**Air Quality Steering Group – Meeting 11**

 **Tuesday 12th December 2017**

**Present:**

Councillor Jan Warwick (JW) WCC Portfolio Holder for Environment

Councillor 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

Mike Slinn (MS) WTSP Transport Group

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

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

Apologies for absence were submitted on behalf of, Frank Baxter (FB), HCC, Strategic Transport, Sam Clark (SC) HCC, Strategic Transport, Simon Finch (SF), Corporate Head of Regulatory, WCC, Richard Hein (RH), WCC, Head of Parking Services and CCTV, Phil Tidridge (PT), WCC, Scientific Officer and Steve Tilbury (ST) WCC, Corporate Director.

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

The minutes of the meeting held on 10th October, 2017 were agreed subject to it being noted that the comments made by PG, WinAcc about the slow progress on the air quality measures were not recorded.

1. **Update on Movement Strategy**

DI presented a verbal update on behalf of Sam Clark, HCC. The following points were noted:

**Consultation:**

* Part way through a series of consultation events – with an online response form open to all resulting in 1,300 responses.
* Headline results from events so far shows broad support for the three proposed priorities (economic growth, air quality and balance of people and traffic) although support for making these more specific and directly relate to Winchester.

**Evidence:**

* Work is continuing gathering and assessing a range of data.
* We are aiming to report Stage 1 of the evidence base including results from the public consultation to the 30 January Joint Project Board.

It was further noted that in terms of the consultation the following would also be arranged:

* A workshop for transport operators and infrastructure providers.
* Workshop with County and District members informed by feedback from the open consultation and transport operators and infrastructure providers.
* Possible workshop with parishes (tbc).

All these are being scheduled for early 2018 (January/February).

**Post consultation/engagement phase:**

Spring – early summer 2018 - Evidence Published and Options tested

* Publish evidence base results including public consultation
* Test high-level options using micro-sim model (computer modelling tool which can support assessment of proposed changes to the transport system).

Summer - Autumn 2018 - Consultation on a Draft Strategy & Adoption

* Confirm emerging preferred high-level options for a draft Strategy.
* Public consultation to present testing and preferred options and therefore a draft Strategy.
* Joint Project Board agrees final strategy.
* HCC/WCC to adopt strategy.

**Post Project Phase:**

Agree a forward programme arising from the adopted Strategy including likely preparation of business cases for future funding bids.

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| **ACTION** | **ACTION BY** |
| That HCC be asked to clarify what was meant by “infrastructure” and if this was concerned with operators and rolling infrastructure or the hard landscaping of pavements etc. | DI/SC |
| Clarification to be obtained from HCC over expected timescales for delivering the options  | DI/SC |
| That HCC be asked to clarify why they were not using ANPR to capture vehicle profiling data  | DI/SC |
| That WCC discuss with HCC about commissioning an ANPR survey and/or how information can be supplemented to obtain traffic profiling information from HCC consultants | DI/SC |

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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**

A paper detailing the impact of the parking charge changes since May 2017 was circulated for information. It was noted that the changes had delivered what had been proposed in the strategy i.e. a shift toward greater use of Park and Ride.

PG however felt that more progress needed to be made with Chesil Car Park and that there could be more dialogue with the Railway Station to utilise parking during off peak times.

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| **ACTION** | **ACTION BY** |
| That as the core measure had been achieved it should now just be monitored. | SF |
| That consideration be given to the circulation of the paper on the impact of parking charges to BID | DI/SF |
| That consideration be given to inviting a representative of BID to join the Steering Group | DI/SF |
| That the number of spaces filled within the car parks be included in the information provided in future on occupancy parking reports | DM/SF |

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 information on best practice and what others are doing nationally had been sent out. A meeting had taken place with WCC traffic and Transport and Parking Enforcement to review what is being done, could be done re loading restriction enforcement. BID had been contacted as they had offered to help survey business on loading requirements. Contact had also been made with Mr J MaCardle about virtual loading bays and to consider the options or the possibility of a loading hub.

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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 the results of the Movement study would inform the need for any additional park and ride sites. It was therefore agreed that this core measure should be reviewed once the movement study information was available.

**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 the technology to identify vehicles using the car parks and to charge the correct tariff was being investigated. PG considered that the arrangements and measures being introduced in London and other cities should be investigated.

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| **ACTION** | **ACTION BY** |
| That Nick Molden be invited to a meeting of the Steering Group to discuss real-world emissions data. | SCol |

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 this core measure may have to be amended depending on the results of any research and the exact wording might have to be reviewed as the possibility of “ensuring” that all vehicles… may be unachievable.  DI also explained that this objective exceeds that of Southampton who is one of the ‘big 5’ authorities outside of London identified as having to introduce a mandatory CAZ. Consequently Winchester needs to be introducing objectives in line with the regional approach.

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**

DI stated that there was some early discussion in senior management within WCC which was proposing a review of staff benefits including the lease car scheme. We await the outcome of that review before any specific work is undertaken. DI also gave an account of work WCC are doing with SCC on their proposals in incentivise the uptake of hybrid and ULEV vehicles within their taxi fleet, which would again form part of a regional approach on taxi management and air quality.

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| **ACTION** | **ACTION BY** |
| Update to be provided by Task Group Lead | ST |
| Information to be obtained on incentivisation and what had been achieved by SCC | DI |

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

It was noted that consultants were to be employed to produce an Air Quality Supplementary Planning Document and that a tender was currently being finalised. It had been agreed to take forward the development of the SPD through a joint tender between Southampton, Eastleigh and Winchester, as part of a wider south Hampshire Low Emissions Strategy. It was expected that the Tender would be finalised and issued before Xmas with a delivery of the document expected by April 2018. Subsequent to that WCC would need to put the SPD into its own consultation and adoption process, which it was envisaged would take 3 months. The time line would be to have adopted an AQ SPD for Winchester CC by early summer 2018.

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| **ACTION** | **ACTION BY** |
| That details of the tender specifications be circulated to the Steering Group Members | DI |

1. **Complementary Measures Update**

Dave Ingram gave a verbal update on the progress on the complementary measures. It was noted that an update on progress in meeting the measures contained in the air quality action plan was to be submitted to the April Cabinet meeting when the successfulness of the options would be re-evaluated.

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

Tuesday 13th March 2018 at 1.00pm in the Boardroom, West Wing, WCC.