Winchester City Council Carbon Neutrality Action Plan 2020 – 2030: transport emissions

This WinACC Transport and Planning Action Group paper lists ways for Winchester City Council to address transport emissions. The emphasis is on net-zero emissions for Winchester District by 2030, though we mention actions that would cut the City Council's own transport emissions.

We set out these suggestions in the hope that they will be considered by Health and Environment Policy Committee on 30 September 2021.

In recognition of the roles of the City Council, Hampshire County Council as the transport authority, Highways England, the Department for Transport, private transport agencies such as bus operating companies and businesses in the district, we have grouped ideas according to the body which has power to implement each.

Some of these ideas are cost-neutral or would even generate funds. Income generating suggestions are colour coded red.

Once it has decided what needs to be done, the City Council needs to create a co-ordinated programme of transport emissions reduction measures and communicate what is being done, and why.

City Council

Cutting district transport emissions:

1. **Publicise** the support for low carbon travel from both national government and the majority of voters
2. **Revise the Parking and Access Strategy** to put emissions reduction at its heart
3. **Close all public car parks** within the old city walls. This probably requires a timetable with milestones such as:
    a. A target of zero parking spaces in 2026 to prevent the widening of the M3J9 resulting in traffic growth in central Winchester.
    b. Annual targets for spaces to be closed tied in to appropriate developments such as opening of Vaultex Car Park, development of bus and train services, opening of walking and cycling routes.

c. Redirection of street parking in many streets to parts of adjacent car parks (e.g. Upper Brook Street to St Peter's, Colebrook St to Colebrook Street Car Park)

d. **Increase parking charges,** especially in central Winchester, withdrawing the encouragement of high polluting behaviour through low-cost short stay, such as 'free first half hour'. Charge short-time parking at a premium to reduce emissions per parking space. Full parking charges introduced on Sundays.

e. New colour-coded signage at Inner Car Parks such as Chesil and Cattlemarket emphasising the cost saving to entice drivers to use them in preference to entering the centre

f. Good walking signage from car parks into the centre including time to show how short the walk is

g. Reallocation of road space to cycling, walking and buses (as part of the Movement Strategy) including doubling single yellow lines.

h. Introduction of bus gates at all points where roads enter the walled centre (as part of the Movement Strategy)

4. Treble **charges for residents' and visitors' on-street parking permits**
5. Implement a **workplace parking levy**
6. **Revise car parking standards for new dwellings**, and at change of occupancy, so that town centre sites have zero car parking spaces, and all other sites a maximum of one car parking space (with exceptions for parking for people with disabled badges).
7. Create **low traffic neighbourhoods.**
8. **Encourage residential street parties and play streets** with financial support as a way of encouraging people to close streets and launch local green initiatives.
9. Reduce school-gate emissions and pollution. A progressive introduction of **traffic-free streets outside schools** at the start and end of the school day could draw on experience elsewhere, where emissions have been reduced significantly. **No Idling** outside schools.
10. A **congestion charge** within the city walls (for as long as private vehicles are permitted there at all).
11. Reduce **speed-limits wherever the City Council can do so.**
12. Adopt a policy of **fifteen-minute communities** and embed policies in the Local Plan. Integrate transport arrangements into the Local Plan and make full use of developer contributions to develop a low-carbon transport infrastructure.

13. Assess financial impact of **free bus travel** for everybody..
14. Focus more on particulate matter emissions with **more stringent air quality standards**. Increasingly it is recognised as the major health threat from roads, and will not be reduced as a result of battery-electrification of road transport. It is also increasingly clear that micro plastic pollution comes from road tyre wear.
15. **Appraise impact of battery-electric cars**. Projects should be appraised rigorously to identify their likely contribution to carbon reduction, their impact on PM pollution, and the demands they will place on limited supplies of green electricity that may be required for more efficient purposes if the phasing out of dirty energy is to happen before 2030.
16. Make emissions reduction the over-riding principle of the **Winchester Movement Strategy**. Refocus the City of Winchester Movement Strategy on emissions reduction by setting timed overall CO2 reduction targets and requiring a CO2 reduction rationale and CO2 reduction sub-targets for each proposal. The movement strategy should be recast as the key centrepiece of a district movement strategy. Set a timetable with milestones and penalty clauses for the County Council to do everything in its remit as transport authority to implement the Winchester Movement Strategy at once
17. **Create and implement movement strategies for all towns in the district**.

Cutting the Council's own emissions:

18. **Electric bikes or as last resort electric cars** for staff use (thus also reducing car mileage payments)
19. **Electric waste vehicles.** Conversion should be considered for the new diesel fleet: battery-electric waste collection HGVs are already advertised with a specification capable of meeting the City Council needs.
20. Replace park-and-ride buses with **battery-electric buses** (or direct-electric (trolley?) buses or trams), ideally fuelled with locally produced green electricity.

Pressing for County Council action

21. Require all transport schemes to identify the impact on greenhouse gas emissions. **Oppose schemes which increase emissions**.
22. Press for **closing all roads in Winchester town centre to private vehicles** with exceptions for people with disabilities, deliveries, tradespeople, home carers, residents etc.
23. Persuade HCC to use its powers to **reduce speed limits,** and Highways England to do it where they have responsibility. Emissions per mile for most

vehicles increase for speeds over about 55 mph so motorways, trunk roads and country roads should all have 55 mph speed limits at the maximum.

24. Ask the County Council to **identify outstanding projects for building, improving, or expanding roads and abandon them,** restricting money spent on roads to essential maintenance and repairs. Re-allocate the saving to walking, cycling and public transport including rail transport.
25. Press for significant changes to **Hampshire's Local Transport Plan 4 (LTP4)** to ensure that schemes allocated to pedestrians, cycling, or public transport, including rail transport are funded. Put in place a timetable for implementation.
26. Press Hampshire to develop an ambitious **Bus Service Improvement Plan** and introduce a comprehensive high frequency, high quality county bus network with fast buses between all major settlements, Making full use of government funding for electric buses drawing on proposed extended bus franchising powers for transport authorities, with good connectivity with rail services.

Pressing for action by others

27. Oppose more airport expansion. Ramp up support for a moratorium on enlarging airports, removing subsidies from the air industry, introducing a frequent flyer tax and more fuel tax. Oppose all airport expansion in the county e.g. Southampton, Farnborough.
28. Be the catalyst for an e-bike hire scheme (alongside the University and BID) and for the use of e-cargo bikes for last-mile distribution.
29. Press large organisations to develop Travel Plans to reduce car use – e.g. Winchester Cathedral, Royal Hampshire County Hospital, Universities of Winchester and Southampton, Winchester College, public and private schools, railway stations.
30. .Work with Network Rail to refresh and take action to implement the Winchester Station Travel Plan. The work has been done, slight updates and improvements are all that is necessary to reduce emissions caused by arrangements for accessing the railway stations.
31. Develop rail-connected low carbon logistics distribution centres.
32. Encourage freight delivery modal transfer to rail using live electric power, and battery-powered vans for local distribution. There is currently no viable low carbon solution for powering HGVs and this is a way of developing a model for a zero carbon alternative.
33. Press for better rail transport in the district, with improvements to the network and timetable, and more stopping trains on the South West Main

Line for use on local journeys within the county. Exeter is a model of a city that has consistently engaged in discussions on rail provision and has succeeded in achieving considerable improvements in services and infrastructure.

34. Develop a programme of new rail stations in the district e.g. at North Whiteley, or Barton Farm (Kings Barton), making use, if possible, of the New Stations Fund.

35. Continue to oppose the smart motorway initiative and the M3 junction 9 plans as well as other road building plans. Any proposals to make changes to the traffic system should be supported if there is a robust case that emissions reduction will result.

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