

List of Measures to Improve Air Quality

1. Tackling Bus (and coach) and Taxi emissions at source

The local bus fleet has been the subject of an early review and there are around 25 buses which regularly move within the study area, for which a retrofitting option exists to bring them up to Euro VI emission standard. The local air quality impact of upgrading the 25 Euro 5 buses to Euro 6 could be significant; funding would be sought by a Government grant. Furthermore any coaches that regularly enter the study area, that are not Euro VI, could possibly be retrofitted. As a measure of potential significant air quality benefit, this strategy aligns well with the Government's wider undertaking to provide £100 million for a national programme of support for retrofitting and new low emission buses in England and Wales

2. Walking and Cycling infrastructure and marketing

Where journeys can be shifted to alternative modes, they not only help to ease the strain on local networks, but can also provide significant wider health benefits, improving fitness and wellbeing as well as helping contribute to reduced absenteeism. This aligns well with the Government's plans to invest £1.2 billion nationally to make cycling and walking the natural choice for shorter journeys. Improvements to infrastructure would create an enhanced strategic route together with new storage and hire opportunities which would benefit both existing and new cycle commuters and leisure cyclists. This measure helps to reduce car trips by developing improved alternatives to private car trips.

3. Business Engagement

This measure will help to reduce emissions by working with local businesses and organisations to encourage behavioural or organisational change that can result in fewer car trips.

4. Intelligent Transport Systems (ITS) Corridor Strategy

Traffic signal timing and priority changes can significantly influence the operation of local transport networks, smoothing or gating traffic flow to ease congestion, respond to demand or prioritise other modes such as buses and active travel. Smoothing traffic flow and increasing speed results in lower vehicle emissions. This measure helps to reduce emissions through more efficient management of local transport networks as well as managing pollution hot spots. It may potentially include improving journey times for other modes, thereby developing improved alternatives to private car trips.

5. Bus and ferry marketing, ticketing discounts

Traditionally, ticket offers to incentivise usage of the ferry have been successful in driving up patronage and the cycle parking at the terminal is well used due to the relatively high modal share cycling enjoys in Gosport (around 11%). Therefore, it is expected that a renewed ticket offer, in conjunction with improved cycle facilities, will support patronage growth. This measure helps reduce car trips by developing improved alternatives.

6. **Bus stop info and Real Time Information (RTI)**

Real Time Information at bus stops is a well-recognised measure to increase bus patronage. Providing real time information results in greater confidence in the public transport network and journey time reliability. This measure helps to reduce car trips by developing improved alternatives.

7. **Local Travel Plan review**

This involves travel planning work with schools and workplaces across Fareham/Gosport. This measure helps to reduce emissions by working with local businesses to encourage behavioural or organisational change that can result in fewer car trips.

8. **Bus Services**

Bus services play a key part in providing an alternative mode to private car for distances that are not easily commutable by active mode, or connect users to transport hubs as part of a wider journey. Hampshire County Council could undertake a review of local services to identify any popular routes which can be grown, or gaps in provision where wider uptake of public transport can be encouraged. HCC could also develop new approaches to enhance wider connectivity and bus service reliability. Part of this work could include looking at smaller vehicles to take people to main bus routes where access is currently a problem.

9. **Electric Vehicle Charging Points (EVCP)**

Increasing local provision of EVCPs within public car parks and key destinations would potentially contribute significantly to regional EVCP capacity. Increased visibility may also help tackle range anxiety amongst potential electric vehicle buyers, providing reassurance in a ULEV purchase and helping to smooth transition in line with the Government's plan to end the sale of new conventional petrol and diesel cars and vans by 2040. This is supported by the Government's pledge to spend £1 billion supporting the take-up of ultra low emission vehicles (ULEV), including helping consumers to overcome the upfront cost of an electric car. HCC would investigate and establish the best strategic locations to support EV take up in Fareham and Gosport, working with both councils to explore potential sites and establish viability and priority.

10. **Fleet Recognition Scheme**

Fleet recognition schemes have been shown to be effective across the country where local authorities have put in place initiatives for engaging with local fleet operators. This approach, often underpinned by Government funding, helps to drive efficiency improvements, reduce both emissions and fuel consumption, and potentially deliver cost savings. This measure helps to reduce emissions by working with local businesses to encourage behavioural or organisational change that can result in fewer trips. It also helps to reduce emissions at source through fleet renewal / upgrade.

11. CAZ Class A – Benchmark

This is an alternative measure that has been set down as a Benchmark option. Whilst this is the case, it is extremely questionable whether this could in fact be implemented by January 2020. By contrast, a combination of the above measures would result in a successful outcome.

The following categories of vehicle would be subject to charging for entering a charging CAZ A:-

Class A - Buses, coaches, taxis and private hire vehicles (PHVs) Vehicle type	Euro Category	Euro standard
Bus	M3 (GVW over 5000 kg and more than 8 seats in addition to the driver) M2 (GVW not exceeding 5000 kg, ref mass exceeding 2610 kg and more than 8 seats in addition to the driver)	Euro VI
Coach	Euro VI	
Taxi and private hire	Minibus - M2 (GVW not exceeding 5000 kg, ref. mass not exceeding 2840 kg and more than 8 seats in addition to the driver) Passenger vehicle with up to 8 seats in addition to the driver	Euro 6 (diesel) Euro 4 (petrol)
Ultra low emission vehicles with significant zero emission range will never be charged for entering or moving through a Clean Air Zone		