**Air Quality Steering Group – Meeting 10**

 **Tuesday 10th October 2017**

**Present:**

Councillor Jan Warwick (JW) WCC Portfolio Holder for Environment

Councillor Eleanor Bell (EB) WCC Shadow Portfolio Holder for

 Environment

Simon Finch, (SF) WCC, Assistant Director, Built Environment

Phil Gagg (PG) WinACC

Catherine Harris (CH) EH Student

Dan Massey (DM) WCC Engineering and Transport

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

Sam Clark (SC) HCC, Strategic Transport

Phil Tidridge (PT) WCC, Scientific Officer

1. **Apologies for Absence and changes in Steering Group Membership**

Apologies for absence were submitted on behalf of Mike Slinn (MS), WTSP Transport Group, Frank Baxter (FB), HCC, Strategic Transport, Belinda Southwell (BS), Volunteer, Richard Hein (RH), Head of Parking Services and CCTV and Steve Tilbury (ST) WCC, Corporate Director.

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

Minutes of the meeting held on 18th July, 2017 were agreed.

1. **Air Quality Levels**

PT reported on the air quality levels recorded from the diffusion tubes and new roadside sites in the City. It was noted that data from July onwards had not currently been scaled or ratified; however, the raw data for the period (July to September) showed no logged exceedances of hourly mean objective at the Chesil St Site. There had only been two exceedances at St Georges Street but these were only just over 200ug/m3 levels so scaled data might be just below. The exceedances had occurred on the 23 September when the M3 bomb incident had closed the M3, causing traffic chaos. Early indications were therefore that BV modelling might have overestimated the likelihood of hourly exceedances but more data was required especially over the winter months when levels tended to be higher.

In response to a question concerning whether increased air pollution was caused by weather variations or events such as bonfire night, it was noted that temperature inversions, the fact that car engines would not work as efficiently in winter and a possible increase in car journeys over the winter months, would all be factors affecting the data collected. Additionally, events such as the marathon or the hat fair which caused road closures would have an impact by reducing the number of vehicles and thus air pollution within the city centre.

PG raised a concern over whether the City Council should be monitoring PM 2.5 in order to understand air pollution trends and it was agreed that this would be a matter for wider consideration in due course.

1. **Update on Movement Strategy**

SC gave a verbal update on the movement strategy being undertaken by Hampshire County Council. It was noted that there were 3 elements to the strategy consisting of evidence based, engagement based and model building strands. Based on this information, the evidence would be collated into issues, constraints and opportunities and would be themed into 3 priority areas, Air Quality, Growth and Prosperity and the Balance between traffic and people. These areas would be submitted for public consultation in October and the public would be able to comment on whether these priorities were correct together with making comments on traffic management or air quality changes that should be made. The consultation would consist of an on-line questionnaire together with workshops and stakeholder meetings throughout January.

Once the public consultation had concluded, the model could be used to test any proposed changes in traffic management and an assessment could be made of the likely impact of such changes.

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| **Action** | **Action By** |
| Meeting to be arranged between HCC and WCC to discuss Air Quality and how this would be included in the consultation exercise together with how any shortfall in data would be captured. | SC/DI |
| That direct consultation be undertaken with Parish Councils  | SC |
| That consideration be given to the best way to capture the most information from people together with information being provided at Park and Ride Sites | SC |
| That a meeting be arranged with Southampton City Council to gain information on how they have undertaken their public consultation | SC/DI |

1. **Update on WCC Movement Study**

It was noted that WCC and HCC were working together on the movement strategy and that the various projects that the City was working on would feed into the strategy.

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

Verbal reports were received on the following:

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

It was noted that a report would shortly be submitted to Cabinet and would be included on the agenda for the next meeting.

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

It was noted that the issue of commercial waste was being considered with the possibility of adopting a scheme such as that introduced by either Westminster or Southampton Councils.

It was reported that MS had submitted some comments concerning the waiting and loading/unloading in St Georges Street and Jewry Street and enforcement of street controls. He had suggested that a good way of tackling the issue of  loading/unloading in the City Centre would be to start with a survey, perhaps similar to the one undertaken by the University of Southampton as part of the County Council’s MIRACLES project, to understand the need for on-street deliveries and loading. Then move on to a design of loading/unloading bays and a review of on-street restrictions that are suitable given the need.

In response it was reported that the issue about the resourcing for the existing Traffic Regulation Orders which already prohibit loading/unloading between 07:30 – 09:00 and 16:30 and 18:00, had been discussed.

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| **Action** | **Action By** |
| That the issue of resourcing be considered. | DI/SF |

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

It was noted that this core measure was linked to the movement strategy which would inform the options for park and ride sites.

**d) 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 noted that a definition of “older vehicles” had been confirmed as Euro 3 i.e. 16 year old petrol vehicles. Analysis would be undertaken on vehicle types to determine the ratio of diesel to petrol cars together with a survey of Tower Street Car Park to confirm whether the percentage of diesel vehicles was representative. A strategy on charging points was to be introduced to incentivise people to use more sustainable vehicles and decide where charging points should be situated.

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| **Action** | **Action By** |
| To discuss the research that could be undertaken on any suitable technology to assist in implementing this measure – e.g. ticket machines capable of variable charging. | DI/SF/DM |

1. **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 noted that MS had submitted a question on when the first meeting would take place. In response, it was reported that a meeting had yet to be arranged. However, it was noted that this core measure had caused the greatest concern because in striving to ‘Ensure that all heavy duty vehicles that enter the AQMA meet Euro VI Emission Standard’ we are seeking to adopt a standard which is likely to be more stringent than that adopted by other Councils.  It was considered that the aspiration to control the usage and access of HGV’s sat best within a regional Low Emission Strategy i.e. that all the various LA’s with AQMA’s adopt a similar if not identical set of expectations, from which we can then seek to influence regional logistics companies.

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| **Action** | **Action By** |
| Meeting to be arranged | DI |

1. **Core Measure 6 -** Ensure that all Council owned, leased, or contracted vehicles are either 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: **Steve Tilbury**

Update to be provided by Task Group Lead.

1. **Core Measure 7 -** Develop an Air Quality Supplementary Planning Document (SPD) - Task Group Lead: **Dave Ingram**

It was noted that a meeting between Winchester, Eastleigh and Southampton Councils had been held to discuss a County wide strategy to adopt a consistent regional SPD and establish a degree of local standardisation in the technical content. It had been agreed to appoint an external consultant to draft the SPD and it was anticipated that the consultant would be appointed in December.

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| **Action** | **Action By** |
| Tender Specification to be circulated to Steering Group Members for information. | DI |

1. **Complementary Measures Update**

Dave Ingram gave a verbal update on the progress on the complementary measures. It was noted that progress had been made in a number of areas and a further update would be submitted to the next meeting.

1. **Schools Air Quality Project**

CH was in attendance and gave an update on the project. It was noted that the project had altered from the original scope due to issues with the availability of the Solent Air Watch ‘sniffy’ monitors. A company called Alphasence was now being worked with to provide electronic diffusion tubes (EDT) which measure NOx at 1 minute intervals. WCC were being provided with two beta models of these EDT’s for testing and calibration alongside the existing air quality monitoring stations. 6-8 EDT’s would then be purchased for use within the schools which should be available in January 2018.

Three schools (Peter Symonds College, Kings School and St Bedes School) had been approached together with HCC to discuss the new technology. Several projects had been discussed including:

* Real-time monitoring at roadside locations compared with traffic free / low traffic locations. This should show the local daily impact of rush-hour / school traffic on air quality and help encourage participation in park and stride schemes and/or alternative means of transport to schools.
* Monitoring of routes to school / college including air quality at pick up / drop off points and bus stops and to assist travel planning and encourage the use of cleaner air walking routes.
* Continue the anti-idling cars campaign by gathering data from idling cars compared to traffic free locations.

It was anticipated that the data collected from the EDT’s could be downloaded immediately to allow timely analysis of data, discussion and reporting following practical work.

1. **Street Pollution Survey**

It was noted that another street pollution survey had been carried out by WinAcc which had shown that those surveyed favoured greater pedestrian areas together with increased parking fees and more charging points for electric/hybrid vehicles.

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

Tuesday 12th  December at 1.00pm in the Boardroom, West Wing, WCC.