2024.</p>

<p>4. <b>Introduce new parking charges/incentives to reduce diesel car parking and high polluting petrol cars (older than Euro 4) from parking in central car parks in favour of low emission vehicles.</b> (Modelled 10% reduction in NOx)</p>	June 2018	2020	<p>The AQAP modelled the impact of diesel cars at contributing 58% of the NOx emissions from all vehicles entering the AQMA, and many of these vehicles will use the City Centre car parks. This measure seeks to adopt 'smart' ticket machine technology to implement differential charging tariffs to incentive access by lower emission vehicles.</p> <p>Differential charging in car parks is a recent national development which has meant the machine suppliers have had to develop software specifically for this task. It has only been until fairly recently (mid 2019) that some suppliers across the industry can introduce such payments via the pay machines we have in our car parks. Phone payment suppliers such as 'RingGo' and more recently 'PayByPhone' can supply this software now to allow WCC to implement differential charging in 2020 (provided the phone payment tender is completed). Cost implications would suggest machine upgrades would cost over £100k whereas if we introduce phone payments this will be under £10k.</p> <p>It is suggested that the phone payment system is used as an incentive to encourage customers to move across to phone payments in order to access cheaper car parking based on their vehicle emissions. When car park pay machines costs reduce in the near future then they too can be upgraded to give a fully integrated differential charging system across the car park network.</p> <p>The implementation of this measure is now being addressed through the new Parking Strategy, which seeks to procure 'equipment and/ or technology to allow differential charging for cleaner vehicles (Emission Based Pricing) and smart payment options</p>
<p>5. <b>'Investigate the feasibility of introducing a CAZ for heavy duty vehicles</b> (Modelled 10% reduction in NOx)</p>	2020	Ongoing	<p>Since drafting the AQAP it has been determined that WCC cannot 'ban' non Euro VI heavy duty vehicles from entering the city, the measure has therefore been amended to say <i>'Investigate the feasibility of introducing a CAZ for heavy duty vehicles that enter the AQMA, which do not meet Euro VI Standards'</i>. Initial findings from similar feasibility studies, have identified that the costs in delivering what is a Charging Zone, are considerable and the City Council should take a realistic and balanced view when weighing up the likely benefits in relation to costs.</p> <p>It is recommended that the feasibility of alternative measures, such as changes to freight deliveries to businesses in the city centre (see measure 2 above) along with improvements to public transport (bus gates/ operator partnership <i>et al</i>) be considered prior to making final decision on this measure. These options are being picked up as part of the Movement Strategy study and it is suggested therefore that Cabinet should await the final findings of this work before making a decision on how best to proceed.</p>
<p>6. <b>Ensure that all Council owned leased, contracted or influenced vehicles that enter the AQMA meet the OLEV standards for ULEV's and are not diesel fuelled by 2020.</b> (Modelled 2% reduction in NOx)</p>	2020	2020	<p>Proposed to ensure that Winchester City Council adopts a proportionate leadership role and to ensure that where it can, it will seek to influence best practice through policy. This includes ensuring that the refuse fleet deployed to serve the district utilizes lower emission Euro VI engines and that the City Council's 'grey fleet' uses electric or hybrid vehicles where possible. The taxi licensing regime is currently under review and phase 2 of this project now underway, to be completed by June 2020. This will seek to influence, through policy, the vehicle choices made by hackney cab and private hire drivers to promote the use of ULEVs.. Changes to the policy will incentivise them to purchase smaller more environmentally friendly ultra low and hybrid vehicles and introduce an age limit to eliminate older more polluting vehicles from the City's taxi fleet.</p> <p>Furthermore, the City Council has extended the existing waste contract for 12 months to allow time for the procurement of a new collection service from October 2020. Biffa are delivering the current service and have introduced 10 new Euro VI vehicles on to the fleet in September this year and have redesigned routes (Winchester only). These measures should help reduce emissions in the city centre.</p> <p>In addition the new contract will require all the freighters to be Euro VI (rubbish collection vehicles) and support staff will use low emission vehicles. There will also be scope to further refine collection routes. Therefore waste collection vehicles travelling in the city centre will be lower emission vehicles than was previously the case.</p>



<b>7. Development of an Air Quality Supplementary Planning Document (AQ SPD)</b>	2017	2019	The measure seeks to 'future proof' air quality as a core consideration for developers when they submit planning applications. Winchester City Council has commissioned AECOM to assist in writing an AQ SPD which has been in development over the last 9 months. This has however proved a challenging task when aligning the technical aspirations in setting good standards, with their practicable application within the planning process. The final draft AQ SPD is expected before the end of January 2019, after which a formal public consultation process will commence early in the new year prior to expected adoption by April 2020. .
<b>8. Continue to work with and lobby Hampshire County Council to identify projects to improve air quality</b>	2017	Ongoing	Winchester City Council continues to work closely with HCC as the delivery partner. Specific projects include: <ul style="list-style-type: none"> <li>City of Winchester Movement Strategy, which seeks to identify opportunities to improve Winchester's transport systems and infrastructure over the next 20 years by defining options designed to improve all forms of movement in and around the city, which will be aimed in part at delivering improved air quality.</li> <li>Developing a regional AQ SPD for a consistent approach which is being called for by developers, but also to include sustainable travel standards are being developed with HCC's Strategic Highways Authority and other local authority and public health stakeholders.</li> </ul>
<b>9. Monitor the performance of the Action Plan and reassess whether additional measures are required to meet the Objective.</b>	2018	Ongoing	Officers continue to maintain the static monitoring stations and deploy a network of NOx tubes in the City and throughout the District. In view of recent monitoring results officers will, in the Spring of 2020 seek to review the full year's data set for 2019, from which a review of the existing AQMA will be undertaken. This <i>may</i> affect the overall designation of the AQMA, which is expected to be significantly smaller, focusing only on the City Centre and Romsey Road. This will also require a thorough assessment and review of the current measures within the 2017 AQAP, to ensure compliance by the end of 2020.
<b>Complimentary Measure</b>	<b>Planning Phase</b>	<b>Completion Date</b>	<b>Action To Date</b>
<b>1. Work with authorities towards adoption of a regional LES</b>	2017	2020	The spirit of a 'Low Emission Strategy' commits Winchester City Council to work with regional authorities and other stakeholders, to agree a common working practice and expected standards e.g. for buses, HGV's as well as planning standards. This measure dovetails with complimentary measure 7 below.
<b>2. Seek to commit to introduce more electric vehicle charging points within car parks.</b>	2017	Ongoing	EV Strategy adopted early 2019, subsequent to which a funding / feasibility exercise has been conducted, to be presented to Cabinet in February in a separate report..
<b>3. Ensure that air quality is a standard consideration as part of procurement practice and is reflected in the Council's Procurement Policy;</b>	2017	2018	The Council's current procurement policy is currently under review and, in response to the Climate Emergency declaration in June 2019, one of the aims of the strategy will be to require social and environmental factors to be considered in all procurements. Social and environmental factors that the draft strategy commits to are: <ul style="list-style-type: none"> <li>Promoting delivery of social value (The Public Services (Social Values Act) 2012)) through our supply chain to support the community. For example in delivering skills training, apprenticeship opportunities and graduate programmes, broader community support, improved environmental outcomes and generating benefits to the local economy</li> <li>Including in all procurements where the evaluation is based on most economically advantageous tender to apportion a minimum of 10% to Environmental and Social Value evaluation criteria</li> <li>Encouraging suppliers to actively contribute to offer solutions for delivering requirements innovatively that have a positive and measurable impact on the environment and the community</li> <li>Using pre-market engagement to consider the costs and benefits of environmentally preferable materials, systems or services</li> </ul> <p>The report on the Procurement and Contract Management Strategy will be going to the Business and Housing Policy Committee on 11 February 2020 and then onto Cabinet on 11 March 2020.</p>

<b>4. Continue to improve public access to live parking information and signage and better signage to encourage drivers to use the car park best suited to their journey.</b>	2017	2019	<p>Currently in Winchester city centre, Hampshire County Council manages the ROMANSE system <a href="https://www.romanse.org.uk/winchester.htm">https://www.romanse.org.uk/winchester.htm</a> which also includes digital signs which denote specific car parks and the number of available spaces therein. This is undertaken by a process of counting in and out the vehicles via an induction loop cut into the car park surface and is linked to equipment nearby which relays information to the digital signs. As an addition, the City Council at Christmas also provides VMS signs to assist with managing the flow of traffic during the Winchester Christmas Market period, relying on data from CCTV and our Parking Enforcement team which then enables the signs to be updated. These signs direct drivers to car parks which have capacity thereby reducing the number of people driving around the centre looking for spaces in car parks which are full.</p> <p>Winchester BID also have an app and website available giving the public further real time information regarding car parking spaces in the Winchester <a href="https://winchesterbid.co.uk/parking-information/">https://winchesterbid.co.uk/parking-information/</a>, which includes locations such as all Park &amp; Rides, Tower and Chesil Street multi storey car parks, and The Brooks and Middle Brook Street.</p> <p>The combination of all three measures help direct drivers to a location where they can quickly and easily find a parking space.</p> <p>Due to technological improvements, further measures could include the introduction of individual bay sensors which are available from multiple suppliers such as: <a href="https://www.clearview-intelligence.com/products/m300-bay-occupancy-system">https://www.clearview-intelligence.com/products/m300-bay-occupancy-system</a>. Many Local Authorities have such equipment in place but a system in Winchester would need to be fully costed and subject to correct governance and procurement process.</p>
<b>5. To continue to work on the delivery and promotion of car club schemes operating in the city</b>	2017	2018	<p>Enterprise Car Club Scheme now successfully operational within Winchester.</p>
<b>6. Consider the introduction and promotion of additional cycle stands, in consultation with local cycling groups, as part of planned developments in the AQMA</b>	2017	2017	<p>This is being picked up under the City of Winchester Movement Strategy and specifically through the development of the 'Local Cycling and Walking Infrastructure Plan', (LCWIP) which is currently commissioned to environmental consultants, Atkins.</p>
<b>7. Work with stakeholder organisations and maintain a programme of regular communication to encourage behavioural change</b>	2017	2017	<p>The City Council's Lead for Public protection currently organises and chairs the Hampshire Air Quality Action Group, which consists of various air quality officers from across the County and two Unitaries, as well as representatives from Public Health England, HCC Public Health Team, HCC Highways, HCC School Travel Planners. The group through its Terms of Reference seeks to adopt a shared approach to engage the public on behavioural change to improve air quality and adopt sustainable travel options e.g. Clean Air Day, Car Free Day. The group is also intended to focus on sharing good practice, researching low cost monitoring solutions, developing regional guidance (AQ SPD) as well as presenting joint bids to DEFRA for grant funding e.g. recent grant to fund a member of staff to raise awareness on the effects of solid fuel (wood) burners.</p>
<b>8. Review and refresh the Council Travel Plan to promote more sustainable travel for staff</b>		2018	<p>City Council Officers have set up a Winchester Travel Planners Forum comprising of members from HCC, Winchester and Southampton Universities, Royal South Hants Hospital, Winchester Prison and Winchester BID, in order to tackle the significant number of commuter journeys accessing and egressing the city on a daily basis. Again the group through its a Terms of Reference, seeks to provide shared support, a forum with which to engage with the local public transport providers and a repository of information and guidance to assist Winchester based employers to write and deliver their own travel plans. The City Council will be undertaking its own staff travel survey in the new year which will inform an updated Travel Plan.</p>

<b>9. Provide web based information and sign posting to resources that will assist and encourage workplaces and schools in the City to adopt Travel Plans</b>	2017	2018	My Journey Hampshire has already been established and provides a body of useful information. The Winchester Travel Planners Forum will work with this site to ensure that it provides the right advice for travel planning for individuals and businesses in Winchester and wider district..
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