**Air Quality Steering Group – Meeting 14**

**Tuesday 19th June 2018**

**Present:**

Neil Atkin (NA) WCC Finance Manager

Sam Clark (SC) HCC Strategic Transport

Sandra Coltman (Sec) (SCol) WCC Environmental Health and Licensing

Councillor Jan Warwick (JW) WCC Portfolio Holder for Environment

Councillor E Bell (EB) Shadow Portfolio Holder for Environment

Councillor S Miller (SM) WCC Portfolio Holder for Estates

Simon Finch (SF) WCC Corporate Head of Regulatory

Phil Gagg (PG) Win Acc

David Ingram (Chair) (DI) WCC Environmental Health and Licensing

Paul Spencer (PS) Winchester BID

Phil Tidridge (PT) WCC Scientific Officer

Ian Way (IW) WCC Operations and Quality Systems Manager

Also Present: **Ernie Shelton, Horizon Power and Energy and Robert Sharpe, Evergreen Consulting.**

1. **Apologies for Absence**

Apologies for absence were submitted on behalf of Paul Cooke (PC) WCC Energy Manager, Richard Hein (RH) WCC Head of Parking Services and CCTV, Dan Massey (DM) WCC Engineering and Transport, and Mike Slinn (MS) WTSP Transport Group.

1. **Minutes of the last meeting and matters arising**

The minutes of the meeting held on 13th March 2018 were noted.

1. **Electric Vehicles Update Report**

The Air Quality Steering Group received a presentation from **Ernie Shelton (Horizon Power and Energy) and Robert Sharpe (Evergreen Consulting) on Electric Vehicles (EV). The presentation covered the EV charging infrastructure that would be needed both within Winchester City Centre car parks as well as in the wider district area. The infrastructure that would be needed for the taxi fleet was also included as well as for those parking on-street. It was noted that the forecasting undertaken for the presentation was predicting future trends over a 5 – 10 year period.**

**Research undertaken to date showed that amongst Local Authorities in the area, Winchester had the largest growth in electric vehicles although the overall numbers remained small with predicted growth over a 10 year period remaining modest. Horizon Power was anticipating an 11% take up of electric vehicles during this period although there is a range of predictions regarding the growth of this type of vehicle.**

**Questions that needed to be addressed by Local Authorities would be where charging points for electric vehicles should be located together with the number that should be located at each chosen site. Horizon Power was recommending a cluster based approach to locating charging bays based around existing car parks. A view would need to be taken on the number of chargers to be installed and a balance was needed between suppling too many or not enough. Based on current data it was noted that around 22.4% of travel was within a 25 mile radius and so charging could largely be undertaken by people at home. It was predicted that around only 7% of visitors would need to fully charge vehicles. Similarly, as technology improved and battery life was extended, fewer chargers would be needed.**

**A** **greater challenge however, would be accommodating the needs of those people parking in existing “on-street” locations. Whilst a number of solutions were available, consideration would need to be given to access to vehicle charging bays.**

To meet future needs Horizon Power was recommending a total of 49 charging bays: 25 in Winchester Town Centre (Guildhall and Railway Station locations); 12 at the Park and Ride Sites and 12 charging bays in rural locations such as Bishops Waltham.

Phil Gagg, WinAcc raised the role of the public sector in supplying electricity and whether this should be provided free of charge. It was noted that this could be a costly option, especially in the longer term as more electric vehicles were driven. The alternative would be for other suppliers to provide the electricity but as decisions about future charging point locations and charges would then be made by private companies on a commercial basis, the issue of air quality could become a secondary consideration.

In terms of Winchester’s taxi fleet, predictions were that 25-50% of the fleet would be electric within 5 years, so the provision of electric charging bays would be vital to ensuring continuity of business. As taxi drivers would need quick charging to keep vehicles on the road, it was recommended that 2 rapid chargers be installed either at the Railway station, Guildhall taxi rank or possibly at the new leisure centre.

1. **Movement Strategy**

Sam Clark, HCC Strategic Transport, gave a verbal update on the Movement Strategy. It was noted that the results of the public consultation and evidence gathered so far would be available on HCC’s website soon. The initial results indicated that people wanted change but there were competing demands from those that were concerned about congestion and those that wanted parking improvements. There were different views depending on whether people lived, worked or just visited the City.

The key messages concerned improved cycling/walking and promoting healthy lifestyles, supporting the City’s growth and tackling congestion/traffic flows.

The second phase of the public consultation would commence in the autumn and prior to that a workshop for key stakeholders, would take place including representatives from the Air Quality Steering Group. Participants at the workshop would be asked to comment on the range of options and proposals which would be produced from the results gathered so far. The resulting solutions would then form the basis of the draft strategy which would be subject to open consultation.

1. **Feedback from the Task and Finish Groups.**

A verbal update was received and noted on the progress on the core measures contained within the Air Quality Action Plan.

1. **Date of next Steering Group Meetings**

Tuesday, 11th September, 2018 at 1pm – St Giles Meeting Room

Tuesday, 18th December, 2018 at 1pm – St Giles Meeting Room