



Winchester
City Council

AIR QUALITY PROGRESS REPORT 2007

SUMMARY

This document provides an update on air quality issues in Winchester's District since publication of the Updating and Screening Assessment of August 2006.

It presents information relating to:

- Updated air quality data till the end of 2006.
- Consideration of new developments with air quality impacts.
- Progress on each of the 21 Actions proposed in the Air Quality Action Plan for Winchester Town Centre.

Further information, including a copy of the Air Quality Action Plan, is available on our website **www.winchester.gov.uk**, alternately please contact us at:

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1.0 Introduction

Since the implementation of Part IV of the Environment Act 1995 all local authorities have been under a duty to review air quality within their district. It is a requirement that each local authority conducts a formal staged review of air quality within its district in accordance with a comprehensive set of guidance documents. These reports are then sent to the Department of Environment, Food and Rural Affairs (DEFRA) for approval.

There is a comprehensive rolling programme of reports required under DEFRA guidance that includes:

- Updating Screening Assessments
- Detailed Assessments
- Further Assessments
- Action Plans
- Progress Reports

This report is the Progress report for 2007. In producing this report we have followed DEFRA Progress Report Guidance LAQM.PRG(03). The report provides up to date information on all the air quality monitoring data till the end of 2006. This report also presents in matrix form an update on the 21 actions identified in the Winchester Town Centre Air Quality Action Plan.

2.0 Monitoring Data

2.1 Real Time Monitoring Equipment

There have been no changes to the real time monitoring equipment or procedures to that detailed in the progress report of 2005. The roadside site is located 2.75 metres from the kerb on St Georges St whilst the urban background site is located 18 metres from the kerb off Friarsgate. The background site samples at a height of 2.80 metres and the roadside site at 2.65 metres.

Particle results still use an unheated BAM 1024 analyser and have therefore had a correction factor applied as now recommended, data being divided by 1.2. All data from previous years has now had the same correction factor applied.

All results have been zero and spanned corrected with zero and span readings taken every 2 weeks in accordance with DEFRA guidance. All gases used for calibration have been independently certified.

All data was ratified externally by Air Quality Consultants Ltd.

2.2 New PM₁₀ Monitoring Sites

Three Turnkey Osiris instruments were installed in December 2006 with funding from Hampshire County Council. Instruments are located at roadside locations (1.5 metres from kerb) at both City Road and North Walls, initially at a height of between 3 to 4 metres. In November 2006 these were relocated to a height of 2.5 metres to ensure a more representative sampling height and safer access. The third instrument is

currently co-located at the background station. This has allowed the performance of the Osiris to be cross referenced to the fully approved methodology used at these sites and a bias correction factor calculated. For 2006 this was calculated to be 1.005.

These instruments use a light scattering methodology to provide 15 minute readings for particle (PM₁₀) concentrations. The instruments are checked remotely every fortnight by mobile phone connection and the pump filters are changed quarterly by site visit. These instruments are on a yearly service contract and the first service was performed in November 06.

2.3 Diffusion Tube Surveys

There have been no changes in supplier or specification of the diffusion tubes used since the last progress report in 2005. All diffusion tubes were from GRADKO and used a mixture of 50 percent TEA in water.

The Town Centre diffusion tubes have been located to represent nearest relevant public exposure locations i.e. domestic building facades.

The District wide diffusion tube survey reported on previously has been suspended to allow for a study of exposures along the M3 in the Otterbourne area. Except for site 4, the locations have been chosen to represent nearest relevant public exposure locations i.e. domestic building facades.

2.4 Real Time Results

Table 1 and 2 below presents a summary of this revised air quality data. All results have a greater than 80 percent collection efficiency except for the results noted below:

2000 PM₁₀ Background – 70 percent
2000 No₂ Roadside – 66.4 percent
1999 No₂ Background 74 percent
2004 PM₁₀ Background – 44 percent

New instruments (like for like) were installed in March 2005 and this has seen an increase in data collection efficiency with all instruments recording a greater than 95 percent collection efficiency in 2006.

Year	Exceedances of Air Quality Objective					
	PM ₁₀ 50ug/m ³ (24 Hr Mean)		NO ₂ 200ug/m ³ (1 Hr Mean)		CO 10mg/m ³ (8hr running mean)	
	Background	Roadside	Background	Roadside	Background	Roadside
1997	8	22	0	299	0	0
1998	5	14	0	6	0	0
1999	1	3	0	8	0	0
2000	2	18	0	15	0	0
2001	3	16	0	12	0	0
2002	2	21	0	161	0	0
2003	21	20*	0	70	0	0
2004	Not enough data	17	0	0	0	0
2005	8	13	1	6	NA	0
2006	8	15	0	0	NA	0
Pass = less than 35 failures/year		Pass = less than 18 failures/year		Pass = No failures of objective		
Numbers in red FAILED the short term mean air quality objectives						

Notes

PM10 data uses unheated BAM analysers, raw data corrected to gravimetric equivalent by dividing by a correction factor of 1.2

*Data missing from roadside site during March/April 03 when background site recorded significant pollution episodes.

Table 1 – Number of failures of short term air quality objectives

Year	Compliance with Annual Mean Air Quality Objectives					
	Mean PM ₁₀ in ug/m ³ 40ug/m ³ (Annual Mean)		Mean NO ₂ in ug/m ³ 40ug/m ³ (Annual Mean)		Mean CO in mg/m ³ No annual objective	
	Background	Roadside	Background	Roadside	Background	Roadside
1997	18.4	26.5	35.30	82.7	0.7	1.3
1998	17.2	21.9	39.7	58.1	0.5	1.3
1999	17.6	21.1	31.1	60.2	0.5	1.2
2000	16.4	21.2	33.0	68.6	0.5	1.2
2001	14.8	27.3	33.4	50.8	0.3	1.2
2002	19.8	28.9	27.3	65.5	0.3	1.0
2003	25.7	31.6	41.1	55.8	0.3	1.0
2004	Not enough data	29.8	29.4	52.1	0.3	0.8
2005	21.3	28.1	26.2	53.5	NA	0.5
2006	20.0	27.0	28.0	51.0	NA	0.5
Numbers in red FAILED the annual mean objective						

Table 2 – Number of failures of long term air quality objectives

Table 3 below presents results from the Osiris equipment for the whole of 2006. There were some initial teething problems and this has resulted in collection efficiencies in the 80 percentage range. It is anticipated that this will improve in future years.

PARAMETER	BACKGROUND SITE (CO-LOCATED)	CITY ROAD (ROADSIDE)	NORTH WALLS (ROADSIDE)
ANNUAL MEAN OBJECTIVE (40ug/m ³)	20.0 ug/m ³	22.1 ug/m ³	19.8 ug/m ³
FAILURES OF 24 HOUR OBJECTIVE. (50ug/m ³ with no more than 35 failures /year)	4	6	2
PERCENTAGE COLLECTION	85.5	88.2	83.0

Table 3 – 2006 Results from Osiris Particle (PM₁₀) monitoring sites

2.5 Diffusion Tube Results

The results have been adjusted by using a locally generated bias correction factor using the procedure detailed in DEFRA guidance document Technical Guidance LAQM TG(03) as amended by supplementary guidance. This was calculated by locating three diffusion tubes adjacent to the roadside real time analyser and comparing results. The bias correction calculated for 2006 was **1.26**, which is very close to the previous correction factors of 1.22 and 1.23.

Table 4 shows the results for the town centre study for 2006 and Table 5 for the Otterbourne /Compton M3 study.

Site	Mean Concentration in ug/m3	Tubes Missing
Site 1, 10 Eastgate St	44.8	0
Site 2, Greyfriars 1	44.1	2
Site 3, Greyfriars 2	45.5	0
Site 4, Greyfriars 3	44.1	2
Site 5, Friarsgate	36.7	0
Site 6, Middle Brook St	49.7	0
Site 7, Roadside Monitor	49.6	2
Site 8, Roadside Monitor	49.1	4
Site 9, Roadside Monitor	53.7	2
Site 10, St Georges St TC	67.1	0
Site 11, St Georges St Lad	72.5	1
Site 12, Jewry St CH	53.3	1
Site 13, Jewry St FK	61.0	0
Site 14, Southgate St DV	45.4	0
Site 15, Southgate St CH	55.7	1
Site 16, Sussex St	47.4	0
Site 17, City Road	48.9	1
Site 18, 74 Northwalls	54.8	0
Site 19, 15 Northwalls	41.5	1
Site 20, Wales St	39.3	2
Site 21, Alresford Rd	44.9	6
Site 22, Chesil St	47.7	5
Site 23, Romsey Rd HL	31.5	0
Site 24, Stockbridge Rd	30.2	0
Site 25, Andover Rd	36.4	1
Site 26, Worthy Rd 1	39.0	1
Site 27, Worthy Rd 2	37.7	0
Site 28, Worthy Rd 3	38.4	0
Site 29, St Cross Rd	41.5	2
Site 30, Romsey Road	64.9	0
Site 31, Andover Rd	45.2	1
Site 32, Bus Station	55.6	4
Site 33, Parchment St	39.0	2
Site 34, Middle Brook St	31.0	3

RED = Exceeds air quality objective

Table 4 – City Centre Diffusion Tube Results 2006

Site	Mean Concentration in ug/m3	Tubes Missing (From 10)
Site 1, Gordon Rd, Winchester	31.0	1
Site 2, Shepherds' Down School, Compton	39.7	0
Site 3, Pearsons Lane, Shawford	36.3	0
Site 4, Southdown Road (Roadside)	42.6	0
Site 5, Highways Road, Otterbourne	32.9	4
Site 6, Bourne Close, Otterbourne	29.4	0
Site 7, Cranbourne Drive, Otterbourne	27.2	0
Site 8, Chapel Lane, Otterbourne	34.1	2
Site 9, Carmans Lane, Compton	19.6	0 (from 5)
New Site 9, Southdown Road, Compton (Property)	37.7	0 (from 5)

RED = Exceeds air quality objective

**Table 5 – M3 Study (Compton to Otterbourne)
Diffusion Tube Results 2006**

2.6 Comment

2.6.1 Nitrogen dioxide – Winchester Town Centre

Air quality results were similar to 2004 and 2005. Both sites are in compliance with the 24 hour mean objective but as in previous years only the background site complies with the annual mean objective.

The diffusion tube results also show that there are still areas adjacent to busy roads within the Air Quality Management Area (AQMA) that fail to meet the 2005 annual mean objective. The diffusion tubes are located on building facades therefore the nearer the buildings are to the road, the higher the results. This explains variations in the results for both Southgate St and North Walls, with much higher results being recorded on the side of the street where the buildings are closer to the road. Overall the geographical spread of non compliance is similar to 2005.

2.6.2 Nitrogen dioxide –M3 Compton to Otterbourne

Previous monitoring identified exceedances of the annual average nitrogen dioxide objective at the Otterbourne roadside site (Otterbourne Road). In addition Eastleigh BC has identified areas on the M3 to the south of Winchester's District where failures are likely to occur at domestic residences. Therefore a study was commenced in Jan 2006 to study exposures at domestic properties in the Compton to Otterbourne area close to the M3. The Otterbourne (Otterbourne Road) roadside location (Site 4) used for the District wide study was kept for cross reference.

The results show that Site 4 was the only location failing the average nitrogen dioxide objective. However, results from the Compton area are close to the objective so this study will continue throughout 2007.

2.63 Particles (PM₁₀)– Winchester Town Centre

All sites are in compliance with both the current 24 hour and annual objectives. The Osiris monitoring extends coverage of PM₁₀ data and shows, as suspected, that the roadside monitoring location is likely to be a worse case scenario for Winchester City Centre.

Guidance received during 2006 suggests that the 2010 provisional objectives (50µg/m³ as a 24 hour mean not be exceeded more than 7 times a year and 20µg/m³ as an annual mean) will no longer be made a formal requirement for local air quality assessments. We have therefore suspended making comparisons with these proposed objectives.

2.64 Carbon monoxide – Winchester Town Centre

No failures recorded. Due to the values being well below the air quality objective we have now ceased monitoring background levels of Carbon monoxide. Roadside monitoring will continue as Carbon monoxide levels are a good marker for transport related pollution.

3.0 Detailed Assessments

The Updating & Screening Assessment of 2006 did not identify the need for any detailed assessments, which was accepted by DEFRA. There are therefore no outstanding detailed assessments.

4.0 New Local Developments

Since the Updating and Screening assessment report of 2006, there have been no new industrial processes within Winchester's District that would significantly impinge upon relevant air quality objectives. There have also been no new significant road, mineral or landfill developments within the district.

There were two planning proposals that were discussed in the last progress report in 2005.

4.1 North of Winchester (MDA)

The planning application was rejected by Winchester City Council and was the subject of an appeal in October 2005. The appeal was unsuccessful so this development will not be occurring at this time.

4.2 Silverhill Redevelopment

Currently there is a proposal to redevelop a significant area of the town centre within the AQMA for mixed commercial and residential use. This is the area between Friarsgate and Broad Street centring around the current bus station and Friarsgate car park. The area is shown in figure 1 below.

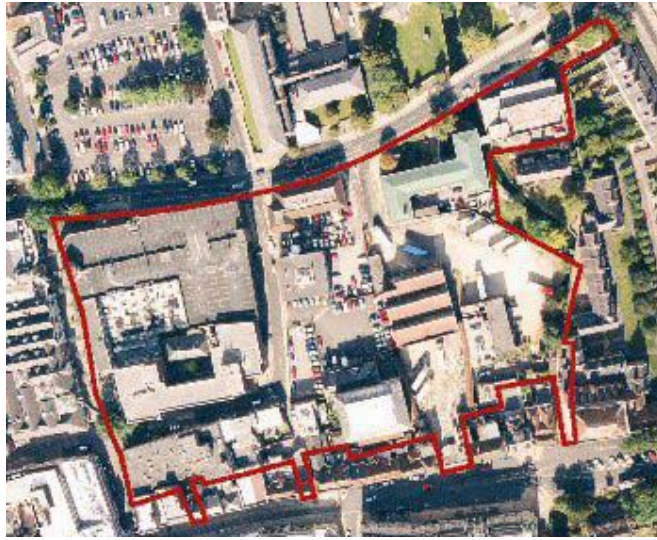


Figure 1 – The proposed Silverhill development

This development has now received planning permission. Comment was made on the draft Environmental Statement regarding air quality impacts. This included a full transport impact study by ARUP and dispersion modelling using CALINE 4.

A regulation 19 request was submitted to the applicant, which included requests for further assessments on various air quality issues. A revised environmental statement was subsequently submitted covering the majority of these previous concerns. This included additional dispersion modelling to study the impact of the existing AQMA on the development. Conditions and a section 106 agreement have therefore been secured to cover the following issues:

- Adherence to London Best Practice Guide during the construction phase.
- Electric car recharge points.
- Car club.
- Travel Plans (domestic and commercial).
- Financial contribution towards air quality improvements identified within the AQAP, with particular reference to the development of the new South of Winchester Park and Ride.
- Design and ventilation arrangements for the facade of buildings in close proximity either to the new bus station or Friarsgate.

It is considered that this raft of measures will offset the minor adverse impact on air quality that the development is predicted to have along Friarsgate. A full copy of the Environmental Statement can be downloaded from the planning portal on Winchester City Councils web site.

5.0 Air Quality Action Plan

An Air Quality Management Area (AQMA) was declared in November 2003 for Winchester town centre for the predicted non compliance with the 24 hour mean particle objective and the annual mean nitrogen dioxide objective. A draft Air Quality Action Plan was produced in 2004 and finally approved by DEFRA in a revised format in 2006. The matrix below provides an update of the progress made on all 21 actions detailed in this plan.

Note - HCC is Hampshire County Council and WCC is Winchester City Council

Action	Description	Lead Org.	Timescale	Current Position
1	We will work with the County Council to provide an additional Park & Ride facility to the south of Winchester.	HCC	Timetable to be prepared by 2005/06 to enable implementation by 2011	The County Council has currently submitted a planning application for a 864 space Park and Ride car park on the Itchen Farm site adjacent to junction 11 of the M3 motorway, to the South of Winchester. Subject to planning and funding approval during 2007, works are programmed to start early 2008 with the new facility to open Spring 2009.
2	We will ensure that the buses on the Park & Ride service are increasingly environmentally friendly, making allowance for economic and technical considerations.	WCC	Review of current contract by Summer 2005	The buses on the park and ride service are now required to meet the cleanest European standard (Euro 4 compliant). Trials of electric and hybrid buses were conducted but ruled out on cost/reliability grounds. The Bar End Park and ride contract will be reviewed in 2010/11

Action	Description	Lead Org.	Timescale	Current Position
3	We will review the loading restrictions in the town centre and on the main approach roads to the city.	HCC & WCC	Review and implement changes by 2006/7	<p>This action will now be part of the Winchester Town Centre Access Plan which is being developed in 2007 by HCC in partnership with WCC</p> <p>This plan will support the environmental and economic aspirations of the city. It will provide an immediate implementation programme incorporating traffic management, air quality and car parking measures, as well as providing a longer term strategy for improving accessibility.</p> <p>This action will now be delayed for implementation to 2008/09.</p>
4	We will work with the County Council to replace the Real-Time Information systems in bus stops in and around the city and implement Variable Message Signing (VMS) for the town centre car parks.	HCC & WCC	Replace RTI systems by 2005/06 Implement VMS system by 2006/7	<p>Most of the new "real time" information screens have been installed. The system is under test and should be operational in Spring/Summer 2007.</p> <p>The contract for Variable Messaging car park signing has been let – the new signs should be installed by September 2007.</p>
5	We will support the County Council (a MIRACLES project) in the implementation and use of Variable Message Signing (VMS) on approach routes to the Town, informing travellers of journey conditions.	HCC - MIRACLES WCC	Implement by 2005/6	<p>The MIRACLES message signing has been operational for over a year and includes innovative journey time information.</p> <p>Messaging is aimed at maximising Park and Ride patronage by reducing car journeys during peak congestion.</p>

Action	Description	Lead Org.	Timescale	Current Position
6	We will work with the County Council to carry out an investigation of possible traffic management options and with the Highways Agency on possible measures on the Trunk Road network. The objective being to reduce town centre congestion and therefore improve air quality.	HCC WCC Highways Agency	Initial evaluation report by 2007/08 Any HCC implementation by 2011	<p>HCC are working with the Highways Agency to install additional Variable Message Signing (VMS) to deal with trunk road incidents which have a knock on effect in the town centre. A new VMS system has already been installed on the M3.</p> <p>In 2007/08 we will also lobby the Highways Agency to optimise traffic management on the A34/M3 junction to prevent traffic diverting through Winchester town centre during congestion.</p> <p>Investigation of traffic management options within the town centre will now be part of the Winchester Town Centre Access Plan which is being developed in 2007 by HCC in partnership with WCC.</p> <p>This plan will support the environmental and economic aspirations of the city. It will provide an immediate implementation programme incorporating traffic management, air quality and car parking measures, as well as providing a longer term strategy for improving accessibility. This action will now be delayed for implementation to 2008/09.</p>
7	We will develop our own Walking and Cycling strategy and we will continue to work with the County Council on the development and implementation of facilities for cyclists and pedestrians and to support the MIRACLES Bikeabout initiative. This will include working with both the County Council and the Primary Care Trust to promote walking and cycling as a healthy alternative to car based travel.	HCC & WCC PCT	WCC Walking & Cycling Strategy produced 2005/06 Implementation through to 2011 and beyond	<p>Winchester City Council Walking and Cycling Strategy will now be part of the Winchester Town Centre Access Plan (see comments under action 6).</p> <p>The Bike about scheme was funded by Hampshire County Council up to March 2007, it will now be transferred on a slightly smaller scale to Winchester Tourist Information Centre. Remaining bicycles have been donated to the University of Winchester.</p>

Action	Description	Lead Org.	Timescale	Current Position
8	We will apply for Central Government powers to allow us to take action against vehicles which exceed vehicle emission standards. Long term usage of these powers to be assessed following an initial MIRACLES trial project.	HCC - MIRACLES WCC	Initial assessment 2005/06 Implementation (if appropriate) by 2006/07	<p>There were considerable technical problems with the equipment used to monitor emissions from vehicles passing a fixed point (i.e. not pulling vehicles in for specific testing). Further research is therefore required before this methodology could be rolled out.</p> <p>From the data that was generated very few gross polluters were identified. We therefore do not propose to adopt powers relating to fixed fine penalties.</p> <p>Instead in 2007/08 it is planned to liaise with VOSA to investigate additional ad hoc emission testing with Winchester Town Centre.</p>
9	We will continue to support and encourage the use of an integrated Public Transport system with special emphasis on Quality Bus Partnerships to improve buses including a reduction in their emissions to the latest standards. We will bring forward measures to enhance public transport opportunities within the city.	HCC WCC PT operators	2005/06 (emission reductions) Other issues ongoing	<p>The HCC MIRACLES project brought about significant improvements to the Winchester Stagecoach bus fleet through a Quality Bus Partnership (QBP). This included the purchase of new buses and the re-engineering of the existing fleet including additional tail pipe abatement. See www.winchestermiracles.org for more information on this measure.</p> <p>The Quality Bus Partnership initially on route 1 and 5 was extended in 2006 to service 6.</p> <p>New Euro 4 Buses were brought into service in July 2007 for use on the rebranded switch routes between the City Centre, Harestock and Stanmore and the existing City Centre to Badger Farm and Winnall</p>

Action	Description	Lead Org.	Timescale	Current Position
				<p>routes. Another 3 Euro 4 buses are also proposed to cover the Kingsworthy and Springvale routes. This ensures that the buses that spend the highest percentage of their time within the town centre are now of Euro 4 standard. The resulting Winchester Stagecoach fleet is now one of the newest in the country.</p> <p>The Silver hill development includes a new developer funded bus station for Winchester Town Centre.</p>
10	We will continue to manage parking in the city through the Controlled Parking Zones, appropriate charging levels, enforcement and parking availability.	WCC	Review parking charges and strategy on an annual basis	Parking charges last reviewed Feb 07, most charges have been increased, including park and ride. Also half an hour free on street parking in town centre introduced. Impacts of changes from an air quality perspective to be assessed in 2007/08.
11	We will keep our parking policies, availability and charges under review to maximise the use of existing and future Park & Ride facilities. We will continue to offer parking discounts to "cleaner" vehicles to encourage their use over other vehicles (a MIRACLES initiative).	WCC	Review parking charges and strategy on an Annual basis	The MIRACLES project offered Parking discounts on parking permits for the cleanest vehicles. WCC has continued this scheme and extended it to cover both off street season tickets and resident parking permits.

Action	Description	Lead Org.	Timescale	Current Position
12	We will use cleaner and alternative fuelled vehicles within our own fleet where such options are a viable alternative. We will support the promotion of cleaner vehicle technologies and cleaner fuels.	WCC HCC	Ongoing; some vehicles already replaced with LPG/Petrol.	<p>CO₂ limits have now been placed on WCC lease cars as a way of improving overall efficiency. This is currently 180g/km and it is proposed that this will be reduced in April 2008 to 170g/km.</p> <p>Works fleet operated by SERCO now utilises Bio-diesel, so little room for movement into alternative fuelled vehicles for AQAP purposes.</p> <p>Of the 9 pool/works vehicles operated directly by WCC, 5 are now dual-fuel (petrol/LPG), 3 are petrol and 1 is diesel (euro 4). Remaining pool vehicles are smart cars.</p> <p>Similar measures also being taken by Hampshire County Council.</p>
13	We will take action to increase public awareness of the existence and impacts of poor air quality. We will work with the County Council to develop a strategy for the dissemination of Air Quality Information.	WCC HCC	<p>New air quality monitoring equipment</p> <p>2005/06</p> <p>Air Quality Information Strategy to be developed 2006/07</p>	<p>New air quality monitoring equipment installed.</p> <p>Annual reports now produced and information provided on WCC web has been improved.</p> <p>Air quality information also developed on Hampshire County Council Web site. This includes a contract with the Met office to provide air quality forecasts for locations including Winchester.</p>
14	We will ensure that all existing and forthcoming plans, policies and strategies affecting the City take due account of air quality issues and the AQMA. Special regard will be paid to air quality issues in the preparation of the next	WCC HCC	<p>Ongoing</p> <p>Input into LTP2 by 2005/06</p>	<p>Winchester's Air Quality Action Plan has been fully supported within Hampshire County Councils Local Transport Plan for 2006-2011 ("LTP2")</p> <p>Topic based transport strategies now being integrated into</p>

Action	Description	Lead Org.	Timescale	Current Position
	Local Transport Plan for Hampshire.			<p>a Winchester Town Centre Access Plan which is being developed in 2007 by HCC in partnership with WCC</p> <p>This plan will support the environmental and economic aspirations of the city. It will provide an immediate implementation programme incorporating traffic management, air quality and car parking measures, as well as providing a longer term strategy for improving accessibility.</p>
15	We will ensure that new developments and transport schemes take account of their effects on Air Quality and the Air Quality Management Area.	WCC	Ongoing	Air quality fully assessed as part of Silverhill development (See section 4 of this report).
16	<p>We will encourage businesses and other organisations to implement Travel Plans and promote more sustainable travel to their staff. This will include the requirement for Travel Plans through the planning process. Winchester City and Hampshire County</p> <p>Councils will continue to develop their own travel plans.</p>	WCC HCC	Ongoing WCC Staff Travel Plan; a live document	<p>Work has become very heavily focused on securing travel plans as part of the planning process. This means that the County Council can secure some good quality plans that can be enforced through the legal system. A key area of work is the development of a guidance note for developers to help them write good quality plans and this should be issued in the summer of 2007. Travel plans have been required for the Bar End playing fields development, West of Waterlooville MDA and Silverhill.</p> <p>Work on developing voluntary travel plans will be carried out in the future, including the reinvigoration of partnerships such as the Winchester commuter forum and Romsey Road partners.</p>

Action	Description	Lead Org.	Timescale	Current Position										
				Winchester City and Hampshire County Council have their own Workplace travel plans that are currently under review.										
17	We will continue to support the Hampshire CarShare scheme and the introduction of Car Clubs.	HCC & WCC	2005 onwards	The County Council continues to promote the carshare database to businesses and business parks. Take up is generally good and Liftshare who run it has recently made a number of improvements so it is easier for users and administrators to use it.										
18	We will continue working with the County Council and local schools to increase the number of schools with Travel Plans.	HCC WCC	ongoing	<p>As of 15 February 2007 the uptake of school travel plans for Winchester's district is as follows:</p> <table data-bbox="1268 927 1745 1192"> <tr> <td>Applications sent (Response awaited)</td> <td>4</td> </tr> <tr> <td>Work on plan commenced</td> <td>17</td> </tr> <tr> <td>Draft finished</td> <td>7</td> </tr> <tr> <td>Plan Approved by HCC</td> <td>19</td> </tr> <tr> <td>Review performed</td> <td>0*</td> </tr> </table> <p><i>*None have been in existence long enough for a review to have been performed.</i></p>	Applications sent (Response awaited)	4	Work on plan commenced	17	Draft finished	7	Plan Approved by HCC	19	Review performed	0*
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Action	Description	Lead Org.	Timescale	Current Position
19	We will review the taxi licensing regime to assess whether to include additional conditions aimed at reducing vehicle emissions.	WCC	Review to be completed by 2005/06 Implementation by 2006/07	Review not performed to date.
20	We will support the County Council in its aim to achieve traffic reduction by encouraging sustainable travel and reducing the need to travel by car.	HCC & WCC	ongoing	Sustainable travel and reducing the need to travel by car will now be part of the Winchester Town Centre Access Plan which is being developed in 2007 by HCC in partnership with WCC. (see comments under action 6)
21	We will monitor the performance of the action plan and reassess the necessity & feasibility of introducing additional measures if these are shown to be necessary to meet the air quality objectives.	HCC & WCC	ongoing Main Review in 2009/10	Progress report 2007 (this report) provides latest review of progress.