

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

Recommendation	Accepted by Executive (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion - Progress to Date
<p>(i) The Council continues to fully support modal shift initiatives through the My Journey campaign and related initiatives encouraging people to use alternative modes of transport.</p>	<p>Yes</p>	<p>The Council was successful in its LSTF extension bid allowing My Journey campaign to be funded for a 4th year (2015/16). The My Journey brand is now well established and through monitoring by Southampton University is delivering modal shift in key areas. The Council will seek future revenue funding to support the My Journey campaign beyond March 2016. And the Council will also consider contingency options to enable the My Journey legacy to be maintained without reliance on external funding.</p>	<p>Paul Walker</p>	<p>April 2015 - March 2016 deliver the My Journey programme. March 2016 onwards. Deliver future year(s) My Journey programme.</p> <p>The My Journey programme has been delivered throughout 2015/16 with all initiatives on schedule to be completed by the year end. Multiple projects have been implemented at businesses, schools, hospitals, and in residential neighbourhoods to promote sustainable travel choices, which have exceeded the targets set for the number of we looked to engage and signs are that these projects are leading towards changes in travel behaviour. Amongst the highlights so far; brand awareness is at a record high of 53%, we now have our first gold rated STARS accreditation for Shirley Infants School as one of the best performing schools in the country following our support, the website is approaching 1,000,000 hits and there were record numbers at Sky Ride (over 12,000 in attendance). The programme has won two national awards this year.</p>

				<p>Proposals have been put together for a My Journey-lite programme in 16/17 that will take forward core activity in the absence of LSTF funding. The proposal sets out a detailed collaboration between Transport Policy and Regulatory services to deliver a series of projects with a revised team structure to bridge the gap until future funding opportunities emerge in 16/17. A review of the services provided will be undertaken later in 2016 to consider options for the continuation of the programme for future years.</p>
<p>(ii) The Council, learning from best practice, develops a Low Emissions Strategy that articulates the vision for a low emissions city and provides strategic focus to the promotion of low emission technologies and improving air quality across Southampton. This should be overseen by the Health and Wellbeing Board.</p>	<p>Yes</p>	<p>Regulatory Services have secured funding from DEFRA and Ricardo AEA have been appointed to develop a LES for Southampton. This project was launched in May 2015 with a series of stakeholder workshops. The LES will form part of the cities Air Quality Action Plan by addressing the need to <i>reduce</i> emissions at source by introducing low emission technologies. The Action Plan will also look to <i>remove</i> sources of emissions, for example by identifying opportunities to optimise air quality improvements from activities developed through</p>	<p>Mitch Sanders</p>	<p>A draft implementation plan is to be delivered in February 2016.</p> <p>A short-list of potential initiatives for inclusion in the Low Emissions Strategy has been drawn up and is in the process of being prioritised. An economic assessment has been completed and health impact assessment is expected by the end of January. An Implementation Plan, incorporating the proposed Voluntary Clean Air Zone and Clean Air Partnership will be available for comment in February 2016.</p>

		<p>the sustainable transport projects.</p> <p>As part of the LES stakeholder engagement plan, a LES Board has been created. This is to be chaired by Mitch Sanders, is sponsored by Andrew Mortimore and will report to the Health and Wellbeing Board.</p>		
<p>(iii) The Council is to continue to seek funding opportunities and submit bids reflecting commitment to a step change in adopting ultra-low emission vehicles, alternative fuels and technologies that will be delivered alongside sustainable transport choices.</p>	Yes	<p>The emerging LES will identify the most effective options available to reduce emissions across the city, a plan for implementation and associated funding opportunities. This will assist teams in Transport Policy and Regulatory Services direct resources at appropriate applications over the short/medium term.</p> <p>The recently introduced Citylab project, being conducted in partnership with University of Southampton with EU funding, allows SCC to identify and share best practice ideas with other key European Cities. This in turn will put SCC in a strong position to identify likeminded partners to work with on future EU grant bids to deal with transport related air quality issues.</p>	Paul Walker/ Mitch Sanders	<p>See (ii) above. Anticipated funding opportunities likely to be pursued include:</p> <ul style="list-style-type: none"> • DEFRA Air Quality Capital Grant Scheme – Autumn 2015 • Low Emission Bus Fund – October 2015. • Expression of Interest submissions to the Solent LEP in September 2015. This may include bids associated with supporting the LES. <p>Other UK funding (bidding) opportunities will be subject to the outcome of the Government Spending Review July 2015.</p> <p>DEFRA Air Quality Capital Grant scheme funding secured (£97k). This is the largest single award to any authority in the country under this funding stream and will facilitate the delivery of a Voluntary Clean Air Zone and Clean Air Partnership.</p>

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

				<p>An application was made to secure £3.5m funding from the Low Emission Bus Fund for a fleet of 95 new euro6+ standard low emission buses covering several services that operate across the city centre including routes across the Western Approach (the Bluestar 8, 9 and 10). Still awaiting the outcome of the submission with details to be announced shortly.</p> <p>4x Expressions of Interest were submitted to the Solent LEP associated with supporting objectives in the Low Emissions Strategy. This included supplementary funding for the continuation of a Solent-wide My Journey programme, investment funding for walking and cycling infrastructure along Station Boulevard and other schemes identified on the city's strategic cycle network and proposals to enhance the city's ITS strategy.</p> <p>The Comprehensive Spending Review identified the following potential funding sources for 2016/2017:-</p> <ul style="list-style-type: none"> • DfT Capital budget is up 50% to £46.7bn over the next 5 years to deliver High Speed Two
--	--	--	--	---

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

				<p>(HS2), roads and local transport, along with Network Rail’s own spending plans;</p> <ul style="list-style-type: none"> • DfT’s revenue funding is down 37% by 2019-20 for operation costs and subsidies for franchises and one of TfL’s resource grants; • Construction on HS2 will start and there are changes to rail tickets and conditions, improving wi-fi and mobile connectivity and freezing rail fares (at RPI) – many of these were already announced previously; • £300m for development funding for transformative transport projects (Transport Development Fund) and £475m of new funding for construction of large local transport projects (Local Majors Fund); • £600m to support uptake and manufacturing of ultra-low emission vehicles as part of the long term strategy for tackling urban air quality; • £300m for cycling investment - £114m of this is for the Cycle Ambition Cities; • £12bn confirmed for the Local
--	--	--	--	--

				<p>Growth Deals via the LEPS;</p> <p>Guidance has not yet been issued on how these funding pools will be made available although it is anticipated that SCC and its partners will bid for funding.</p> <p>In terms of low emission vehicles; £600m is being made available to support uptake and manufacture of ultra-low emissions vehicles, which they see as the long term answer for tackling air quality in urban areas. This could link with various initiatives coming out of the City Air Quality Action Plan and Low Emissions Strategy and Southampton’s ongoing commitment to low emissions technologies. The City and its air quality issues are well publicised and this will be an opportunity to secure additional investment to deliver its Air Quality Action Plan.</p> <p>In DEFRA’s settlement there is little to nothing on air quality specifically however officers remain in contact with DfT and DEFRA.</p>
<p>(iv) The City Council adopts an ambitious green infrastructure planting programme, which is tied</p>	<p>Yes</p>	<p>A programme of schools based biodiversity activities, linked to the National Curriculum and the</p>	<p>Mitch Sanders</p>	<p>Programme developed and trialled with selected schools – June 2016</p>

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

<p>in with primary schools to teach children the importance of their environment.</p>		<p>annual Southampton Bioblitz, will be developed to give children an opportunity to learn about and gain direct contact with their local green infrastructure. Children will be taught how to plant, manage and survey different types of green infrastructure. Subject to funding, the City Council’s Trees for Life Initiative will continue to give families the opportunity to mark the birth of their children by planting a tree.</p>		<p>Rolled out to other schools – Sept 2016</p> <p>A number of school bioblitzs were held during the week running up to the main Bioblitz on 5th and 6th June 2015. The format for the 2016 Bioblitz is going to be different following a low turnout on the Highfield campus. One of the members of the steering group has managed to secure grant aid to enable sponsorship of a Zany Zebra so the intention is to run some events linked to the wider Zany Zebra programme. There will be a re-run of the school bioblitzs. In terms of delivering the objective long term, the lack of funding means progress will be difficult.</p>
<p>(v) The Councils Tree Team are to prioritise the re-planting/ planting of trees and other green infrastructure which are known for their pollutant absorbing capabilities.</p>	<p>Yes</p>	<p>Ability to reduce air pollution will be a key selection criteria for trees planted by the City Council’s Trees Team.</p>	<p>Mitch Sanders</p>	<p>Introduced for the planting programme in April 2015. This will be subject to ongoing review and development as part of the Service Business Plan so that new guidance and best practice is considered as it emerges.</p>
<p>Planning Policy can help to improve air quality by reducing emissions through guiding patterns of development to locations served by public transport, and by mitigating emissions through ‘on site’ measures such as building</p>				<p>The integration of construction consolidation in planning policy is being considered as well as the ongoing promotion of the Sustainable Distribution Centre.</p>

<p>layout, ventilation and types of building material; and 'off site' measures such as landscaping and green infrastructure. The Panel were informed of the approach followed by Bradford MDC where planning policy is a key component of their Low Emission Strategy and of examples of 'green landscaping' that can help improve air quality with little expenditure.</p> <p>(vi) The Council ensures that the aims and objectives within the developing Low Emissions Strategy permeates into the decision making processes so that all relevant plans, policies and strategies give due consideration to air quality.</p>	<p>Yes</p>	<p>See (ii) and (vii). The LES Board will be responsible for tasking and implementing the LES to ensure its aims and objectives are met and all opportunities within existing SCC policy, plans, strategies, advice and guidance are given due consideration.</p>	<p>Mitch Sanders</p>	<p>Work on developing suitable policies within the emerging Local Plan is taking place.</p> <p>The LES project team is currently identifying and assessing options to include in the LES. Consultation on a draft strategy is scheduled for Sept 2015 and the implementation plan is due to cover Oct/Nov 2015 to Aug 2016.</p> <p>There has been an open and extensive consultation process throughout the development of the emerging Low Emissions Strategy and the shortlist of actions that will be implemented. Comments and input have been sought from departments across the authority to ensure that the strategy's objectives are understood.</p>
--	------------	---	----------------------	--

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

<p>(vii) The Council use the review of the Local Plan and the development of the Low Emissions Strategy to evaluate how planning policy can be more effective at reducing and mitigating emissions.</p> <p>To include working with Council’s Tree Team, the Woodland Trust and others to identify preferred species of trees to absorb pollution, and with developers and partners to prioritise green infrastructure especially near pollution hotspots and green routes.</p>	<p>Yes</p>	<p>The emerging LES will identify planning policies and develop local planning advice and guidance to reduce emissions. The latter will be adopted where existing policies and plans allow. Otherwise it will be developed and embedded into SCC planning policies and procedures as they are updated. The council has started its review of the Local Plan and will be consulting on an issues and options paper this summer (July-October 2015). Although it does not include draft policies at this stage, the paper highlights air quality as an important issue to address.</p> <p>From autumn 2015 onwards, Planning Policy will hold a series of meetings to consider detailed issues. Opportunities to deliver air quality improvements using green infrastructure and green routes will be considered throughout this process. See (v) above.</p>	<p>Mike Harris/Mitch Sanders</p>	<p>The LES will identify outline proposals for planning policies, advice and guidance in summer 2015. These will be developed in 2015/16 and fed into the emerging Local Plan.</p> <p>Draft policies to be consulted on in summer 2016.</p> <p>The new Local Plan is expected to be adopted in late 2018.</p> <p>Draft Planning Advice for Southampton has been circulated internally for comment and will be developed over the early part of 2016 in to a working document with the intention of formally adopting it as formal guidance within the new Local Plan.</p>
<p>The Council’s Fleet Management Service sources vehicles for business units across the Council and spends more than £1m annually on fuel. To reduce fuel consumption and emissions the Panel recommends that:</p>	<p>Yes</p>	<p>A comprehensive Fleet Management review is being undertaken in order to generate efficiencies and substantial budget savings, and as a part of the Council’s Transformation process in the next 3 years.</p>	<p>Mitch Sanders</p>	<p>The business case and implementation plan is likely to be completed by April 2016.</p> <p>Significant savings arising from the more efficient procurement and use of the council fleet have been submitted</p>

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

<p>(viii) The Council follows the lead set by the bus companies and implements the driver monitoring equipment fitted to any light goods and refuse vehicles and recognises drivers who drive efficiently. This is to happen as soon as possible.</p>		<p>A business case is being developed for the introduction of active driver management which would be subject to consultation.</p>		<p>at part of ongoing budget savings for 2016/17.</p> <p>Lessons have been learnt from other fleet operators who have installed driver monitoring equipment and this has been incorporated into driver training and development of business cases for the installation of monitoring equipment which will come at a cost.</p> <p>Account will need to be taken of recent developments associated with the proposed Clean Air Zone and implications this will have for the council fleet.</p>
<p>(ix) Eco-Driver training is made mandatory for all employees who drive Council vehicles and existing staff members are to be trained as soon as possible.</p>	<p>Yes</p>	<p>ECO driver training is currently optional for service managers to nominate staff from a variety of providers (e.g. Blue Lamp Trust). It is suggested that mandatory CECO driver training is introduced for driver inductions, and regular refresher training.</p>	<p>Mitch Sanders</p>	<p>A plan for the Council could be developed for corporate implementation in April 2016.</p> <p>109 fuel efficiency in-car driver training spaces have been made available using LSTF funding for council drivers and local businesses by the end of March 2016. The training is being run by local provider Bill Plant.</p>
<p>(x) The impact on air quality is factored into the procurement decisions made by Fleet Management Services and the council looks at sourcing ultra-low emission Electric/ Hybrid Vehicles and retrofitting existing petrol and</p>	<p>Yes (in part)</p>	<p>The Council's current procurement policies include a requirement for low and ultra-low emission vehicles to be considered as replacement for conventional vehicles provided a suitable business case can be</p>	<p>Mitch Sanders</p>	<p>The emerging LES will publish any proposals concerning procurement and fleet in late 2015, with implementation intended in 2015/16. A further review of the current procurement policies will be carried out as part of the corporate Fleet</p>

<p>especially diesel vehicles with low-emission technologies. The default position being an ultra-low emission vehicle unless a business case shows otherwise.</p>		<p>demonstrated. There are currently relatively few suitable vehicle models available with ultra-low emissions. This requirement is balanced against the other requirements for the vehicle (e.g. lifetime vehicle costs, refuelling sites etc.). There is currently a presumption that the vehicles procured represent the lowest emission vehicles. For example, newly procured refuse fleet vehicles must meet the latest Euro 6 emissions compliance standard. The LES proposes to review SCC procurement policies to ensure low and ultra-low emission technologies are given appropriate weighting in the selection process and so that the Council remains in a position to respond to the fleet market and innovation in this respect.</p>		<p>Review, to be completed by April 2016 and will be incorporated into the LES work plan as appropriate. It is proposed that any changes to the procurement procedure should not be made until this review is complete. However, the Inquiry recommendations will be given due consideration as part of this process including the proposals to make ultra-low emission vehicles the default choice.</p>
---	--	--	--	---

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

<p>As the report highlights electric vehicle provision is pretty woeful in the council, both in the respect of internal adoption (fleet operations) and encouraging our residents to consider this option as opposed to polluting diesels and petrol. The public health benefits of Electric car ownership benefit everybody in the city with zero exhaust emissions from the car. The Council should recognise the current high cost of Electric Vehicles and help adoption by granting 2 hour free on street car parking throughout the city. This could easily be adopted by issuing a special coloured parking disk which would have to be displayed:</p> <p>(xi) To help encourage the adoption of zero emission vehicles in the city the Council should offer free 2 hour on-street parking to vehicles which emit zero emissions i.e. electric vehicles.</p>	<p>In part - The rec will be considered as part of emerging LES process</p>	<p>Opportunities to incentivise the uptake of ultra-low vehicles through subsidised parking charges will be considered as part of the emerging LES. See (ii) above</p> <p>The Council will work with partners to deliver innovative bids for a “step-change” towards electrical vehicles building on best practice in the area and a dynamic shift towards leading electric vehicle innovation to improve air quality in the city.</p>	<p>Paul Walker</p>	<p>The draft LES Implementation Plan is due Feb 2016.</p>
<p>(xii) Ensure that air quality is given due consideration during the current review of the ITS Strategy, (delivered by the Integrated Transport Board). As well as optimising traffic movements,</p>	<p>Yes</p>	<p>ITS strategy is in first draft and does include options for addressing air quality and links with the Low Emission Strategy. This includes traffic signal technology that could be trialled in the city where traffic</p>	<p>Paul Walker</p>	<p>ITS strategy completion Autumn 2015.</p> <p>Final version published and to be adopted as part of LTP4.</p>

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

<p>traffic light signal plans, speed limits (including 20mph in areas where stop-start traffic is a problem) and other traffic management applications should be used to deliver improvements in air quality wherever possible.</p>		<p>signals can adapt to AQ conditions and options for communication AQ levels to city residents including VMS.</p>		
<p>(xiii) Re-evaluates the potential for Park and Ride sites for the city, factoring the public health costs of air pollution into the decision making process. To investigate with partners the ability to develop future sites through the Local Plan process identifying potential capital funding sources as well as commercially viable operation through partnerships with transport operators.</p>	<p>Yes</p>	<p>The Council is working in partnership with Highways England to review the potential for Park and Ride for the city. In addition the Council is working with neighbouring authorities including Hampshire County Council and Eastleigh Borough Council on a strategic transport infrastructure plan to support the EBC/ SCC Local Plans. The outcome of this work will inform the SCC emerging Local Transport Plan 4 policies.</p>	<p>Paul Walker</p>	<p>SCC & Highways England review of Park and Ride completion by Spring 2016. SCC/ EBC/ HCC strategic transport infrastructure plan completion by Spring 2016. LTP 4 Update Spring 2016.This is on target</p>
<p>(xiv) Prioritise the re-surfacing of cycle routes across the city, starting with main commuting routes, making cycling safer and more appealing through the revision of the Transport Assets Management Plan (TAMP) including seeking external funding to increase the scale and viability of such a programme. Consulting with cycling groups on new and</p>	<p>Yes</p>	<p>Review of the Highways Asset Management Plan (HAMP) will include evaluating how cycle way maintenance is prioritised in relation to other road types in the city. The Council submitted a bid to the DfT Maintenance Challenge Fund for maintenance of the cities strategic cycle ways in February 2015. This was well received but</p>	<p>Paul Walker</p>	<p>HAMP adopted Spring 2016. Future funding bids from April 2016.</p>

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

existing routes.				
xv) Seek to influence the idling policies of key transport operators within the city, including port activity, trains, buses, taxis and HGVs, to minimise emissions caused by engines idling.	Yes	The emerging LES will consider opportunities to address idling vehicles through voluntary schemes and enforcement.	Paul Walker/ Mitch Sanders	See ii) above
(xvi) The Council work in partnership with key stakeholders to assess the feasibility and eventual introduction of shore power technology at the Port of Southampton.	Yes (pending stakeholder support)	It is generally accepted that shore side power is not currently feasible. Nonetheless, its eventual introduction must not be discounted. Regulatory Services propose that key stakeholders identify current obstacles and develop and agree to a set of criteria which would trigger a further review when met.	Mitch Sanders	To be devised and incorporated into the 2015/16 review of the Air Quality Action Plan and monitored by the Air Quality Working Group. Representatives from ABP have agreed to further discussions on the subject in early 2016
(xvii) The Council is to, with support from other Port cities, write to the MPs of the City and the DfT to encourage the adoption of shore power across the UK.	Yes	Having identified those obstacles presented to shore side schemes by (xvi) above, a letter for other Port cities will be drafted asking for their support on this subject. Response to be incorporated in to a further draft letter to MP's of the City and DfT.	Mitch Sanders	Draft letter to be presented to cabinet member for consideration in Dec 2015. Spring 2016
Use of the Sustainable Distribution Centre can reduce the number HGVs coming into the city, relieve congestion and lower emissions. It is recommended that:		The current framework agreement runs until Dec 2017, with the option of each user to extend their use of the centre.	Paul Walker	SDC operation – ongoing Applying for funding for use of greener vehicles – Beginning 2016 SDC promotion through DSP project – March 2017

<p>(xviii) The Council encourages partners to make greater use of the Sustainable Distribution Centre.</p>	<p>Yes</p>	<p>All vehicles used are currently Euro VI's and there is the option in the framework for greener vehicles to be used if further funding becomes available. Continued promotion of the SDC is currently being undertaken through the DSP project.</p>		<p>Delivery and Servicing Plans have been rolled-out throughout 2015 and will continue to be offered to businesses until March 2017. DSPs are live, flexible plans of action, developed with the aim of reducing / consolidating the number of goods and servicing movements to and from a business premises. It focuses on activities such as parcel deliveries and servicing trips e.g. cleaning, catering, waste management, maintenance of office machinery, boilers, lights and plant care. A successful DSP could achieve a range of benefits that would allow a business to increase its operational efficiency and benefit from the lower costs associated with reduced transportation and staff / driver time. 4 DSPs have been completed at Old Mutual Wealth, the University Hospital Southampton, The University of Southampton Halls, and the IoW NHS Trust. A further 9 are in the pipeline including the City Council, ABP, West Quay (inclusive of all retailers at the site) and Mayflower Theatre amongst others. In many cases the DSPs act as a signpost and business case for use of the SDC.</p>
---	------------	---	--	--

Air Quality Scrutiny Inquiry Recommendations – Progress January 2016

<p>(xix) The Council explore opportunities to integrate the Air Alert service with other information/messaging and health alert services, such as cold and heat alerts, and consider how user friendly air quality information can be communicated to a wider audience through existing channels such as Stay Connected.</p>	<p>Yes</p>	<p>Regulatory Services is undertaking a review of the service and opportunities to extend its coverage. Any potential improvements that cannot be accommodated readily and through existing funding will be presented to the Health and Wellbeing Board for consideration.</p>	<p>Mitch Sanders/ Andrew Mortimore</p>	<p>Review to be completed by Sept 2015</p> <p>Southampton currently has 310 air alert users. The addition of cold and heat alert is being investigated as an add on service. A joint service with Eastleigh Borough Council has been agreed. This will extend regional coverage and reduce costs.</p>
<p>(xx) The Council looks at innovative ways to measure air quality across the city.</p>	<p>Yes</p>	<p>Regulatory Services have secured funding from DEFRA to obtain and test innovative, mobile, real time measuring technologies.</p> <p>Southampton University have developed a proposal to develop an innovative air quality monitoring and mapping technique.</p> <p>Regulatory Services have agreed to sit on the steering group for the project.</p>	<p>Mitch Sanders</p> <p>Mitch Sanders</p>	<p>A selection and trial programme is due to start in Autumn 2015 and run through 2016.</p> <p>A decision on funding is expected in autumn 2015.</p> <p>Awaiting update from the University of Southampton.</p>