

## Clean Air Day 21<sup>st</sup> June 2018

### Air Quality Action Plan Measures To Date

#### 1. **Build on car parking pricing differential strategy**

Officers have now harvested a full years worth of data since the new parking charges were introduced in May 2017, the findings of which will inform the update report to be considered by Cabinet in September. Early indications are that the charges have had a positive effect in terms of relocating all day parking from the city centre car parks to the park and ride sites.

#### 2. **Review enforcement of good deliveries by time of day**

The City Council have commenced the targeted monitoring enforcement of existing Traffic Regulation Orders, which prohibit the delivery to businesses, between the hours of 07:30 and 09:30 and 16:30 to 18:00. They are also assessing whether enforcement is having a positive impact on traffic flow on the one way system.

#### 3. **Introduce a Park and Ride Site to the north of Winchester**

This particular objective is a capital intensive project and will be contingent on the findings of the Winchester Movement Strategy work which will look at parking and whether there is a need for expansion of the park and ride operation. The Strategy is making good progress following the collection of data and feedback from extensive consultation undertaken towards the end of 2017. It is envisaged that a draft strategy will be published for consultation in the autumn.

#### 4. **Introduce new parking charges or incentives to limit diesel and high pollution petrol cars (older than euro 4) from parking in central car parks**

The City Council is undertaking a market assessment on 'intelligent' ticket machines which have the facility to apply charges based on vehicle type. It is expected that officers will soon be in a position to identify likely capital costs of installing such a system in the city which will be reported to Cabinet along with options relating to how such a differential charging regime could work.

#### 5. **Ensure that all heavy duty vehicles that enter the AQMA meet Euro VI emissions standards**

Officers have engaged several consultants to provide a cost analysis on how this core measure can be meaningfully implemented, from which Cabinet will be better informed position on how they wish to proceed.

**6. Ensure that all Council owned leased or contracted vehicles are either not diesel fuelled (where practicable) and that they meet OLEV emission standard for ultra low emission vehicles by 2020 (i.e. <75g/KM CO<sub>2</sub>)**

For commercial vehicles leased directly by services e.g. Special Maintenance, Environmental Health and Neighbourhood Wardens, there is already an established commitment to source low emission vehicles where possible, albeit for the larger commercial vehicles such as RCV's and for high mileage vehicles, there remains some logistical challenges with ULEV technology. Details regarding any changes to the Council's approach to leased vehicles will be updated in due course.

WCC is expected to adopt an Electric Vehicle charging strategy (EVCS) in the Autumn and the Licensing Authority will actively engage with the taxi community in the uptake of ULEV's, but this must be predicated with the means to charge such vehicles. The Council is currently looking at vehicle charging options for this purpose.

**7. Develop an air quality supplementary planning document (SPD)**

Together with Eastleigh, NFDC, Fareham and Southampton, who are leading on the project, the City Council is actively engaged in the commissioning of a regional air quality SPD, which can then be tailored to the requirements of the Winchester District.

**8. Continue to work with and lobby Hampshire County Council to identify projects to improve air quality**

Delivery of this measure aligns with Movement Strategy which is a joint piece of work with the County Council and which identifies air quality amongst its key objectives. It is expected that the study will identify various high level proposals for change which will be consistent with the aim of improving air quality across the city.

**9. Monitor the performance of the action plan and reassess whether additional measures are required to meet the objective**

Environmental Health, through the network of NO<sub>x</sub> tubes and 2 static air quality monitoring stations, continues to monitor nitrogen dioxide levels within the city. These findings are published through its web pages. In addition the Air Quality Steering group, which comprises of Cabinet members, shadow members, relevant officers, WinAcc and Winchester BID, meets on a quarterly basis and solicits updates from the various Task and Finish Groups challenged with delivering on the above core measures.