

# Scrutiny Inquiry Panel - Air Quality

Thursday, 23rd October, 2014  
at 4.30 pm

## **PLEASE NOTE TIME OF MEETING**

Committee Rooms 1 and 2 - Civic Centre

This meeting is open to the public

### **Members**

Councillor Coombs  
Councillor Galton  
Councillor Hammond (Chair)  
Councillor McEwing (Vice-Chair)  
Councillor O'Neill  
Councillor Parnell  
Councillor Thorpe

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## **PUBLIC INFORMATION**

### **Role of this Scrutiny Panel**

The Overview and Scrutiny Management Committee have instructed Scrutiny Panel to undertake an inquiry into Air Quality in Southampton

### **Southampton City Council's Priorities**

- Jobs for local people
- Prevention and early intervention
- Protecting vulnerable people
- Affordable housing
- Services for all
- City pride
- A sustainable Council

### **Public Representations**

At the discretion of the Chair, members of the public may address the meeting about any report on the agenda for the meeting in which they have a relevant interest.

**Smoking policy** – the Council operates a no-smoking policy in all civic buildings.

**Mobile Telephones:-** Please switch your mobile telephones to silent whilst in the meeting

**Use of Social Media:-** If, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting

**Fire Procedure** – in the event of a fire or other emergency a continuous alarm will sound and you will be advised by Council officers what action to take.

**Access** – access is available for the disabled. Please contact the Democratic Support Officer who will help to make any necessary arrangements.

### **Dates of Meetings: Municipal Year**

<b>2014</b>	<b>2015</b>
31 July	22 January
18 September	
23 October	
20 November	
18 December	

## CONDUCT OF MEETING

### TERMS OF REFERENCE FOR THE INQUIRY

#### **Purpose:**

To develop understanding of the issue of air quality in Southampton and to identify what additional steps can be taken, if necessary, to improve it.

#### **Objectives:**

- a. To increase understanding of air quality issues within Southampton
- b. To examine the causes and impacts of air pollution
- c. To understand the actions being taken to reduce air pollution in Southampton
- d. Learning from best practice, to identify ways of improving air quality in the City now and for future generations

### BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

### RULES OF PROCEDURE

The meeting is governed by the Council Procedure Rules and the Overview and Scrutiny Procedure Rules as set out in Part 4 of the Constitution.

### QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 3.

## DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Pecuniary Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

### DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

- (i) Any employment, office, trade, profession or vocation carried on for profit or gain.
- (ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

(iv) Any beneficial interest in land which is within the area of Southampton.

(v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.

(vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.

(vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:

- a) the total nominal value for the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or
- b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

### **Other Interests**

A Member must regard himself or herself as having an 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

### **Principles of Decision Making**

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

## AGENDA

Agendas and papers are now available via the City Council's website

### **1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

### **2 DECLARATION OF PARTY POLITICAL WHIP**

Members are invited to declare the application of any party political whip on any matter on the agenda and being scrutinised at this meeting.

### **3 DECLARATIONS OF SCRUTINY INTEREST**

Members are invited to declare any prior participation in any decision taken by a Committee, Sub-Committee, or Panel of the Council on the agenda and being scrutinised at this meeting.

### **4 STATEMENT FROM THE CHAIR**

### **5 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

To approve and sign as a correct record the Minutes of the meeting held on 18<sup>th</sup> September, 2014 and to deal with any matters arising, attached.

### **6 ASSOCIATED BRITISH PORTS, DP WORLD SOUTHAMPTON AND THE SUSTAINABLE DISTRIBUTION CENTRE**

Report of the Assistant Chief Executive providing details on the impact the operations at the Port of Southampton have on air quality, attached.

### **7 BUS COMPANIES : FIRST HAMPSHIRE AND GO SOUTH COAST**

Report of the Assistant Chief Executive providing details, by way of presentations, of actions being taken or planned to address air quality in Southampton, attached.

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SCRUTINY INQUIRY PANEL - AIR QUALITY  
MINUTES OF THE MEETING HELD ON 18 SEPTEMBER 2014

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Present: Councillors Galton, Hammond, McEwing, O'Neill, Parnell, Lewzey and Lloyd

5. **APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

It was noted that following receipt of the temporary resignation of Councillors Coombs and Thorpe from the Panel, the Head of Legal and Democratic Services, acting under delegated powers, had appointed Councillors Lewzey and Lloyd to replace them for the purposes of this meeting.

6. **ELECTION OF VICE-CHAIR**

**RESOLVED** that Councillor McEwing be elected as Vice- Chair for the remainder of the Municipal Year 2014/2015.

7. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

**RESOLVED** that the minutes of the meeting held on 31<sup>st</sup> July 2014 be approved and signed as a correct record.

8. **AIR QUALITY IN SOUTHAMPTON: A PUBLIC HEALTH PERSPECTIVE**

The Panel considered the report of the Assistant Chief Executive providing a Public Health Perspective of Air Quality in Southampton.

Debbie Chase, Consultant in Public Health, Southampton City Council, provided a presentation on the public health perspective of air quality in the City and further evidence was given from the draft findings of a Health Impact Assessment of air pollution in Southampton (attached as Appendix two to the report) by student Fiona Davey, University of Southampton. Key areas included:

- impact of air pollution on health;
- the impact for Southampton in particular;
- Mortality and Particulate Air Pollution in Southampton;
- respiratory and cardio vascular health and air quality – in particular the connection with asthma and Chronic Obstructive Pulmonary Disease (COPD);
- Air Quality Management Areas in the City;
- where improvements could be made taking into consideration what was being done already.

It was reported that impacts for the City of poor air quality included increased hospital admissions and deaths from respiratory and heart conditions. Whilst the symptoms of these were exacerbated in the short term by poor air quality; there were also longer term affects in particular for children, the elderly, those with pre-existing conditions; the obese and for smokers. Evidence indicated that the health impact increased as the level of pollution increased and that the evidence base for the causal links to air pollution was growing.

Reference was made to the data from Public Health England's report published in April 2014, on the health burden of air pollution which, along with other statistical evidence, estimated the following affects attributable to air pollution on mortality in Southampton in 2011:

- in comparison to other cities (ie to 11 equivalent local authorities) Southampton had the highest estimated fraction of mortality associated with particulate air pollution - at 6%. Local cities (such as Portsmouth – 5.3%, Brighton and Hove – 5.0%, Oxfordshire – 5.1% Bristol – 5.2% and Bournemouth – 4.1%) were rated better than Southampton
- 1,280 associated years of life lost / equivalent life expectancy loss of 7-8 months; and
- COPD prevalence in Southampton (2.0%) is significantly higher than England (1.7%) and the 4<sup>th</sup> highest amongst statistical neighbours.

However, it was clarified that the data represented the potential increased risk of mortality assuming long term exposure of the current population to current levels of pollution and that the report was based on modelled concentrations of air pollution. Other evidence presented included:

- the cost impact estimate from the Department of Transport of the health impact of air pollution from motorised transport for the UK was around £10 billion per annum and for Southampton it was thought to be £50 million;
- motor vehicle traffic and diesel engines in particular, especially HGVs, was the main source for many air pollutants;
- mapping of Air Quality Management areas in the City indicated links between exposure to air pollution / instances of associated diseases and areas of social deprivation.

In summary, when considering the degree to which tackling the issue should be a priority for the City, the following factors needed to be taken into account:

- heart and lung diseases were significant issues for Southampton;
- air pollution caused 1 in 15 deaths;
- there was a growing evidence-base of health impact, particularly for those most vulnerable;
- stopping smoking had largest impact on individual risk;
- the promotion of walking and cycling as an alternative to motorised transport had additional health benefits;
- the links with sustainable development agenda.

The following were highlighted as activities by SCC either already in place or being developed:

- Air Quality Action Plan - previous air quality actions had focused on transport related projects to improve the efficiency of the road network and reduce congestion;
- Active Travel Strategy:
  - eg My Journey' initiatives which included 100% of City schools having school travel plans to encourage children and parents to cycle or walk to school instead of driving;
  - the Council's 'Cycle to Prosperity' scheme which aims to increase cycling levels from 3% to 18% within 10 years; and



- a 10 year cycling strategy produced in association with Sustrans to increase the provisions for cyclists and make it safer to cycle throughout the City;
- Work in progress: City Wide Low Emission Strategy:
  - including cleaner buses using the Clean Bus Technology Fund;
  - a working group from departments across the Council established to promote the delivery of existing initiatives and identify new ones. A City-wide emission reduction strategy to be developed for passenger cars, freight, buses and taxis (as described in the background information for meeting 1);
- Air Alert - enabling people more vulnerable to air pollution to manage the health impact in the event of high pollution levels - free service and with currently 201 subscribers - 96 air alerts had been issued since June 2010.

Draft findings from the Health Impact Assessment highlighted potential improvements, which included:

- improve public awareness – eg a clearer Council webpage to inform on progress since the last Air Quality Action Plan;
- better promotion of benefits of tackling air pollution – eg health improvements associated with active transport; reduced traffic leading to fewer road accidents;
- alternative forms of transport – low emission / electric vehicles, active alternatives such as cycling and walking;
- Park and Ride scheme – if there was a potential site for the west of the City (old Ford site) but this was more difficult to achieve in the east; Southampton alone amongst the comparator cities in not having one;
- cycle path infrastructure – e.g. incorporating cycle lanes into new road builds as part of planning policy and making cycling safer in the City;
- Urban Greening / Green Screens (tree planting to absorb pollutants - in particular Silver Birch);
- Titanium Dioxide-covered (TiO<sub>2</sub>) covered roofs and concrete as used in the Netherlands to absorb pollutants – embedded within Planning Policy
- Shirley High Street was particularly cited for potential road improvements to reduce congestion as currently it was seen as obstructive to free-flowing traffic;
- Port relations – engaging in dialogue with the Port authorities to tackle issues such as pollution from idling port traffic / trains, use of on-shore power to ships at berth rather than on board generators;
- congestion Charging scheme per London;
- use of fines for idling vehicles - as introduced in Kingston upon Hull and Oxford – and that taxis be a particular consideration in this regard.

In response to questions from the Panel, urban greening was identified as being particularly effective and affordable. Additionally, during discussion the following points were raised:

- the use of face masks was felt to be of low acceptability to the public and lack of costs/resources would require partnership working;
- due to current resource and cost issues particularly for SCC, it was recommended resources be targeted to action to tackle pollution rather than used for continuous monitoring in the City;
- with regard to idling vehicles (and introducing fines) - it was agreed that this be taken up with the Port Authority who, although unable to attend a future

meeting of the inquiry would shortly be meeting with the Chair; and that as meetings 3/4 of the inquiry would focus on transport, the issue be given further consideration then;

- initiatives should be embedded into planning policies.

## 9. **AIR QUALITY IN SOUTHAMPTON: A RESIDENTS' PERSPECTIVE**

The Panel considered the report of the Assistant Chief Executive detailing a Residents' Perspective of Air Quality in Southampton.

The Western Docks Consultative Forum (WDCF) delivered a presentation on air quality in Southampton and this was followed by feedback from the air quality survey, which had been undertaken to inform this inquiry.

The Panel noted that the WDCF represented the views of residents living or working in the vicinity of the Western Docks concerned by the high levels of pollutants affecting the air quality in the area bordered by the docks and surrounding residential areas. Key points of the presentation included the following:

- residents' concerns had been raised by comments from local children that it was "too smelly and difficult to breathe" to walk to school;
- the recent shutdown of the Automatic Monitoring Station at Redbridge School had added to their concerns;
- the Nitrogen Dioxide levels monitored by Diffusion Tubes on Redbridge Road and Millbrook Road had remained at a high level for a number of years;
- concerns were heightened by press reports stating that air pollution would continue to kill scores of people every year in Southampton and that European limits were now unlikely to be met until 2030;
- research showed that one of the major causes of air pollution was road vehicles, and the number of diesel powered cars, vans and heavy goods vehicles on the roads was increasing;
- roads causing concern were the M271 leading onto the Redbridge roundabout, and the Redbridge to the Millbrook roundabout link which were heavily congested at peak times with frequent standing traffic on both carriageways and carried a large proportion of HGV's heading into dock gate 20 and the container port;
- Ministry of Transport data showed a 37% increase in HGV traffic on the M271 to Redbridge Roundabout over the past 14 years with the largest increase over the past three years;
- the Forum was concerned that the added pollution caused by actual and proposed developments concentrated in one area of the City resulted in an ongoing failure to meet EEC standards with consequent health problems for residents well beyond the 2030 projection. These included:
  - the 201/202 Deep Water Berths, expansion of the Sewage Treatment Works, Sulphur Pellet Manufacturing Plant and the possibility that a Biomass Power Station could still be built in the Western Docks - all accessed from Dock Gate 20 via Millbrook roundabout;
  - the Adanack Park, Lidl Distribution Warehouse and recent pre-planning proposals by Evander Properties for a large scale development on the Green Field Site in Test Lane all accessed from M271 junction 1;
  - West Quay stage 2 and the Royal Pier Waterfront proposal;

- increased cruise traffic with larger capacity ships entering service in 2015;
- the future sale of Marchwood Military Port and resulting change to commercial use.
- The expansion and growth in trade of Southampton Docks and dock side activities were a major cause of the high pollution levels in the area: major causes of pollution caused by the docks were identified as:
  - noise and dust created by the bulk handling of scrap metal and wood pellets;
  - movement of HGV traffic delivering and collecting containers;
  - movement of straddle carriers transporting containers within the docks;
  - stationary diesel rail locomotives idling for long periods prior to leaving the docks;
  - car transporters leaving engines running while loading or unloading vehicles;
  - car carrying ships loading and unloading vehicles which could involve 3000 plus vehicle movements;
  - vessels running auxiliary engines in Port.

Based on the contention that pollution is at its highest when traffic is at a standstill or travelling at low speed in stop/start conditions; suggestions from WDCF for improvement included:

- reduction of traffic volume by providing out of town “Park and Ride” service possibly serving Eastleigh and Southampton;
- encouragement of car sharing and use of public transport;
- provision of more segregated “commuter” cycle lanes to encourage safer cycling;
- encouraging the use of low emission cars and buses;
- re-establishing passenger traffic on the Marchwood to Southampton railway line;
- removal of many unnecessary traffic lights and improving operation of the Romanse control system to maintain traffic flow;
- provision of more layby’s for buses to enable traffic to pass when the bus stops;
- introduction of regulations to ensure buses, taxi and coaches switch off engines when stationary for any extended period;
- more emission and safety checks on vehicles to ensure compliance with regulations;
- reduced speed limit to 40mph on Millbrook Road and 20mph around schools and side streets.

The WDCF referred to the lack of response to the Forum from the docks authorities and also expressed a number of concerns around the docks in particular:

- unless major changes were made to enable direct access into the docks from the M271, the congestion on both Redbridge and Millbrook roundabouts was likely to continue;
- consideration ought to be given to reducing pollution created by ships in port. Current regulations stated that ships must switch from the primary power source to auxiliary engines within two hours of docking but questioned whether this was enforced. The cumulative effect of up to 20 or more ships in port including large cruise liners with diesel engines were a major concern;

- other ports provided shore based power supplies especially in cities with close proximity to residential properties, as in Southampton. This had been proposed in the past but discounted by ABP on cost grounds.

The Inquiry went on to consider the results of the Air Quality Survey which had run from 7 August 2014 – 5 September 2014 and had received a high response of 298 reported as demonstrating the importance of air quality to Southampton residents. Responses to the survey indicated that:

- cars, HGVs, industry, buses and shipping and other port based activities were identified as being the highest contributors to the City's poor air quality – cars rated highest of all;
- most respondents felt that air quality has worsened in recent years;
- 245 respondents were not aware of the Air Alert service – although 83 of those had answered that air quality was a significant issue to them.

Suggestions from respondents for improving air quality included:

- Public Transport – review fares and improve networks, introduction of eco-friendly buses;
- Park and Ride – to encourage large scale modal shift;
- Encourage cycling – improving existing and introducing new routes, introduce cycle hire scheme;
- lowering speed limits – to 20mph across City/ residential areas;
- No Idling Zones - e.g. Islington Borough Council's 'Don't be idle campaign';
- Low Emission Zone – within the City Centre;
- planting trees – improve green infrastructure;
- Port – investigate a way for ships to get electricity from the shore and not to use on board generators;
- air quality information – more accessible, real-time alerting, promotion of Air Alert;
- industry – restrict further hazardous and health harming industries and increase planning controls on higher polluting industries;
- national policy – Government to implement nationwide plans to tackle polluting cars and HGVs;
- culture change – a change of mind-set for all needed.

It was noted that many of the suggestions from the Air Quality Survey were in common with those of the WDCF. In response to questions from the Panel the WDCF stated that their top concerns were: controls on HGV traffic, and specifically mentioned idling traffic opposite houses in Freemantle and queried whether the Local Authority could influence increased use of rail transport as an alternative.

Key points arising from subsequent discussion included:

- that the City were in a strong position to negotiate with the dock authorities – for example the business benefits of being a double tide dock and major port meant there were few comparable alternatives available;
- that cost would be the main motivator for consideration of alternative/cleaner fuels/transport and whilst some were not currently commercially viable – the tipping point could be in the near future;

- that European Union funding for a new road to connect the M271 with the docks be investigated;
- that whilst lorries had to comply with fuel emission regulations, their refrigeration units did not;
- the viability of electric vehicles in the City and possible increased use by SCC;
- the potential benefits of a regular traffic free day in the City centre had been demonstrated by the Sky Ride events and such days in other cities (Make Sunday Special in Bristol);

The Chair reiterated as a point of information that transport was to be the focus for the third meeting of the inquiry and that representatives from bus companies would be in attendance.

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# Agenda Item 6

<b>DECISION-MAKER:</b>	SCRUTINY PANEL – AIR QUALITY		
<b>SUBJECT:</b>	ASSOCIATED BRITISH PORTS, DP WORLD SOUTHAMPTON AND THE SUSTAINABLE DISTRIBUTION CENTRE		
<b>DATE OF DECISION:</b>	23 OCTOBER 2014		
<b>REPORT OF:</b>	ASSISTANT CHIEF EXECUTIVE		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Louise Fagan</b>	<b>Tel:</b> <b>023 8083 2644</b>
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<b>STATEMENT OF CONFIDENTIALITY</b>			
None			

## **BRIEF SUMMARY**

At the third meeting of the Air Quality Inquiry the Panel will consider the impact the operations at the Port of Southampton have on air quality. Aart Hille Ris Lambers, Commercial Director, DP World Southampton (DWPS) and Rod Figg, Compliance Officer, DWPS have been invited to assist the Panel in its understanding of the Port of Southampton and its operations together with measures already implemented and those under consideration in order to reduce emissions that may impact local air quality.

Appendix 1 contains written evidence presented by Association British Ports (ABP) and DWPS.

## **RECOMMENDATION:**

- (i) The Panel is recommended to consider the comments made by DPWS and use the information provided, including the ABP/ DWPS and Meachers Global Logistics – Sustainable Distribution Centre (SDC) written submissions as evidence in the review.

## **REASON FOR REPORT RECOMMENDATIONS**

1. To enable the Panel to compile a file of evidence in order to formulate findings and recommendations at the end of the review process.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2. None.

## **DETAIL (Including consultation carried out)**

3. The results of the resident's survey undertaken for this Panel identified that respondents had concerns around the impact the Port and its activities have on air quality in Southampton.
4. Sue Simmonite, Development and Environment Manager, ABP, Aart Hille Ris Lambers, Commercial Director, DPWS and Rod Figg, DPWS have jointly

prepared a written submission (appendix 1) which will assist the Panel in developing their understanding of the Port and its activities as well as identifying the work already being carried out to help reduce air quality.

Aart Hille Ris Lambers and Rod Figg will be attending the meeting.

5. Meachers Global Logistics is one of the UK's leading independent providers of freight and logistics services and are responsible for managing the Sustainable Distribution Centre (SDC) based in Nursling. Gary Whittle, Commercial Director, Meachers Global Logistics has provided the Panel with written evidence (appendix 2). His submission will give the Panel a better understanding of how the SDC operates. The submission outlines the benefits of using the SDC, examples of best practise and highlights their aim to reduce the number of HGVs travelling into the centre of Southampton.
6. The guests invited to present information at the meeting will take questions from the Panel relating to the evidence provided. Copies of any presentations will be made available to the Panel.

## RESOURCE IMPLICATIONS

### Capital/Revenue

7. N/A

### Property/Other

8. N/A.

## LEGAL IMPLICATIONS

### Statutory power to undertake proposals in the report:

9. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

### Other Legal Implications:

10. None

## POLICY FRAMEWORK IMPLICATIONS

11. None

**KEY DECISION?** No

<b>WARDS/COMMUNITIES AFFECTED:</b>	None directly as a result of this report
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## SUPPORTING DOCUMENTATION

### Appendices

1.	Joint Statement by Associated British Ports and DP World Southampton
2.	Meachers Global Logistics – Sustainable Distribution Centre



**Documents In Members' Rooms**

1.	None
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	None	
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### **Joint Statement by Associated British Ports and DP World Southampton for the Southampton City Council Air Quality Scrutiny Panel**

**Thursday 23<sup>rd</sup> October 2014**

This paper has been jointly produced by Associated British Ports (ABP) and DP World Southampton (DPWS) to assist the Panel in its understanding of the Port of Southampton and its operations together with measures already implemented and those under consideration in order to reduce emissions that may impact local air quality.

#### **Associated British Ports and the Port of Southampton**

1. Associated British Ports (ABP) is the owner of the Port of Southampton. It is also the statutory harbour authority for the navigable areas of the River Test, River Itchen, Southampton Water and parts of the Solent. Copies of ABP's annual report have been sent to the Council for distribution to the Panel and copies of ABP's environmental policy can be found at [www.abports.co.uk](http://www.abports.co.uk).
2. The Port of Southampton in its wider context (which includes the Fawley Marine Terminal and wharfs at Marchwood and the River Itchen) handles some 38 million tonnes of cargo per annum. The Port contributes £990 million annually to the UK economy supporting almost 15,000 jobs. ABP's planned investment programme of £150 million over 5 years is set to deliver an additional £437 million to the economy every year.
3. It may be useful for readers of this document to understand the relationship between ABP and its customers. Whilst being the owner of the Port, ABP is not the operator or handler for all of the operations taking place within its boundaries. The main commercial area, comprising the Eastern and Western Docks, handles four main trades: containers, cruise, vehicles and bulks. With the exception of some, but not all, notably vehicle handling operations, these activities are carried out by third party organisations. Haulier activities and operations are normally the product of a commercial agreement between the haulier and the cargo owner. Direct management is not within the control of ABP, but ABP recognises that it can assist in playing a co-ordinating role to effect change.

4. The container terminal, for example, is operated by DP World Southampton (although ABP has a 49% stake in the company); the Bulks Terminal is operated by the independent company Solent Stevedores and companies such as Wallenius Wilhelmsen, ICO and CAT UK operate a significant percentage of the vehicle import and export market. Nonetheless, ABP works closely with all of its customers, to ensure efficient operations that seek to minimise their environmental footprint wherever possible. The Port handles cargo for a number of 'blue-chip' customers that ensures the very highest standards in logistics management in today's global supply chain.
5. ABP recognises that vehicle movements to the Port contribute to the overall emissions total generated within the Southampton area every year. The very nature of ports means that goods arrive and depart from all corners of the UK and the world. ABP has, however, working with its customers and other stakeholders recognised that measures can be implemented in order to reduce the contribution of emissions, particularly NOx.

#### **DP World Southampton (DPWS)**

6. **Introduction:** The container terminal run by DPWS has been operating in the Port for over 40 years and is now the second largest container terminal in the UK servicing primarily the Far East and North Atlantic trade routes. The terminal is operating in a very competitive environment because the terminal market in the UK is currently experiencing overcapacity. To retain existing customers and to ensure future growth the company has implemented a change program based on the vision of becoming the leading UK container terminal for excellent customer service. The achievements to date have been recently recognised by the industry at the Lloyd's List Global Awards where it won the award for the **Global Port Operator of the Year 2014**, which recognises "a company or port authority that has maintained the highest standards of operational efficiency and customer service throughout the year". To meet the needs of its customers the terminal operates 24/7 and has to be flexible and responsive to its customers' requirements whilst recognising its impact on the local area and its neighbours. Examples of DPWS's Corporate Responsibility activities are enclosed as appendix 3 to this report.

7. **Rail transport:** ABP and DPWS made a £6 million contribution towards the Government's Transport Innovation Fund in order to undertake gauge enhancement works to the rail infrastructure between Southampton and Nuneaton. The works were required to remove the height restrictions on the national rail network that prevented more of the 'high cube' 9'6" containers being transported to and from the Port by rail. Today the high cube containers account for 50% of all containers moving through the Port. On completion in 2011 the impact of the works was immediate with the percentage of containers using rail infrastructure increasing from around 30% to 36% taking more HGVs off the local and national road network. During 2012, rail freight operator Freightliner invested £9 million in two new cranes to modernise its rail terminal at the Port and to ensure it has sufficient capacity for the future. The Port will also benefit from Network Rail's plans to extend the 'Electric Spine' to Southampton via its CP5 Enhancements Delivery Plan<sup>1</sup>. Currently demand for moving containers by rail is higher than the number of trains available. It should be noted that the choice for mode of inland transport is not made by ABP or DPWS but by other parties in the logistics chain.
  
8. **Vehicle Booking System:** DPWS was the first terminal in Europe to introduce a Vehicle Booking System. This is a management tool that requires hauliers to book a time slot in order to deliver or collect their container from the terminal. The system has proved to be very successful leading to efficiencies for DPWS, enabling better planning for arrivals and departures, and also for hauliers allowing them to schedule journeys to and from the Port away from normal commuter peak hours and minimising waiting time, with the average truck stay within the terminal being around 30 minutes.
  
9. **Energy and Environment:** DPWS has been actively seeking to reduce energy consumption, and hence emissions, for a number of years. Together with ABP we are members of the SCC Energy Partnership and Air Quality Working Groups and supplied data into various projects such as the Carbon Footprinting and Low Emissions Strategy studies. DPWS has been set emission reduction targets by its parent company DP World with a base year of 2008. Figures for DPWS show that our normalised energy consumption [MJ/TEU<sup>2</sup>] due to diesel consumption had reduced by 22% by the end of 2013. This was primarily due to improvements in yard efficiency, reducing distance per move, retirement of old / investing

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<sup>1</sup> <http://www.google.co.uk/url?url=http://www.networkrail.co.uk/cp5-delivery-plan/cp5-enhancements-delivery-plan.pdf>

<sup>2</sup> TEU is the abbreviation of "Twenty Foot Equivalent Unit". Containers are typically 20' (1 TEU) or 40' (2 TEU) long.

in new plant and improved data collection / monitoring. Copies of DPWS's Energy and Environment Policies can be found at appendices 1 and 2.

10. **Straddle Carriers:** The most significant impact on local air quality is due to heavy plant known as a straddle carrier used to move the containers within the terminal. Modern straddle carriers use a large diesel engine [similar to a HGV] as the primary power source. Consumption on the most recently purchased plant is typically 18-19 litres per hour and engines are fitted with a selective catalytic reduction (SCR) system in order to lower NOx concentration in the diesel exhaust emissions. DPWS has also trialled hybrid straddle carriers and has recently participated in a feasibility study with DP World to convert straddle carriers to run on dual fuel. This introduces gas into the combustion process, reducing diesel consumption and emissions significantly. The next stage is a full conversion trial evaluation [SCC has submitted a grant application to Defra to assist with the study] which if successful potentially paves the way for change, however, implementation costs are significant, particularly in infrastructure changes and gas storage. The trial is linked to the potential for LNG capability on the Port estate [see section on ABP Measures] and DPWS is involved in ongoing discussions with a supplier.

## **Hauliers**

11. Hauliers operate under strict operating conditions and are allotted specific driving hours before required rest breaks. ABP believes it is not in the interest of hauliers to operate in peak hour traffic flows, where driver times are effectively used up whilst sitting in traffic, however, the Council may wish to confirm these observations with haulier operators directly. We would suggest that numbers of HGVs operating within peak hour traffic times constitutes a small percentage of the overall number of vehicles.
12. The large companies handling the majority of container haulage jobs at DPWS have invested in trucks that meet the most stringent emission controls, partly because to do so is more cost efficient and partly because they need to be able to service the London area.

13. Older trucks are typically used by one-man truck owners, acting as subcontractor for the larger companies. However these small companies play an essential role in providing a flexible supply of trucks in busy periods. Southampton would be at a disadvantage compared to other ports in the UK without this supply.
14. The haulage sector may be able to provide detail as to the extent of companies operating HGVs able to run on LNG fuel.

### Container Vessels

15. **More modern vessels:** The design of container vessels has gone through a huge development since 2009 and today they are much larger and also far more fuel efficient, with systems that allow engines to be tuned to accommodate different fuel types as they travel around the globe. Modern reference figures for ship emissions in ports are available, for example, from the Port of Long Beach / Los Angeles who have been working with Starcrest Consulting Group, experts in emissions inventories and forecasts. DPWS has seen many calls of newly built and much larger vessels over the last two years and size increase was one of the primary drivers for the development of the SCT5 berth (which was officially opened on 31<sup>st</sup> March 2014). Today over 50% of the containers handled at the terminal are shipped on vessels of over 12,500 TEU, most of which have been built between 2012 and 2014.
16. ABP also understands that one of the short sea ro-ro operators, UECC, has recently ordered two new build vessels that will be deployed on the routes to and from Southampton from 2016. These will be LNG fuelled vessels, the first of their type.
17. **Sulphur reduction regulation:** The International Maritime Organisation<sup>3</sup> has long recognised that emissions generated by burning heavy fuel oil can be reduced. Under the MARPOL<sup>4</sup> regulations, limits have been set to the sulphur content of the marine fuels that can be used within European waters and ports. All vessels (with very few exceptions) entering a 'Sulphur Emissions Control Area' (SECA) are subject to these requirements. The Port of Southampton is located within a SECA. From 1 January 2015 fuel oil burnt within the SECA cannot contain

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<sup>3</sup> The United Nations agency responsible for the safety and security of shipping and the prevention of marine pollution by ships

<sup>4</sup> International Convention for the Prevention of Pollution at Sea from Ships

more than 0.1% m/m sulphur (since 2010 the level was set at 1.5%). The Maritime and Coastguard Agency is responsible for the enforcement of the regulation in England. It is expected that the more refined fuel also will mean reductions in NOx and particulates.

18. **Ship to Shore Power for Vessels:** This has been a topic that has been raised a number of times over recent years. It is, however, a complex issue that has to recognise the international nature of the shipping lines using the Port. The concept is relatively simple. When a vessel arrives at the Port it currently uses its auxiliary engines to generate power for its operations when alongside. If a vessel could “plug” in to the Port’s electricity grid then in theory, the emissions generated by the vessel would be removed. There are numerous difficulties with this idea, all of which would need to be overcome. Firstly, the Port’s internal network is not sufficient to deal with this demand. Secondly, there is no international standard for connectivity. Thirdly, vessels do not routinely berth at the same location within the Port in order to maximise any opportunities. Fourthly, many vessels calling at the Port may switch routes at short notice. The investment required in order to provide ship to shore power would be many tens of millions on the Port side and the equivalent from the shipping lines. The use of low sulphur fuel or LNG, as discussed earlier, may deliver equally satisfactory results within a much shorter period of time. Would also require vessels being regulated to mandate they use facilities if provided as many would not want to if costs increased, would need to be consistently applied across all ports to prevent it becoming a local disincentive to vessels calling at Southampton.

#### **ABP Measures**

19. ABP is engaged in advanced talks with a LNG company to establish new premises on the Port estate to supply predominately HGVs but potentially all types of vehicles with LNG fuel, which will consequently reduce individual vehicle emissions. ABP believes that if this project can be delivered this would be very advantageous for the City, hauliers and port users alike. The site identified for this location is in the Western Docks near to the container terminal operation which has the advantage of no additional road miles generated on the public highway network.
20. ABP is conscious of its energy utilisation and has in place an energy strategy to better understand demand and consumption patterns. It has recently completed works to the



distribution warehouse located near the container terminal, operated by logistics operator, Import Services. The works are on target to achieve BREEAM “excellent” rating due to its carefully chosen design and construction processes and practices. This £3.7million project includes over 3,200 solar panels on its roof and is forecast to generate some 800,000 units of sustainable electricity (KWh) every year and will generate over 75% more energy than the warehouse consumes. The remaining energy will contribute to the other users on the Port’s private electricity network.

### **Residents Survey Results**

21. ABP is aware that the Council has carried out a survey of local residents’ views and opinions on air quality within the City. A number of the responses included comments on the Port. ABP and DPWS have taken this opportunity to comment on those specific matters that have not been addressed above within this document.
  
22. **Tree Planting:** This has been the source of internal debate within ABP for a number of years. Whilst there is a general desire to include planting, particularly on the Port’s boundaries, a landscape strip around the perimeter would decrease the amount of available space within the Port. The Council will be aware of the constraints on available space within the existing port area. Reluctantly, therefore, it is concluded that creating a landscape buffer would be in practice difficult to implement, not least because much of the area is subject to lease arrangements with the Port’s customers. Additionally the presence of trees can bring its own difficulties in terms of maintaining security in that trees have the potential to allow the means to trespass onto the Port estate and ‘contamination’ to cargo by means of bird activity and falling leaves or branches.
  
23. **No Idling:** Whilst ABP is unable to verify haulier activity, we believe that it may be common practice for hauliers to switch off their engine if there is a likelihood of the vehicle remaining stationary for anything more than a short period of time. Fuel costs are a significant part of haulier costs, and we believe that the adoption of a no idling policy makes good economic as well as good environmental practice.

24. **HGV Routing:** Hauliers, in ABP's experience, tend to use information provided by their employer or from satellite navigation systems or local knowledge and the City Council has a schedule of strategic freight routes. A Freight Quality Partnership, which is a voluntary agreement between the haulier and the City Council, may be a way forward if it is perceived there are particular issues that require addressing. Transport for South Hampshire (TfSH), who it is understood have also been asked to contribute to the Panel's inquiry, comprising the region's local authorities published a Freight Strategy in 2009 outlined a series of measures and actions in order to produce improvements. TfSH is better placed to provide an update on the status of the Strategy. Given the date since publication, it may be opportune to review its content <http://www3.hants.gov.uk/tfsh-freight-strategy-2009.pdf>.

## Appendix 1



## Energy Policy Statement

### 1. General statement responsibility

This policy acknowledges the importance of energy as a necessary resource for meeting the organisation's objectives but further recognises the need to reduce energy consumption and harmful emissions. To enable this the company is committed to responsible and efficient energy management in buildings and by utilising plant and equipment efficiently to minimise consumption, waste and cost.

In addressing this the Company will:

- incorporate energy efficiency measures, including alternative and emerging technologies, into all new and refurbished facilities through best practice in energy efficient design, the selection and sizing of plant and equipment, systems and other energy infrastructure.
- maintain all plant and equipment, and control and manage systems and energy infrastructure in such a way as to minimise energy use and wastage.
- monitor and report on the Company's energy consumption and identify and implement opportunities for improved energy efficiency.
- pursue the use of renewable and alternative energy sources to supplement conventional energy sources.
- address our obligations as a member of the global community including compliance with corporate goals and targets, legislative requirements and minimising our impact on the environment.

### 2. Implementation

The policy will be implemented to achieve our desired aims in a cost effective manner, in line with overall business objectives, as set out below:

- reducing the amount of pollution, including CO<sub>2</sub>e emissions, caused by energy consumption.
- investing in a continuous programme of energy-saving measures to reduce energy consumption including regular energy audits.
- safeguarding the achieved reductions by monitoring performance indicators.
- raising the awareness of employees, contractors and other stakeholders on energy conservation matters.
- having energy consumption data available for all buildings and plant.
- reviewing routine maintenance, including major replacements against an energy efficiency checklist to ensure that opportunities to switch fuels, install controls or improve thermal standards etc. are taken.
- benchmarking all new construction against published standards.
- ensuring equipment purchasing policies consider energy consumption for the purchase of all items of equipment and be fully compliant with current best practice.
- evaluating new technologies that target reductions in energy consumption / emission reductions where appropriate.

### 3. Scope

The scope of this Energy Policy is to ensure we give proper consideration to our energy management and environmental responsibilities in all tasks associated with the import and export of full and empty shipping containers including all movements and storage.

All staff are expected to work towards the aims of this policy and co-operate with management in its execution throughout the workplace.

Chris Lewis  
Managing Director

A handwritten signature in black ink, appearing to be "CL" or similar initials.

Date

21/2/13

## Appendix 2



# Environmental Policy Statement

## 1. General statement responsibility

This policy is based on our Company recognising its role in providing guardianship of the environment which is considered essential in achieving our Vision and shared values and is in the best interests of employees and stakeholders.

## 2. Implementation

We shall comply with all applicable UK legal requirements and the DP World Health, Safety and Environment policy. If any differential exists the more stringent requirements will apply. In the absence of legislation, activities will be conducted in a manner consistent with industry best practice where this is established.

In addition, insofar as is reasonably practicable, the Company will:

- Seek to minimise, as a result of its activities, any adverse environmental impact and where possible produce environmental benefits. Actively encourage all employees, contractors, visitors and others associated with our business activities to adopt a similar approach.
- Commit to continual improvement in environmental performance and the normalised reduction of emissions to air, land and water together with preventing pollution, reducing waste and conserving resources.
- Operate a suitable management system and set environmental objectives and measurable targets
- Implement changes aimed at continually improving environmental performance, managed through an Environment Steering Group consisting of senior management representatives.
- Provide appropriate resources in the form of equipment, information, instruction, training and supervision for all employees, contractors and visitors, sufficient to meet this policy.
- Communicate this policy via notice boards and Intranet to all employees and via the Company's web site to other stakeholders.
- Have arrangements in place for employees to suggest environmental improvements.
- Raise awareness on environmental matters with staff and stakeholders.
- Review and update the policy as necessary or at least annually, to reflect changes in business activities, facilities, legislation or other requirements.

## 3. Scope

The scope of this Environmental Policy relates to all tasks associated with the import and export of full and empty shipping containers including all movements and storage.

Heads of Department and supervisory staff have responsibility for implementing this policy and all staff are accountable for compliance and performance.

Chris Lewis  
Managing Director

A handwritten signature in black ink, appearing to be "CL" followed by a stylized flourish.

Date

27/2/13

## Appendix 3

### DP World Southampton: Corporate Responsibility

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At DP World Southampton, we believe in being a responsible corporate citizen and making a sustainable difference in the community in which we operate.

Corporate responsibility is good for our people, our customers, our communities and our environment. We recognise that fully integrated corporate responsibility does not happen overnight and it requires change across systems, processes, people and behaviours. Our business involves long-term investments and sustainable development takes time to develop, integrate and build. The aim of our corporate responsibility approach is to integrate responsible business practices into our daily activities to bring about long-term sustained improvements that meet the needs of the communities in which we operate, both today and in the future

Our objective is to integrate responsible business practices into our daily activities, growing our business in a sustainable manner. Customers, suppliers and communities are key to our success and we work with them to identify sustainability risks challenges and develop partnership opportunities.

#### Our Four Quadrant Approach

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Our corporate responsibility strategy is based on the four quadrants of community, environment, people & safety and marketplace which are applied to suit the local needs of the Southampton and waterside communities in which we operate.



## Environment

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Environmental protection and management is considered part and parcel of all our activities, with impact reduction initiatives being prioritized to direct resources to where the greatest environmental return can be realised.

We aim to minimise the environmental impact of our operations. Our focus is on reducing our resource consumption, preventing pollution, conserving biodiversity and managing emissions to preserve the world we live and operate in.

At DP World Southampton we place particular emphasis on significant environmental aspects such as the protection of controlled waters, fuel usage and storage, waste management, and the protection of wildlife and habitats. In an effort to maintain our role in protecting the environment, we continually evaluate improvements in technology and seek new opportunities to improve our performance.

We set quantifiable objectives and targets and monitor progress by reporting key environmental impacts of operations, the improvements achieved and targets for the future. Using the ISO 14001 environment management standard provides a clear framework for managing the progress of environmental objectives.

Some of our significant recent achievements / projects include:

- Mobile Plant upgrade program to improve energy efficiency / lower emissions
- Selective Catalytic Reduction of NOx emissions by addition of diesel exhaust fluid on new mobile plant
- Study on lowering emissions by using LNG/CNG as fuel for mobile plant
- 50% of site converted to low energy / LED lighting external lighting
- Offices and workshops converting to low energy / LED lighting
- Air conditioning upgraded to save energy / remove CFCs
- Remotely read intelligent electricity meters installed
- Monthly waste recycling rates of circa 90%
- Re-tread of mobile plant tyres
- Trade effluent treatment plant on site
- Water saving improvements in washrooms / toilets
- New fuel storage tanks installed

## Community relations in action

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Since 2011 DP World Southampton has donated or invested £65,000 in activities and organisations to support the local community and our environment.

	<p><b>St James Park.</b>          A £20,000 donation from DP World Southampton helped a social enterprise café in the city become a sizzling success. Upwards of 500 customers every day have been buying food and drink from 9am to 5pm at ParkLife in St. James' Park, Shirley.</p>
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Despite the industrial nature of our working environment, DP World Southampton's activities do not discourage wildlife. Foxes, rabbits, herons, buzzards are seen on occasions; gulls and oyster catchers have nested and we have set up bee hives and have nesting peregrine falcons that return every year. For the last two years, we have create a bespoke box and set up a web cam to monitor the falcons which are endangered. To date three chicks have successfully hatched and flown the 'crane' nest.

<p><i>Picture of bees and hives</i></p>	
<p><i>Picture of peregrine falcons</i></p>	

Numerous local schools, children and sports clubs have benefited from donations by DP World Southampton.



**School equipment**

A £2,000 cheque from DP World Southampton has bought booster seats and high-visibility fluorescent jackets for Shirley Warren Learning Campus in the city

**No limits drop in centre**

A £4,000 donation by DP World Southampton has been used to buy equipment for an internet café at three drop-in centres run by No Limits.





# Sustainable Distribution Centre

Smarter, Sustainable Logistics

By Gary Whittle



Funded by the department for Transport.



Appendix 2

Agenda Item 6



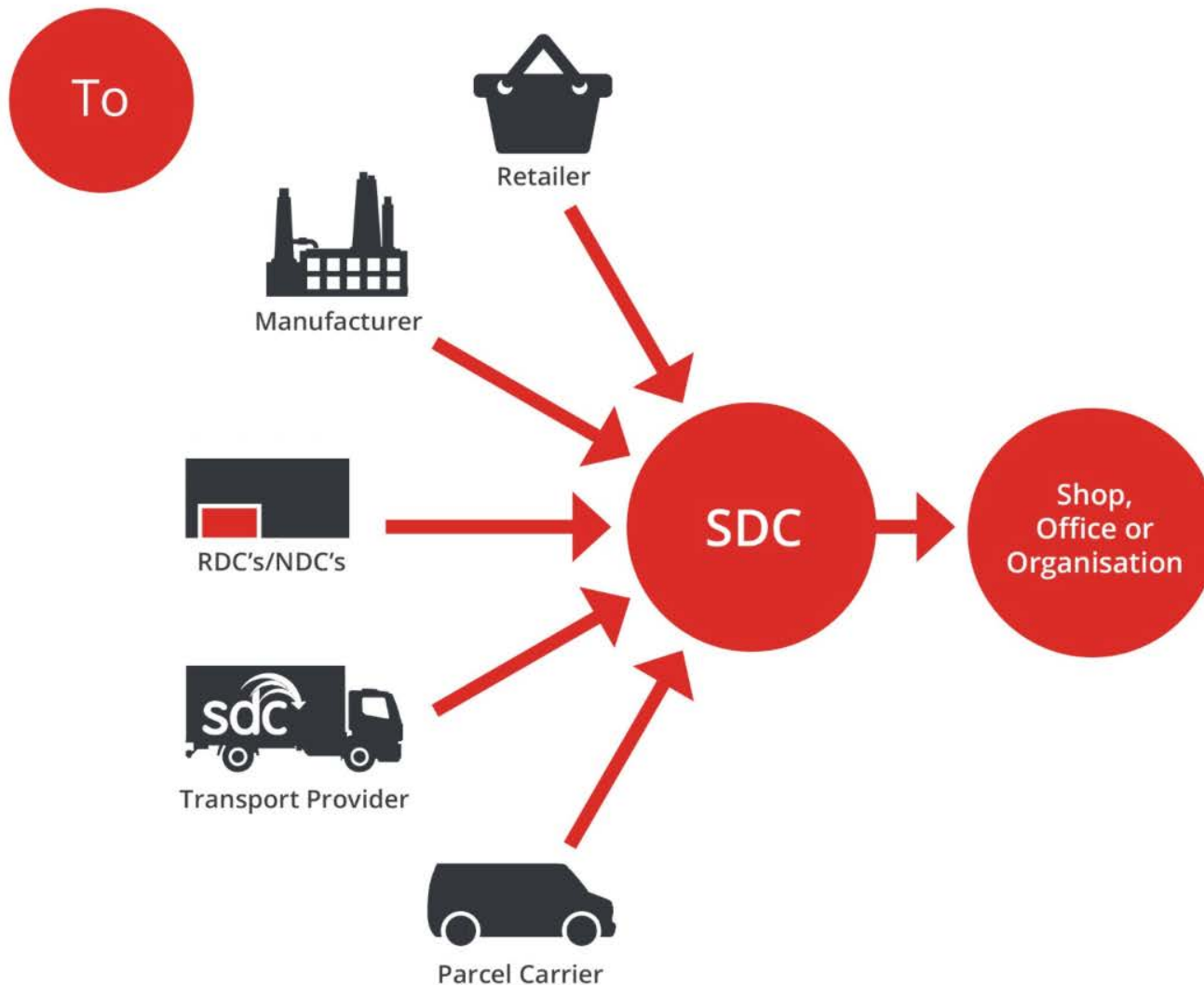
# What is the Sustainable Distribution Centre?



- **Freight consolidation**
  - Inbound Shipments
  - Outbound Groupage
  - Scheduled Collections/Deliveries
  - Last Mile Logistics/ Pre Solent Logistics
- **Storage Requirements**
  - Short/Medium/Long Term
  - Rework/Out of Gauge/Inventory Management
  - Shared User/Multi Functional
- **Sustainability**
  - Reduction in HGV Movements/Congestion
  - Reduction in Pollution
  - Out of Hours Utilisation
  - Consolidated Deliveries

From







# Potential User Benefits



- Reliable, controllable, direct scalable deliveries
- Increased sales/office space
- Increased ability to benefit from bulk buying
- Improved use of staff time/reduced staff cost
- Collection of returns and transfers + waste management
- Avoids congestion at delivery places
- Reduce delivery cost through cutting out last mile
- Fuel saving
- Opportunity for night time delivery
- Less delays through convenient times of travel
- Reduced wear and tear on vehicles and roads
- Less Congestion
- Less Pollution



# Particular benefits for public sector?

- Time saved through framework agreement as procurement already taken place for any public body in a 20 mile radius of the SDC
- Opportunity for savings through joint procurement (bulk buying)
- Potential savings through variable rates (only pay for what you use on a weekly basis)
- Factory Gate Pricing becomes possible
- By reducing the need for council properties you can reduce Capital borrowing by selling properties or rent out premises for extra income
- Demonstrate that you are trying to improve economy and environment at the same time



# SDC and HGVs in the City

- In 2007, it was predicted that the level of traffic on the Southampton road network would increase by up to 40% by 2026.
- The SDC is forecast to reduce the number of HGV travelling into Southampton City Centre by up to 75%, (potentially 6,900 vehicle movements per annum - excludes HGV travelling to the docks).
- It is hoped that the SDC will reduce Southampton's Carbon footprint by up to 75% and decrease the output of other harmful gases caused by HGV.
- The SDC will also reduce congestion in and around the city.



## Has it worked elsewhere?

- **Bristol and Bath**
  - CO2 & Nox reduction of:
    - 126 tonnes of CO2
    - 6680kgs of Nox
- **Meadowhall Shopping Centre – Sheffield**
  - Increased POS productivity
- **London Heathrow**
  - 60% Reduction of deliveries to select stores
- **L.C.C.**
  - CO2 Reduced by 75%
  - 68% Fewer deliveries





# The Southampton SDC

## Challenges:

- Public sector lead times and existing contracts

## 1 year on the SDC is now being used by:

- Southampton City Council Corporate
- Records Management
- Southampton Hospital
- Solent GO
- New Forest District Council
- Solent University
- Southampton University



# Next steps?

- **Continue to promote the benefits to the public sector across the region**
- **Replicate and promote a tailored Isle of Wight SDC service**



## How can the Council and partners help?

- Spread the word
- Champion the SDC concept
- Use the SDC!



**Thank you for your time**

**For further information please contact:**

**Gary Whittle**

**Commercial Director**

**Meachers Global Logistics**

**Tel: 023 8073 9999**

**Email: [gwhittle@meachersglobal.com](mailto:gwhittle@meachersglobal.com)**



# Agenda Item 7

<b>DECISION-MAKER:</b>	SCRUTINY PANEL – AIR QUALITY		
<b>SUBJECT:</b>	BUS COMPANIES: FIRST HAMPSHIRE AND GO SOUTH COAST		
<b>DATE OF DECISION:</b>	23 OCTOBER 2014		
<b>REPORT OF:</b>	ASSISTANT CHIEF EXECUTIVE		
<b><u>CONTACT DETAILS</u></b>			
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<b>STATEMENT OF CONFIDENTIALITY</b>			
None			

## **BRIEF SUMMARY**

For the third meeting of the Air Quality Inquiry the Panel will hear evidence from the two major bus companies operating in Southampton. Marc Reddy, Managing Director, First Hampshire and Andrew Wickham, Managing Director, Go South Coast (Blue Star and Uni Link buses) have been invited to present to the Panel actions being taken or that are planned to address air quality in Southampton.

## **RECOMMENDATION:**

- (i) The Panel is recommended to consider the comments made by Marc Reddy, First Hampshire and Andrew Wickham, Go South Coast and use the information provided as evidence in the review.

## **REASON FOR REPORT RECOMMENDATIONS**

1. To enable the Panel to compile a file of evidence in order to formulate findings and recommendations at the end of the review process.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2. None.

## **DETAIL (Including consultation carried out)**

3. The results of the resident's survey undertaken for this Panel identified that respondents had concerns around the impact that buses have on air quality in Southampton.
4. First Hampshire and Go South Coast (Blue Star and Uni-Link) are responsible for operating approximately 98% of the bus networks across Southampton.
5. Andrew Wickham, Managing Director, Go South Coast and Marc Reddy, Managing Director, First Hampshire, Dorset & Berkshire have been invited to present to the Panel evidence around steps that have been taken to help improve air quality, outline initiatives they are working on to encourage more residents to use buses and other initiatives that in turn could help improve air quality in Southampton.

6. The guests invited to present information at the meeting will take questions from the Panel relating to the evidence provided. Copies of any presentations will be made available to the Panel.

## RESOURCE IMPLICATIONS

### Capital/Revenue

7. N/A

### Property/Other

8. N/A.

## LEGAL IMPLICATIONS

### Statutory power to undertake proposals in the report:

9. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

### Other Legal Implications:

10. None

## POLICY FRAMEWORK IMPLICATIONS

11. None

KEY DECISION? No

<b>WARDS/COMMUNITIES AFFECTED:</b>	None directly as a result of this report
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## SUPPORTING DOCUMENTATION

### Appendices

1.	None
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### Documents In Members' Rooms

1.	None
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### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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### Other Background Documents

#### Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	None	
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