

Minutes: 13th July 2016

Air quality Steering Group – Meeting 3

Present:

- Cllr Frank Pearson FP WCC Portfolio Holder for Environment Health and Wellbeing
- Cllr Eleanor Bell EB WCC Shadow Portfolio Holder for Environment
- Cllr Steve Miller SM WCC Portfolio Holder for Estates and Economy
- Chris Holloway CH WinACC
- Mike Slinn MS Chair of WDSP Transport Group
- Dan Massey DM WCC Strategic Transport
- Phil Tidridge PT WCC Environmental Health
- David Ingram (Chair) DI WCC Head of Environmental Health and Licensing

What is a Low Emissions Strategy (LES)?

PT - Gov't guidance now expects LA's to have an LES towards reduction in air quality pollutant and gave an over view on what an LES is. An LES is a collection of strategic approaches mainly centred around improvements in air quality from:

- **Planning Policy**
- **Vehicle emissions**
- **Procurement**

It is the adoption of various strategies and measures focused on a reducing air quality impacts from multiple sources centred around but not exclusively from vehicles emissions. Aside from vehicle emissions an LES can optionally also look to reduce carbon emissions that will affect air quality ie:

- Seeks to reduce pollution to local air quality i.e. NOx and also holistically i.e. overall carbon reduction targets
- Advantage of a holistic approach is that it recognises the conflicting stressors between CO2 for climate change and NO for health e.g. the Diesel vs NOx dichotomy;

PT stated that as the remit of an LES is so broad, he asked the question as to how we would focus our expectations of an LES?

- DI said that the objective of the group is to review the AQAP and NOx, so should primarily be a local Winchester AQMA focus on this as the objective of the group.
- CH stated that there are shared objectives with carbon reduction and air quality agenda's i.e. particulates reduction meets with both;
- PT presented 2 methods of reflecting an LES as either;
 1. a single overarching stand alone LES e.g. Oxford LES
www.oxford.gov.uk/downloads/download/156/low_emission_strategy
; OR

2. by reflecting individual LES measures within other relevant policies.

- EB queried why we couldn't have both i.e. a central LES that is reflected within the respective policy documents;
- DI stated that if there was a LES that affected for example procurement or say parking, that unless it sat within the respective Procurement or Parking Policies, then it may be 'lost';
- The group discussed the approach for reflecting both i.e. an LES that provides a central focus that binds all the actions which must be reflected within the individual policies;
- DI also stated a wish to keep things simple i.e. that we encompass the LES within the AQAP as opposed to having a separate LES. This is also reflective of Eloise Appleby's position that we do not simply state in the AQAP that we will develop an LES, as this just defers that body of work which needs to be done now and not later;
- PT recommended that we introduce the concepts of a LES in the relevant policies and collectively encompass with the AQAP.

Recommendation AQ3/1

The group agreed that any LES actions be reflected in the relevant WCC policies and that these must also be cross referenced to and contained within the AQAP, without variation.

Mechanisms for Policy Introduction

Planning Policy

- Local Plan Part 1 (LPP1) already includes a general reference to include air quality as a material planning consideration under the broad gamut of Environmental impacts. Can add detail in Local Plan Part 2 (LPP2) or Supplementary Planning Guidance (SPG), which can be geographically specific i.e. Winchester Town centre and the AQMA e.g. Sussex Air quality planning guidance <http://www.sussex-air.net/PDF/SussexAQGuidanceJan2014.pdf>;
- The group agreed that for the purposes of updating the AQAP the focus was on Winchester town centre and not regional, which would / could take considerable resource to develop. This guidance, the group acknowledged, would have a potential impact on some of the larger city developments e.g. new leisure centre, Carfax site;
- MS made the point that a simple LES covering the centre won't necessarily capture external influences such as traffic;
- CH made the point that we also mustn't lose sight of the regional picture and could we ensure that HCC remains on board on any regional traffic planning influences;
- There was discussion on the Winchester Transport Study which must include reference to air quality;
- CH stated that any SPG needs to be worked immediately in order to dovetail this into LPP2 and we must ensure that this is part of an LES;

- FP endorsed the position that SPG was a requirement to focus the parking strategy and raise the need for air quality in the planning process;
- DI made the point that the planning process 'future proofed' air quality within the planning process and was therefore a key stone of any AQAP;
- CH made the point that we need to create that 'hook' onto which to hang a SPG on Air quality to the LPP2;
- 20th July is the Winchester Town Meeting for LLP2 and must ensure Andy Hickman is duly notified of the groups position;
- CH asked the question as to who drafts the SPG for Air quality and this presented some discussion on how this would be achieved;
- DM said that this could take some time and CH suggested that we find money through a consultant & DI agreed to discuss with Eloise.

Recommendation AQ3/2

The group agreed that SPG is key in 'future proofing' air quality as a material planning consideration and that there must be a strong reference to air quality and SPG contained within the Local Plan actions be reflected in the relevant WCC policies and that these must also be cross referenced to and contained within the AQAP, without variation.

Vehicle Emissions

- PT – The government has changed its philosophy on getting people out of their cars to making cars less polluting. This can only fundamentally be achieved by:
 - promoting the low emission technology transport; and
 - providing and incentivising the infrastructure in order to push and pull choice toward the uptake of Ultra Low Emission Vehicles (ULEV's), in both WCC car parks and workplace parking;
- ULEV options are hybrids / Electric / Hydrogen
- PT express a wish to include a policy of approach in promoting and delivering ULEV's and referenced the Office of Low Emission Vehicles
<https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>
- FP made the point that we would need to combine the promotion of ULEV with a discouragement of high emission vehicles;
- EB queried the issue of the compatibility of EV fittings, which the group thought had now been made more compatible;
- DM said that he'd would like to review the discount position for ULEV to be reflected in an imminent Parking Policy review;
- SM queried whether the success of ULEV's may present such a demand that we could not meet the supply. PT responded by saying that the expectation would be that as ULEV became more popular more ULEV owners people would be charging from home.
- CH - from a holistic point of view ULEV's were only really of benefits when we stopped burning coal to generate the electricity upon which they depend, and also mentioned adoption of driverless car clubs but recognising that we are in

world of rapid change and we don't want to install something that will already be 'dated';

- EB agreed that we could be on a 'hiding to nothing' if we installed insufficient charging points, but PT suggested that WCC's role was to stimulate demand but it could not be expected to meet the entire demand (Secretary's post meeting comment: this is an interesting shift from a position of no one being interested in driving electric vehicles to an insufficiency of infrastructure to meet demand);
- PT suggested that there needs to be discounts for ULEV season ticket holders;
- FP wanted to reduce the no of high emission cars entering Winchester i.e. modify parking charges to reflect engine emissions;
- CH suggested an adaption of parking to also reduce the no of parking spacing for more polluting vehicles;
- SM made the point about enforcement and who would do it;
- DM stated that's why we only focus on season ticket holders for this reason, as its 'controllable' through the application process;
- DI made the point that city centre residents parking is incredibly cheap, especially given that the properties do not come with a parking space by entitlement of deed and arguable city centre residents live in a sought after and privileged location ;
- DM made the point that the current policy requires that it only be non-profit based outside of the parking remit, albeit CH countered by saying that WCC could and should change the policy to remove that position;
- PT mentioned that in addition to a review of resident charges for ULEV charging that these principles could also be applied to public parking;

Recommendation AQ3/3

The group agreed that a key aspect of the LES within the AQAP would be to encourage the uptake of ULEV use, by:

- **installing appropriate charging points in WCC Car Parks;**
- **incentivise uptake by reflecting ULEV concessions in the resident and public parking charging policies.**

Procurement (Vehicle Fleet Management)

- We have to look at our diesel focused fleet, including:
 - Our own lease vehicle fleet
 - Large scale contracts i.e. waste contracts and RCV's;
 - Officer lease fleet (approx. 100 staff vehicles with a procurement policy based on CO₂ which pushes diesels. We should look at re addressing the balance on NOx emissions;
- EB said that the lease car policy should be based on need and then decide that the vehicles be low emission;
- PT made the point that this may drive people down having their own but older more polluting cars, which could be counter productive to the air quality objectives;

- SM stated that he would prefer that lease vehicles be less polluting and endorsed PT's view that pressing the lease scheme based on need could be counter productive;
- PT made the point that the procurement policy for lease cars should encourage staff towards non diesel, low emission petrol vehicles with additional incentives towards ULEV;
- CH stated that the next waste contract procurement evaluation process must include reference to air quality as a material consideration for the refuse collection vehicles (RCV's);
- There was some discussion about the multiple commercial waste collection services accessing business within the AQMA and that it would be better to have a single/limited no's of RVC collections;
- SM made the valid point that if we made our commercial waste collection service much more competitive Winchester business would be encouraged to use it, thereby reducing the No's of RCV's and NOx emissions affected the city;

Recommendation AQ3/4

The group agreed that air quality must be a material consideration reflected in the City Council's Procurement Policy.

Procurement (Non vehicle)

- Mainly centred around carbon footprint reduction and would therefore fall more into the carbon reduction agenda;
- CH suggested that much of these are already ongoing in the background;
- SM stated that much of this work is / should already be ongoing through the carbon reduction agenda;

Regional v local approach – Southampton CAZ

- Agreed that the regional approach would not affect the work of the group which would remain focused on the local AQMA objectives;
- Notwithstanding the new AQAP would make reference to the regional approach which would continue in the 'background'.

AoB

- CH – Traffic movement / destination mapping and is frustrated that HCC still isn't proposing that a study be undertaken. She asked for the group to further lobby HCC for this objective. Frank agreed to discuss this with Rob Humby in his capacity as HCC Executive Member for Transport;
- DI – Tabled the points made at the WinACC meeting of the 12th July and that these would be fed into the Steering Group through the Community Consultation process.

- FP made reference to the new study by the Committee on Climate Change the main findings of which can be found at the following link:
<https://www.theccc.org.uk/uk-climate-change-risk-assessment-2017/the-ccra-at-a-glance/>