**Air Quality Steering Group – Meeting 7**

**14th February 2017**

**Present:**

Cllr Eleanor Bell (EB) WCC Shadow Portfolio Holder for

 Environment

Phil Gagg (PG) WinACC

Dan Massey (DM) WCC Engineering and Transport

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

Roger Pitman (RP) Principal Consultant, TRL

Mike Slinn (MS) WTSP Transport Group

Phil Tidridge (PT) WCC Environmental Health and Licensing

1. **Apologies for Absence**

It was noted that apologies for absence had been received from Councillor Jan Warwick.

1. **Minutes of the last Meeting 14th December**

**Matters arising from the minutes:**

It was noted that the City of Winchester Transport Strategy referred to in the amended recommendation AQ5/1 had now been renamed and would be known as the Winchester Movement Strategy.

It was noted that the meeting referred to in the minutes to be held on 17th January had been cancelled.

**RESOLVED**

That subject to the above amendments, the minutes of the last meeting be agreed.

1. **Update and feedback on the AQAP Consultation**

DI reported on a change to the Steering Group membership following recent change in Cabinet appointments. It was noted that Councillor Jan Warwick was now the portfolio holder for Environment and would be attending future meetings in place of Councillors Byrnes and Pearson.

It was noted that the AQAP Consultation had consisted of Key Stakeholder meetings and Public Consultation via Citizen space. Feedback from these was currently being co-ordinated and would be included in the final version of the AQAP.

Feedback to the Steering Group was given on the appraisal report concerning the AQAP from Defra. It was noted that the main points arising from the appraisal report which needed to be addressed were as follows:

* **Summary**: the lack of impact and implementation information, other than the potential contribution to air quality improvements, i.e. no information is given on costs, funding, timescales or non-AQ impacts. A commitment is given to providing a Delivery Plan containing this information following public consultation, although such information would have been helpful is setting the case for action.
* **Background information**: The Plan provides a good outline of the policies which could impact on air quality or which have identified air quality improvement as a priority. However, this overview would have benefitted from a summary which showed how these plans linked together to form a strategic approach, as opposed to a series of separate statement and commitments.
* **Supporting data**: There is no discussion of the monitoring method used nor any data QA/QC process, which could have been included as an annex. The location of monitoring sites is not shown on the AQMA map which would help provide context for the measurements.
* To support the development of measures, source apportionment has been presented as a broad scale for all sources and at a more detailed level for vehicles at one location. For the former, some further analysis of “background”, the largest component at the three locations presented, would have been useful. At the very least, the contributions of regional background and space heating (preferably split between domestic and industrial/commercial) could help define (a) the theoretical extent of reductions available within the City and (b) whether measures to reduce space heating emissions have a valid role in the AQAP. For traffic contributions, an estimate of the split between private hire and private vehicles would have been useful for diesel car emissions.
* **Level of ambition**: The report clearly identifies that both Defra forecasts and small scale local dispersion modelling indicate that the NO2 Annual Mean Objective, i.e. the focus of the AQMA, will be met by 2020; it is not made clear why 2020 is used as the attainment date. However, the report notes that the modelling has a margin of error of 25% (which is not unusual for dispersion models) and, given the history of NO2 trends versus projections, takes a precautionary approach. The ambition is to undertake actions to reduce NO2 concentrations such that they project attainment of the objective *within the margin of error of the model*, i.e. with a margin of 10µg.m-3. While this level of ambition is to be welcomed, it will need to be monitored carefully to ensure that resources are not diverted unnecessarily into NOX emission reductions at the expense of other environmental and public health issues.
* **Selection of measures**: The list of transport measures considered is fairly extensive, although it is not clear how they were selected, nor how the final list of measures was prioritised (see “impact assessment information, below). It is also not clear why only road transport measures have been considered in depth. It would assist readers of the plan, e.g. during the public consultation process, to understand the criteria by which the core measures which are proposed have been prioritised.
* **Analysis**: The potential impact of the core measures has been analysed and is well presented, although presumably, this impact is dependent on the implementation timescale, which is not given. The commitment monitoring progress and, if necessary, consider further measures is to be welcomed.
* **Monitoring progress**: The list of primary and secondary KPIs for the core measures is well structured and is an example of good practice. Given the efforts that have been put in here, it should have been possible to assign targets or measures of success to some of the complementary measures identified, and thus to estimate their potential contribution to air quality improvement.
* **Impact assessment information**: This is the greatest weakness in the plan. While a commitment to providing a detailed Delivery Plan is given, including a list of its contents, information on costs, funding and timescales would have been useful in both prioritising the measures and allowing consultees to make a balanced judgement on their efficacy. This information will be required to make the final plan complete under the terms of Defra guidance.
* **Additional impacts**: Very little information is provided on the co-impacts of the core measures, i.e. their impact on other environmental, social or economic issues other than air quality. At the very least, the contributions towards carbon emission reduction, noise reduction, local skills base and broader public wellbeing would help make the case for the Core and supporting measures. These could be on a qualitative basis and demonstrate how the Plan contributes towards broader social and environmental goals for the City.

Following discussion, the Steering Group made the following comments:

* That the AQAP should show strong links between the various authorities and therefore could not be a standalone plan. The plan should rather be form part of an overarching strategy;
* That the movement strategy in gaining evidence would be a key element in understanding transport movement;
* Strong links between the LTP need to be shown;
* Information needed to be included on the information collected from the Air Quality Monitoring Stations
* Information on the longlist of measures originally identified should be included.
* That the AQAP should be seen as evolving and to be further developed as information such as the movement strategy is forthcoming.
* Consideration to be given to a joint working group with HCC to enable dialogue between key decision makers.
* Clarification on the modelling assumptions and the reliability contained within the plan together with any information that could have been taken into account but rejected.
1. **Proposals for Core Measures Task Groups**

It was agreed that a series of task and finish groups should be established based on the core measures identified within the AQAP. The aim of the Task Groups would be to discuss the practicalities of bring the actions into place and to feed back their findings to the Steering Group. Members of the Steering Group were asked to let DI know if they wished to be on a particular Task Group.

1. **Date of Future Meeting**

It was agreed that meetings of the Steering Group would continue on a quarterly basis and the next meeting would be held on Tuesday 9th May 2017 at 1pm.