

Air Quality Scrutiny Inquiry Recommendations & Progress – December 2016 Update

| Recommendation   | Accepted by Executive (Y/N) | How will the recommendation be achieved? (Key actions)  | Responsible Officer             | Target Date for Completion   |
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| <b>(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.</b>  | Yes                         | See paragraph 16 of OSMC Air Quality Update Report, December 2016.  | Pete Boustred                   | April 2016 -Operating "MyJourney Lite".<br><br>Announcement on DfT's "Access Fund" expected in December 2016.  |
| <b>(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.</b> | Yes                         | Complete  | Mitch Sanders                   | SCC's Clean Air Strategy and associated Clean Air Implementation Plan were adopted by cabinet in November 2016 |
| <b>(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.</b>   | Yes                         | Continuous monitoring of opportunities delivered via Defra, DfT and Office for Low Emission Vehicles and EU schemes.<br><br>In 2016 SCC secured £984k of underspend from the Department of Transport's (DfT's) Clean Bus/Clean Vehicle Technology Fund to support the fast-track implementation of 'off-the-shelf' electric vehicle technology and complementary promotional and behaviour change measures in the city. | Pete Boustred/<br>Mitch Sanders | See paragraphs 13 -17 of Air Quality Update Report, December 2016.   |

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| <p><b>(iv) The City Council adopts an ambitious green infrastructure planting programme, which is tied in with primary schools to teach children the importance of their environment.</b></p>   | <p>Yes</p> | <p>Draft Local Plan includes key policies to promote and maintain green spaces and infrastructure.</p> <p>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>Mitch Sanders/Nik Yeats</p> | <p>See recommendation viii</p> <p>December annually</p> |
| <p><b>(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.</b></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. See recommendation(vii)</p>   | <p>Mitch Sanders/Nik Yeats</p> | <p>Ongoing</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 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><b>(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.</b></p> | <p>Yes</p> | <p>See recommendations (ii) and (vii). Progress with the Clean Air Strategy and Clean Air Zone Implementation Plan monitored monthly at Transformation CMB</p>  | <p>Mitch Sanders</p>           | <p>Ongoing</p>  |

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| <p><b>(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.</b></p> <p><b>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.</b></p> | <p>Yes</p> | <p>A specification for Supplementary Planning Advice has been developed and grant funding received will be used to draft a document to for consultation in Spring 2017.</p> <p>Local Plan review is ongoing and internal stakeholder consultation process is well advanced with revised policies drafted.</p> <p>See recommendation (v)</p> | <p>Mike Harris/Mitch Sanders</p> | <p>To be adopted in 2017</p> <p>The new Local Plan is expected to be adopted in late 2018.</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><b>(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.</b></p>             | <p>Yes</p> | <p>A review of existing equipment is needed to identify if it’s fit for purpose and devise an effective scheme for managing and overseeing the data generated. The funding bid made to Defra for ECO driver training includes a proposal to integrate telematics into the programme using fuel savings to fund the scheme.</p>              | <p>Mitch Sanders</p>             | <p>Outcome of the funding application expected in early 2017. If successful delivery could begin in FY 2017/18.</p> |
| <p><b>(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.</b></p>  | <p>Yes</p> | <p>A grant bid to deliver ECO training to all 700+ SCC fleet drivers has been submitted to Defra. See paragraph 17 of OSMC Air Quality Update Report, December 2016.</p>  | <p>Mitch Sanders</p>             |   |

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| <p><b>(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 especially diesel vehicles with low-emission technologies. The default position being an ultra-low emission vehicle unless a business case shows otherwise.</b></p>   | <p>Yes (in part)</p> | <p>A review of council fleet and low emission options is to be delivered by Southampton University Transport Team. Outcome is a strategy to proactively introduce low emission vehicles into fleet and deliver savings.</p> <p>Further funding to determine the feasibility of introducing alternative fuels for larger vehicles has been submitted to Defra and if successful will try to identify collaborative opportunities for introducing gas fueling infrastructure in city.</p> <p>Opportunities to provide staff with incentives to adopt low emission vehicles being explored to address the green fleet</p> | <p>Mitch Sanders</p> | <p>Q1-Q2 2017/18</p> <p>Outcome of funding bid will be known in early 2017. If successful the assessment will be completed in 2017/18.</p> <p>Q1-Q3 2017/18</p> |
| <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><b>(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.</b></p> | <p>In part</p>       | <p>Options to incentivise the uptake of ultra-low vehicles through subsidised parking charges was presented to CMB in Q2 2016/17. A revised set of proposals is being drafted for consideration in Q4 2016/17.</p>   | <p>Pete Boustred</p> | <p>Implementation by Q1 2017/18</p>   |

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| <p><b>(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, 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.</b></p> | <p>Yes</p>           | <p>ITS strategy includes options for addressing air quality. These will be reviewed and implemented where practical via the Local Transport Plan.</p> <p>Low cost detectors are being trialled in the city to evaluate their ability to influence traffic light phasing in response to air quality.</p> <p>Roadside Variable Messaging Signs being used to promote air quality and modeal shift awareness.</p>                     | <p>Pete Boustred</p> | <p>ITS strategy Completed Autumn 2015. LTP delivery ongoing</p> <p>Q4 2016/17 &gt; Q3 2017/18</p> <p>Q3 2016/17 and ongoing</p> |
| <p><b>(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.</b></p>                           | <p>Yes</p>           | <p>Highways England elected to not include Southampton Park and Ride in the scope of their local infrastructure review in 2016/17.</p> <p>SCC/ EBC/ HCC strategic transport infrastructure plan completed. Identifies Park &amp; Ride as a medium/long term option.</p> <p>The outcome of this work will inform the SCC emerging Local Transport Plan 4 policies.</p> <p>See recommendation (vii) regarding Local Plan review.</p> | <p>Pete Boustred</p> | <p>Solent LEP Infrastructure Plan identifies Park &amp; Ride as an option.</p> <p>LTP 4 Update due Spring 2017.</p>             |
| <p><b>(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 existing routes.</b></p>   | <p>Yes (in Part)</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.</p> <p>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 was unsuccessful. A future bidding round is anticipated in 2017.</p>                 | <p>Pete Boustred</p> | <p>HAMP adopted Spring 2016.</p> <p>Future funding bids for 2017/2018</p>   |

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|   |               | A review of SCC's Cycling Strategy is under consultation and includes mechanism to engage with city cycling groups  |               | Consultation to end Q4 2016   |
| <b>(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.</b> | Yes           | To be delivered via Clean Air Partnership and Clean Air Recognition Scheme.   | Mitch Sanders | Q4 2016/17 – Q2 2017/18   |
| <b>(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.</b>                          | Yes (in Part) | SCC and ABP developing proposal for a Port Community sub group as part of the wider Clean Air Partnership. Opportunities to explore shoreside power or LNG powered auxiliary engines to be included in terms of reference and/or as an aspiration for the port community to deliver.  | Mitch Sanders | Introduce Port Clean Air Partnership in Q4 2016/17  |
| <b>(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 shoreside power across the UK.</b>                            | Yes           | A letter to be presented to PM has been drafted by the Clean Air Zone Cities (Southampton, London, Birmingham, Leeds, Nottingham and Derby). This highlights specific issues requiring national intervention, including port related emissions and shoreside power.<br><br>This will be shared with the port cities who will be encouraged to voice their support of the proposals. | Mitch Sanders | Consultation amongst CAZ cities on draft letter ongoing. Expected to be dispatched Q4 2016/17<br><br>Q4 2016/17 |

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| <p>Use of the Sustainable Distribution Centre can reduce the number HGVs coming into the city, relieve congestion and lower emissions. It is recommended that:</p> <p><b>(xviii) The Council encourages partners to make greater use of the Sustainable Distribution Centre.</b></p>  | <p>Yes</p> | <p>Continued promotion of the SDC is currently being undertaken through the Delivery Service Plan project. A number of commercially viable opportunities have been identified with key regional stakeholders and there is some confidence these can be progressed in 2017.</p> <p>The opportunity to introduce last mile zero emission logistics is being explored and potential service partners identified. Funding to support the proposal has been identified. See paragraph 15 of OSMC Air Quality Update Report, December 2016.</p> | <p>Pete Boustred</p>                       | <p>SDC operation and promotion via Delivery Service Plans funded until April 2017. Continued funding dependent on outcome of "Access Fund" application. See paragraph 16 of OSMC Air Quality Update Report, December 2016.</p> <p>Q4 2016/17 &gt; Q4 2017/18</p> |
| <p><b>(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.</b></p> | <p>Yes</p> | <p>Regulatory Services undertook a review of the service in 2016. An Air Alert App and widget have been introduced.</p> <p>Have relaunched a joint service with Eastleigh Borough Council that provides better regional coverage. A joint marketing programme to be undertaken.</p> <p>Alerts are now relayed through SCC's comms team and social media channels.</p> <p>Cold Alert was introduced in Sussex by the providers in 2016. SCC exploring the opportunity to include this service with Air Alert.</p>                          | <p>Mitch Sanders/<br/>Andrew Mortimore</p> | <p>Joint marketing of service with EBC to begin in 2017</p> <p>Ongoing</p> <p>Q4 2016/17</p>   |
| <p><b>(xx) The Council looks at innovative ways to measure air quality across the city.</b></p>   | <p>Yes</p> | <p>See recommendation (xii)</p>   | <p>Mitch Sanders</p>                       | <p>Trial to be completed in summer 2017.</p>   |