**Air Quality Steering Group – Meeting 13**

**Tuesday 13th March 2018**

**Present:**

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

Simon Finch (SF) WCC Corporate Head of Regulatory

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

Dan Massey (DM) WCC Engineering and Transport

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

Mike Slinn (MS) WTSP Transport Group

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, Sam Clark (SC), HCC Strategic Transport, Phil Gagg (PG) WinACC, Councillor Steve Miller (SM), WCC Portfolio Holder for Estates.

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

The minutes of the meetings held on 12th December, 2017 and 8th February 2018 were noted.

Arising from minute 2 of the meeting held on 8th February, it was noted that the tenders for Electric Charging Vehicle Points had been considered and the contract has been awarded.

In terms of minute 3, the presentation on the real-world emission data had provoked some internal discussion about how core measure 4 of the AQ Action Plan should be progressed and it was considered that the Clean Air Network and the low emission strategy for the region would be contributory factors.

1. **Movement Strategy**

It was noted that the following written information had been submitted by Sam Clark, HCC Strategic Transport.

Evidence base nearing completion including results from residents’ telephone survey and public consultation.

* Presented headline results available so far to recent cross-party County/City Members’ workshop in Feb.
* Finalising evidence/consultation results with data available shortly**.**
* No real surprises: Strategy priorities supported especially those for non-car modes and particularly walking, people keen for change even radical/large scale, but want Strategy to focus on ‘Winchesterness’.  However, traffic flows have generally decreased slightly over the last few years.
* Other evidence headlines:  Broadly confirms what we thought we knew in that:
* walking popular mode especially for trips to work,
* people support shift in car parking policy away from a city centre focus with demand for increased park and ride around the city,
* high traffic volumes for key routes,
* congestion hot-spots at key junctions,
* unreliable journey times,
* bus delays,
* difficult east-west movements in particular,
* high in and out commuting especially by car,
* limited/variable/disjointed provision for pedestrians but also cyclists (evidence base included PERS (walking) and CLoS (cycling) assessments for city centre area – DfT assessment tool used by Atkins – also to be made available as part of evidence base).
* Bluetooth cordon nearing completion – has taken longer than planned and ran foul of procurement although working through last snags with equipment/deployment and bedding in new system.  Providing real-time/historic journey time data across the city and looking to extract headline origin and destination data to start with.

Micro-sim model for city centre and high-level optioneering:

* Base model virtually complete – final validation/refinement stages progressing - has been iterative development especially following confirmation of evidence and as high-level options start to emerge, as well as helping to support major development projects eg Central Winchester Regeneration.
* Arranging initial officer only workshop to determine high-level options based on range of evidence and public consultation.  Anticipate 3-4 high-level options for testing using micro-sim in combination with existing strategic model.
* Option testing also iterative process with ideas/solutions coming in and out aiming to develop 1 or 2 preferred options.

Further public consultation/drafting strategy document:

* Two further public consultation stages – stage 1 – second round of workshops with stakeholders (same as November), delivery partners, businesses etc to present emerging high-level options.  Dates coming forward shortly.
* Stage 2 – public consultation summer/autumn to present option testing, preferred high-level options and 3-year draft action plan that form the draft Strategy.  Also, will explain ‘critical domino effect’ of what measures have to be delivered first and therefore what can follow.

Following discussion, it was noted that the model would only be able to test a limited number of options and a question was raised as to whether there would be any consultation or dialogue over the determination of the options that would be tested and/or any ability to challenge the assumptions and decisions made before the final choices were made. The Steering Group considered wider input was desirable given the limited number of options that could be tested to ensure that the options chosen were in line with public opinion.

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| **ACTION** | **ACTION BY** |
| That the desire of the Steering Group to have wider input into determining and finalising the options to be tested be raised with HCC. | Simon Finch |

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 the changes to the car parking pricing structure appeared to be having the desired effect on car park use in the town with the occupancy rates in the Tower Street car park for example reducing so spaces are now available during the daytime and that there had been an increase in the Park and Ride use with the capacity at c84% use. The car parking strategy was to be reviewed in 2018 when consideration would need to be given to whether pricing differentials should be increased in 2019. However we don’t yet have a full 12 months data and a new parking strategy would not be finalised ahead of the Movement Strategy.

It was considered that any changes would need to take into consideration the effect on Air Quality and that this would need to be based on travel survey data to ascertain travel habits and this information was being collected. This data could then be compared with the air quality monitoring data over the same timeframes to try and establish any trends.

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

It was noted that there was currently an inconsistency in the enforcement regime, in that whilst the loading restrictions commenced at 7.30am, the enforcement team did not commence their duties until 8.00am. It was also questionable as to whether the fixed penalty fine was a real deterrent for large delivery companies.

It was therefore agreed that further consideration needed to be given to how this measure should be achieved.

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| **ACTION** | **ACTION BY** |
| That a paper be prepared for consideration at a future Steering Group meeting, setting out the issues and possible solutions. A comparison with other authorities should also be included so that decisions can be made about the effectiveness of any likely proposals. It was also considered that a timed survey would be useful to assess the impact of delivery vehicles on the free flow of traffic. | Richard Hein |

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 would be assessed through the Movement Strategy but indications are that it was likely to identify an option to increase provision possibly on the north side of town.

1. **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**

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| **ACTION** | **ACTION BY** |
| Policy Paper to be prepared setting out options for Cabinet Members to consider | Dan Massey |
| Details on case Law on diesel cars and discrimination to be circulated for information | Phil Tidridge |
| Information to be gathered on what others are doing nationally | Richard Hein |

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

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| **ACTION** | **ACTION BY** |
| Consultants’ report to be obtained on how this measure could be achieved and the costs involved. | Dave Ingram |

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**

It was noted that the Council’s car lease scheme was under review. Core measures of the review were likely to be reflected in the Council’s procurement scheme for the vehicles within the authority’s control.

Taxi licences also being reviewed and likely not to encourage use of diesel vehicles and encourage use of low emission cars. There would therefore be a need to install charging points at taxis ranks.

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| **ACTION** | **ACTION BY** |
| Taxi Policy Partnership to be used to facilitate changes | Dave Ingram |

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

It was noted that this work was being progressed in conjunction with Southampton and Eastleigh Councils.

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| **ACTION** | **ACTION BY** |
| Southampton as the lead authority be asked to confirm deadlines and if longer than end of March, the project be progressed solely as a WCC project. | Dave Ingram |

1. **Complementary Measures Update**

Dave Ingram gave a verbal update. It was noted that the complementary measures were being progress in conjunction with the core measures contained in the Air Quality Action Plan.

1. **The implications of the Client Earth Court Case.**

The results of the recent Court Case by Client Earth were noted. The implications of this for Winchester were not at present known and the Government response was awaited.

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

Tuesday, 19th June, 2018 at 1pm – Boardroom, West Wing

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

1. **Steering Group Minutes**

It was noted that the Steering Group Minutes would be included on the Council’s Web Page.

1. **Air Quality Equipment**

It was noted that new mobile Air Quality Monitoring Equipment had been purchased. This would allow data from different sites to be monitored, starting with Romsey Road This new equipment will provide indicative PM2.5/PM10 results as well as NO2.

1. **Local Air Quality Management and Domestic Burning**

It was noted that the Government was to review the Clean Air Policy, Air Quality Management Areas and Smoke Control Areas. The likely impact would be that the monitoring of PM2.5 would now be compulsory. Focus was also likely to be put upon the contribution of domestic burning to Air Quality. Government Guidance was now awaited and anticipated for later this year.