**Air Quality Steering Group – Meeting 15**

**Tuesday 11th September 2018**

**Present:**

Richard Botham (RB) Corporate Head of Housing

Sam Clark (SC) HCC Strategic Transport

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

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

Richard Hein (RH) WCC Head of Parking Services and CCTV

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

Dan Massey (DM) WCC Engineering and Transport

Mike Slinn (MS) WTSP Transport Group

Richard Sutherland (RS) Executive Director, Winchester BID

Phil Tidridge (PT) WCC Scientific Officer

1. **Apologies for Absence**

Apologies for absence were submitted on behalf of Councillor Jan Warwick (JW), WCC Portfolio Holder for Environment and Paul Spencer (PS) Winchester BID.

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

The minutes of the meeting held on 19th June 2018 were noted.

1. **Cabinet Report – update on Air Quality Action Plan Progress**

It was noted that a report updating progress on the Air Quality Action Plan was to be submitted to Cabinet members on the 19th October. The main recommendations in the report were as follows:

* That Cabinet note the progress made in the delivery of the Air Quality Action Plan;
* That data continue to be gathered on whether additional enforcement of the Traffic Regulation Order on St Georges Street will have a positive impact on traffic flow at peak times;
* That the work of the Winchester Movement Study be recognised, which will inform on whether the City’s air quality would benefit from a northern park and ride site and the implementation of a ‘Clean Air Zone’;
* That ‘smart’ ticket machine options be further evaluated and that a future report with recommendations, be brought back to Cabinet;
* That in view of the considerable capital costs associated with the delivery of a charging Clean Air Zone (CAZ), that Members await the findings of the Winchester Movement Strategy before deciding whether to adopt a CAZ; and
* That it be ensured that air quality is sufficiently reflected within the City Council’s updated Procurement Policy.

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| **ACTION** | **ACTION BY** |
| Link to published Cabinet Report to be circulated to Steering Group Members | SCol |

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

**Core Measure 1** – Building on car parking pricing differential strategy – Task Group Lead: **Simon Finch**

It was noted that the changes to the car parking regime were having the desired effect with fewer people parking long stay in the City centre. This had resulted in freeing up spaces and meant that people no longer had to drive around hunting for car parking spaces. The Park and Ride sites are also increasing in popularity.

The issue of short term parking in the City Centre and the likely increase in air pollution caused by increased parking availability after 11.00am was raised by PG. Whilst this potential was acknowledged, it was felt at this stage there was a need to evaluate the effects in behavioural change, particularly in conjunction with any recommendations arising from the Movement Strategy, before taking any further measures.

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| **ACTION** | **ACTION BY** |
| Future action to be developed as part of the Movement Strategy and choices over parking space numbers and/or any increase in prices determined as a result | Simon Finch |

**Core Measure 2** - Review and effective enforcement of good(s) deliveries by time of day-Task Group Lead: **Richard Hein**

It was noted that Enforcement Officers had undertaken greater enforcement under the Traffic Regulation Orders (TRO’s) and as a result had increased the number of tickets issued. A survey had been undertaken of the area to assess any delays to traffic flow caused by loading operations during the hours prohibited by the TRO’s. During this trial the Enforcement Team hours were changed temporarily so that enforcement of the TRO’s commenced at 7.30am.

It was noted that, as a result of the increased enforcement, no complaints had been received from the business community.

One of the actions that was now being looked into was the timings of Refuse Collection Vehicle movements as it had been found these were causing a delay and it was hoped to address this.

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| **ACTION** | **ACTION BY** |
| Additional survey work to be undertaken. Level of additional information needed to be determined | SF/SC/RH |

**Core Measure 3 -** Deliver – if viable, additional P&R spaces to the north of Winchester - Task Group Lead: **Simon Finch**

It was reported that, as a result of the Movement Strategy, it was likely that a Northern Park and Ride site would be recommended but that this would be delivered outside of the timeframe of the air quality action plan. It was anticipated that any plans relating to the location and scope of the site would be forthcoming in 2019.

**Core Measure 4 -** Introduce new parking charges/incentives to reduce diesel/old petrol vehicles parking in central car parks in favour of low emission vehicles-Task Group Lead: **Simon Finch**

It was reported that the main focus of work had been around finding out more about Local Authority initiatives. A number of London Authorities were leading the way and now charging for car parking based on emissions.

It was noted that there were additional costs involved in moving to emission-based charging both in terms of infrastructure costs and also as a result of operational transaction charges and these costs need to be explored and understood.

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| **ACTION** | **ACTION BY** |
| Visit(s) to London Authorities introducing emission-based charges be made | DI/SF/RH |
| Details of Emission-based Parking to be circulated to Steering Group | SCol |

**Core Measure 5 -** Ensure all heavy duty vehicles that enter AQMA meet the Euro VI standards by 2020 - Task Group Lead: **Dave Ingram**

It was reported that market research had been undertaken and, in order to deliver this core measure, a vehicle plate number recognition system would need to be introduced. This would result in significant infrastructure costs in the millions of pounds depending on camera numbers and level of back office support adopted and a realistic and balanced view needed to be taken when weighing up the likely benefits in relation to costs.

It had therefore been recommended that Cabinet change the wording of the core measure to say *‘Investigate the feasibility of introducing a CAZ for heavy duty vehicles* *that enter the AQMA, which do not meet Euro VI Standards’.*

**Core Measure 6 -** Ensure that all Council owned, leased, or contracted vehicles are not diesel fuelled (where practicable) and that they meet the OLEV emission standard for ultra low emission vehicles by 2020 (i.e.<75g/km CO2) -Task Group Lead: **Richard Botham**

It was noted that the procurement strategy was currently being amended to reflect the core measure but this core measure was already being recognised as contracts were renewed.

It was further noted that a company known as “Electric Blue” had been engaged to increase take-up of electric vehicles within the taxi fleet and the installation of a rapid charger was also being investigated.

**Core Measure 7 -** Develop an Air Quality Supplementary Planning Document - Task Group Lead: **Dave Ingram**

It was reported that tenders were currently being sought for the development of an Air Quality Supplementary Planning Document and it was anticipated that a contract would be awarded shortly.

The limitations of an Air Quality Supplementary Planning Document were raised by PG and it was noted that consideration would need to be given to whether this was included in the Local Plan or taken forward as Supplementary Planning guidance.

**Complementary Measure**

It was reported that an Electric Vehicle Charging Strategy was being prepared and would be submitted to a future meeting of the Cabinet.

1. **Movement Strategy**

Sam Clark reported that HCC was now looking at the high level options and starting to look at the various solutions based on their 3 core priorities. It was planned to take the top level options to a stakeholder meeting and then in the Autumn to go back out to public consultation prior to producing a draft strategy and programme of work for the next 3-5 years.

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| **ACTION** | **ACTION BY** |
| Survey results to be circulated to Steering Group | SC/SCol |

1. **Update on Air Quality Monitoring**

It was noted that the (NO2) Air Quality Monitoring results had remained broadly consistent with last year. The results showed the Air Quality at the St George’s Street location to be at or just above the standard Air Quality level with Chesil Street/Old Station Approach showing levels well below the standard Air Quality level.

Diffusion tube monitoring (NO2) emissions showed only those tubes at St George’s Street, Romsey Road and Jewry Street to be above the National Average.

An Air Quality Mesh had been purchased and it was noted that this was to installed in Romsey Road

1. **Hants Climate Action Network**

A meeting of the Hants Climate Action Network was to be held on 17th November at 10.00am at the Friends Meeting House, Southampton. Further details could be obtained from PG.

1. **Clean Air Day**

Following Clean Air Day and the links between Health and Air Quality, a request was made for a representative from Public Health to be invited to future Steering Group meetings.

1. **Enterprise M3 Funding**

It was noted that there would be increasing interest in clean growth and therefore developments should be monitored.

PG agreed to send Steering Group Members details of a paper to be published later this month.

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

Following discussion it was agreed that the meeting start time should be changed to 2pm. The next meeting would therefore be held on:

Tuesday, 11th December, 2018 at 2pm – St Giles Meeting Room