

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	CLEAN AIR STRATEGY & WESTERN GREEN WAY: PROGRESS UPDATE		
DATE OF DECISION:	13 JULY 2017		
REPORT OF:	SERVICE DIRECTOR –TRANSACTIONS AND UNIVERSAL SERVICES		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
This report outlines recent progress made in the delivery of the council's Clean Air Strategy and the A33 Western Approach Green Way.			
RECOMMENDATIONS:			
	(i)	That the Committee notes the progress in the delivery of the council's Clean Air Strategy and the A33 Western Approach Green Way.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To enable the Committee to effectively scrutinise progress against the approved Air Quality Inquiry Panel recommendations and the Clean Air Strategy.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
	A33 Western Approach Green Way		
3.	In 2015 Cabinet passed a resolution to improve the appearance of the western approach to the City; to develop a green corridor with a programme of tree planting along the boundary of the docks.		
4.	Green Infrastructure is associated with a variety of environmental, economic, and human health benefits. The benefits of green infrastructure are particularly accentuated in urban and suburban areas where green space is limited and environmental impacts more extensive.		
5.	Delivery of the "Western Green Way" has subsequently been included in the council's Air Quality Action Plan delivered by Scientific Services. No immediate budget or duty on landowners was identified so progress has been		

	dependent upon sourcing external funding and the cooperation of willing landowners.
6.	<p>Balfour Beatty have been commissioned to develop a “Western Green Way Plan” that satisfies the requirements of the council resolution and associated initiatives. The proposal will identify priority solutions for delivery using confirmed funding and a wider, aspirational scheme that will assist in applications for further funding as identified. This work is funded by Defra through the “Clean Air Zone Additional Measures” scheme. The proposal is expected to be published this summer and a stakeholder engagement exercise will follow. Some guiding principles have been established that include:</p> <ul style="list-style-type: none"> • Achieve 20% canopy cover for the study area. The city average is currently 18.7% and 20% presents a citywide aspiration to be achieved by 2030. This will act as a pilot on how that might be achieved. • Introduce a mix of species that will; <ul style="list-style-type: none"> ○ offer suitable all year screening from the port and associated industry, ○ include a preference towards indigenous species ○ maximise opportunities to reduce air pollution ○ promote the ecological diversity ○ provide landmark trees at appropriate locations ○ Identify innovative green infrastructure solutions for constrained sites. Either new standalone features or opportunities to utilise existing structures such as flyovers, retaining walls and embankments to accommodate green infrastructure. • Recognise any capital projects to the A33 and associated highways and how they might maximise opportunities to include green infrastructure. • Identify opportunities to convert and manage grassed areas as natural meadows.
7.	<p>Western Cycle Way - In December 2016 SCC secured £1M from Defra to deliver a high quality segregated cycle route alongside the Western Approach. £100k of this has been ring fenced to include green infrastructure enhancements along the route. This will be delivered in accordance with the proposals identified in the Western Green Way Plan by March 2018.</p>
8.	<p>Network Rail Terminal - The boundary between the Network Rail terminal and the A33 at Millbrook has been identified as a section that could deliver significant benefits if a green infrastructure solution can be identified. The 850 metres of boundary presents significant constraints and Rail Freight have expressed concerns about the impacts that tree planting might have on their operations. An outline proposal for a Green Screen has been identified and is being developed further in the Western Green Way Plan. Rail Freight have supported the proposal in principle and are considering options to support the estimated cost of £70k. Delivery of this as part of the Western Cycle Way or by alternative means looks to a realistic expectation within 2017/18.</p>
9.	<p>Section 106 Funding - Open Spaces have indicated a potential for s.106</p>

	<p>funding that might be available towards this project. This includes possible funding to mitigate for the loss of open space at Redbridge Wharf as proposed in planning application 15/00306/FUL. This is due to be presented to Planning Panel on 1st August 2017.</p>
10.	<p>Port Community - The port community have recently introduced an Air Quality Board to consider the development of a Port Air Quality Strategy. The Western Way Plan will be presented to this Board later this year with the hope of generating practical support.</p>
	<p>Electric Vehicle Action Plan</p>
11.	<p>In 2016 Southampton City Council secured £940k of funding from Defra to deliver a programme of measures to promote the uptake of electric vehicles (EVs) in the city.</p>
12.	<p>City-wide EV Charging Infrastructure – A city-wide network of public electric vehicle plug-in charging points will be targeted at key destinations where a variety of activities take place, where consumers need it, and parking space turnover can be achieved.</p>
13.	<p>Installation will be phased with initial charging points placed in publicly accessible council-owned off street car parks where appropriate. Secondary phases will focus on the installation of recharge points in taxi ranks and 'neighbourhood travel hubs' which can be accessed by fleet, employee or visitor vehicles where appropriate, including the council's own fleet depots and housing offices.</p>
14.	<p>Delivery of the EV chargers will be subject to OJEU procurement procedures. Over the past 3 months SCC has been working collaboratively with colleagues at Hampshire County Council on a single supplier 4 year framework to support the delivery of an effective regional network . The appointed contractor will required to provide a range of services from feasibility, supply and installation, maintenance and network operation.</p>
15.	<p>This will allow us the option to blend delivery models to extend our funding as far is practical, reduce our liabilities whilst ensuring we benefit from any revenue that can be generated. The successful contractor should be appointed by the end of October and we are now completing our specification so we can engage with them immediately.</p>
16.	<p>Electric Vehicle Transition in Council Fleet (Phase 1) – The University Of Southampton has conducted an initial assessment of the fleet and subsequently 6 vehicles within the Parking Enforcement Service have been prioritised for replacement with all electric vehicles. Procurement of the vehicles and installation of the charging system is expected to be completed by this autumn.</p>
17.	<p>Electric Vehicle Transition in Council Fleet (Phase 2) – A further Ninety vehicles have been identified as being suitable for replacement with EVs. Delivery of these vehicles through natural fleet turnover supported by grant funding could see at least 20% of our fleet comprising of EVs by 2020 (double the proportion predicted in the UK fleet).</p>
18.	<p>Electric Vehicle Transition in Council Fleet (Phase 3) – A Fleet Transformation Plan is being drafted that will identify multiple improvement</p>

	opportunities and supporting policies needed to ensure delivery. This will include techniques to optimise fleet operations and fast track the delivery of low emission vehicles throughout the fleet. We will need to identify the obstacles preventing the widespread adoption of EV's and potential solutions. I.e. addressing our fleet of Transits and home based vehicles.
19.	Encouraging Uptake of EV's – A supporting package of measures is being established to promote and enhance take-up of electric vehicles as part of the city's sustainable travel behaviour change programme. A Senior Communications Officer has recently been appointed to deliver a campaign to promote EV use as well as the broader Clean Air Marketing and Communications Strategy which underpins the adopted Clean Air Strategy.
20.	The Transport Policy team have completed the implementation of a 90% discount on all City Centre Season Tickets for Electric Vehicles (vehicles with zero tail pipe emissions). New permits are now able to be issued. Promotional work around this new offer will be one of the areas the new Senior Communications Officer will lead on once she has started in her post on 17th July 2017.
21.	Electric Vehicle Showcase Event - The City Council staged a showcase event for EV's on 8th June 2017. The Green Fleet Southampton Event engaged fleet decision-makers, and showcased the benefits and viability of electric, plug-in and hybrid vehicles. The event acted as a platform to network with the key businesses in the region, and engage with them in a long-term action plan to help stimulate the uptake of electric and plug-in vehicles. Over 50 Fleet and Transport professionals attended and the event was positively received.
	National Clean Air Day
22.	Southampton City Council was successful in securing £539k of Defra funding to support the delivery of the first ever National Clean Air Day on 15th June 2017. This was delivered with little more than six months of preparation. Global Action Plan coordinated delivery with five other focus cities involved. It was a huge success with over 200,000 engagements at 200 events nationwide. The event hit the national papers achieving a total news reach of 21.58 million across 557 articles with an equivalent advertising value of over £1,000,000. More than 40,000,000 people were engaged via Twitter with over 28,000 tweets on or close to the day. Locally we escorted ITV Meridian on a tour of our local events by electric vehicle including: Southampton General Hospital, St Johns School on French Street, The Bargate for an Electric Vehicle Rally and West Quay - where we had eight stands talking to people about air quality and the role they can play in helping to improve it. This story appeared on the six o'clock Meridian news with a local audience reach of 746,000. We also received positive coverage in The Echo and BBC Radio Solent. There has been significant interest from potential stakeholders concerning a 2018 campaign and discussion are already underway.
	Mandatory Clean Air Zone Feasibility Study
23.	The project plan remains on target for implementation in 2019. Having secured £260k from Defra for the delivery of this project SCC have appointed Ricardo and Systra to provide the necessary technical support needed to conduct the transport and air quality modelling respectively. This work is well

	underway and we anticipate that the full business case will be completed this autumn when we will conduct a formal consultation exercise on the proposals.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
24.	Southampton City Council has been successful in all grant bids submitted in 2016/17 to support its Clean Air Strategy. In total £7.7M of external funding was secured during this period. This funding supports a range of measures including the promotion of sustainable and active travel, supporting the transition to electric vehicles, assisting fleet operators adopt low emission technologies and the introduction of our Clean Air Zone. We are the only Local Authority to date to secure funding from the Clean Air Zone Early Measures programme (£1M) and secured 27% of the total national budget allocated by Defra's Air Quality Grant Programme.
<u>Property/Other</u>	
25.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
26.	The legal implications relating to the Clean Air Zone and Clean Air Strategy were outlined in the report to Cabinet on 15 November 2016.
<u>Other Legal Implications:</u>	
27.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
RISK MANAGEMENT IMPLICATIONS	
28.	Not applicable
POLICY FRAMEWORK IMPLICATIONS	
29.	Outlined in the report to Cabinet on 15 November 2016.
KEY DECISION	No
WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
Privacy Impact Assessment	

Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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.	Air Quality Inquiry Panel – Final report http://www.southampton.gov.uk/Images/Air%20Quality%20Inquiry%20Final%20Report_tcm63-373983.pdf