**Air Quality Steering Group – Meeting 12**

 **Thursday 8th February 2018**

**Present:**

Councillor Jan Warwick (JW) WCC Portfolio Holder for Environment

Councillor Eleanor Bell (EB) WCC Shadow Portfolio Holder for Environment

Sam Clark (SC) HCC Strategic Transport

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

Simon Finch (SF) WCC Corporate Head of Regulatory

Phil Gagg (PG) WinACC

Dan Massey (DM) WCC Engineering and Transport

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

Sarah Munn (SM) HCC Property Services

Councillor Steve Miller (SM) WCC Portfolio Holder for Estates

Nick Molden (NM) CEO EMISSIONS ANALYTICS

Paul Roebuck (PR) HCC Property Services

Mike Slinn (MS) WTSP Transport Group

Phil Tidridge (PT) WCC Scientific Officer

Steve Tilbury (ST) WCC Corporate Director

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

Apologies for absence were submitted on behalf of Richard Hein (RH), WCC Head of Parking Services and CCTV.

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

Paul Roebuck and Sarah Munn, HCC Property Services, attended the meeting to discuss how HCC’s EVCP Framework could assist in meeting WCC’s Electric Vehicle Charging Point requirements.

It was noted that a framework had been designed and tenders for the supply of the deployment of Electric Vehicle Charging Points were being sought. The specifics of Hampshire County Council's Electric Vehicle Charging Framework were outlined and it was noted that the framework would be suitable for any organisation that was considering installing charging points in their area. This would the facility to support them through the process and provide a networkwith others.

The framework would cover a wide geographical area and included areas such as Devon, West Sussex, Oxford, Berkshire and the IOW. The successful tender would start from 1st April 2018. The aim was for HCC to provide the infrastructure for the installation of the electric charging points with the successful tenderer installing them and being reimbursed through charging use.

There were some issues that needed to be carefully considered by organisations such as public use on pavements where there was on street parking and solutions would need to be tailored to the individual street.

In terms of the effect on the air quality in Winchester, the vision would be for electric vehicles to become the norm and electric vehicle use standard in Winchester.

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1. **Real-world Emissions data**

Nick Molden, Founder and CEO, EMISSIONS ANALYTICS, attended the meeting to talk about real-world emissions data. Nick submitted a presentation showing that air quality levels were in legal breach of quality targets in many places and below World Health Organisation guidelines. However, it was noted that the Government must meet air quality targets by 2020.

A Cleaner Vehicle Checker had been created showing how much **nitrogen oxides (NOx)** pollution newer cars and vans emit in real-world driving conditions and not just in lab tests.

Whilst it was felt that achieving the air quality targets must be delivered quickly, electrification could not solve the problem quickly enough. This was compounded by the data which was confusing and sometimes misleading with cities now taking unilateral action. Whilst current regulations and policies embedded a preference for diesel vehicles, this was set against new policies and city bans which were targeting diesel vehicles despite the cleanest diesels in the US achieving NOx of 10 mg/km (EF=0.125) and the dirtiest 10% of petrol cars having almost double the emissions of the cleanest 10% of diesels.

1. **Report on the Southampton Clean Air Network Launch**

Dave Ingram gave a verbal update on the launch of the Clean Air Network.

Whilst there were no volunteers on the Steering Group to serve as a representative on the network, Councillors Bell and Warwick agreed to represent the Air Quality Steering Group for the shortlisting of **ultra-low-emission vehicle** (**ULEV**) tenders.