**Air Quality Steering Group – Meeting 17**

**Tuesday 26th March 2019**

**Present:**

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

Councillor E Bell (EB) Shadow Portfolio Holder for Environment

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

James Moore (JM) Transport, Hampshire County Council

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, Councillor S Miller (SM), WCC Portfolio Holder for Estates and Mike Slinn (MS), TSP Transport Group

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

The minutes of the meeting held on 11th December 2018 were noted.

1. **Movement Strategy**

It was noted that the Movement Strategy had been endorsed by the Cabinet at its last meeting and was now scheduled to be adopted by Hampshire County Council on 23rd April.

Reference was made to the Miracle Study at minute 3 on page 2 of the minutes of the last meeting and it was noted that the findings from the study had been reviewed but the measure on freight urban distribution had only surveyed businesses and had not been further progressed.

It was noted that the Movement Strategy made reference to deliveries and so the possibility of a shipment hub could form part of the Movement Strategy considerations.

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| **ACTION** | **ACTION BY** |
| That the summary of the key findings from the Miracle Study prepared by Phil Gagg be circulated to Group Members | SCol |
| That the possibility of improving traffic flows through the development of a delivery hub be raised through the Movement Strategy and inclusion in the delivery work stream.  | SF |

1. **Air Quality Mesh**

It was reported that the Annual report on Air Quality was due to be submitted to Government soon. The submission was likely to show similar trends to 2017. Initial results from the new Air Quality Mesh in Romsey Road were indicating compliance with the hourly mean objective in the winter period, when peak levels are usually expected. The report to Defra would therefore suggest no additional action was required but monitoring over a longer time frame would continue to confirm this initial finding.

1. **The Clean Air Strategy: We all have a role to play in tackling air pollution**

The new Government Strategy was noted.

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 this core measure was part of the Car Parking Strategy which would be forthcoming later in the year.

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

RH updated those present on the “goodwill” patrols that had been undertaken with the early enforcement of the loading bay traffic regulations orders. It was noted that in addition to the earlier patrols, traffic wardens had also been patrolling generally at the beginning and end of shifts to act as a further deterrent. It was reported that the Agency Agreement was to be renewed shortly and the service may change if provision was in the future to be provided by HCC.

Information on the data collected on the vehicle movements and the effect of loading and unloading of goods on traffic flow was requested. Phil Gagg felt it was important to identify what had been achieved and the extent to which goods loading and unloading was causing a problem. The idea of creating a loading bay hub was discussed and it was felt that this idea would depend on the level of demand and the logistics involved in locating a suitable site for the hub.

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| **ACTION** | **ACTION BY** |
| Information and data to be prepared on vehicle movements and the extent to which the loading and unloading of goods is causing a problem together the length of any queues  | RH |
| Request to be made for further “goodwill” early morning and afternoon traffic warden patrols  | RH |

**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 would form part of the Movement Strategy.

**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 technological solutions were being explored for differential charging in the car parks. Some technology was available for use with mobile phones but no solution had yet been found that could be used with payment machines and there were still some issues with distinguishing between high and low air pollution emitting cars.

It was further noted that the forthcoming car parking strategy would follow on from the Movement Strategy and that options were likely to be submitted to Cabinet in June followed by a period of consultation.

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| **Action**  | **Action By:** |
| That the car parking strategy to include reference to the issue of differential car parking charges and technological solutions  | SF |

**Core Measure 5 –** Investigate the feasibility of introducing a CAZ for all heavy duty vehicles that enter AQMA which do not meet the Euro VI standards - Task Group Lead: **Dave Ingram**

It was noted that there was no further information to report at this time and that it was not proposed that this core measure should be taken further at present. Any possible change to the wording of the core measure would be considered as part of the Annual update report on Air Quality made to Cabinet.

**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 note that all Council Staff lease car vehicle contracts had been terminated.

The procurement contracts for Council Vehicles were still being considered and where possible alternatives to diesel would be used.

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

It was anticipated that a draft SPD would be circulated shortly.

**Complementary Measure**

It was reported that a Winchester City Travel Planners Forum had now been established.

An Electric Vehicles Charging Strategy had also been adopted.

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

It was noted that the next meeting would be held on Tuesday, 11th June, 2019 at 2pm – St Giles Meeting Room