

Response to Air Quality Scrutiny Inquiry Recommendations - DRAFT

Recommendation	Accepted by Executive (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion
<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.</p> <p>March 2016 onwards. Deliver future year(s) My Journey programme.</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</p>	<p>Mitch Sanders</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>

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		<p>from activities developed through 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>(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</p>	Yes	<p>A programme of schools based biodiversity activities, linked to the National Curriculum and the annual Southampton Bioblitz, will be developed to give children an opportunity to learn about and</p>	Mitch Sanders	<p>Programme developed and trialled with selected schools – June 2016 Rolled out to other schools – Sept 2016</p>

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<p>environment.</p>		<p>gain direct contact with their local green infrastructure. Children will be taught how to plant, manage and survey different types of green 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>December annually</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 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</p>		<p>See (ii) and (vii). The LES Board</p>	<p>Mitch</p>	<p>The LES project team is currently</p>

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<p>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>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>Sanders</p>	<p>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>(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.</p> <p>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>The Council's Fleet Management Service sources vehicles for business</p>		<p>A comprehensive Fleet Management review is being</p>		

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<p>units across the Council and spends more than £1m annually on fuel. To reduce fuel consumption and emissions the Panel recommends that:</p> <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>Yes</p>	<p>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>A business case is being developed for the introduction of active driver management which would be subject to consultation.</p>	<p>Mitch Sanders</p>	<p>The business case and implementation plan is likely to be completed by April 2016.</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>(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.</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 demonstrated.</p> <p>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</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 Review, to be completed by April 2016 and will be incorporated into the LES work plan as appropriate.</p> <p>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>

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		<p>example, newly procured refuse fleet vehicles must meet the latest Euro 6 emissions compliance standard.</p> <p>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>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 recommendation 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>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>

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<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, 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>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 signals can adapt to AQ conditions and options for communication AQ levels to city residents including VMS.</p>	<p>Paul Walker</p>	<p>ITS strategy completion Autumn 2015.</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.</p> <p>SCC/ EBC/ HCC strategic transport infrastructure plan completion by Spring 2016.</p> <p>LTP 4 Update Spring 2016.</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 existing routes.</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.</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</p>	<p>Paul Walker</p>	<p>HAMP adopted Spring 2016.</p> <p>Future funding bids from April 2016.</p>

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		<p>was unsuccessful. A future bidding round is anticipated in 2016/17.</p> <p>A review of SCC's Cycling Strategy is underway and will include mechanism to engage with city cycling groups</p>		<p>Consultation to begin in Autumn 2015</p>
<p>(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.</p>	<p>Yes</p>	<p>The emerging LES will consider opportunities to address idling vehicles through voluntary schemes and enforcement.</p>	<p>Paul Walker/ Mitch Sanders</p>	<p>See ii) above</p>
<p>(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.</p>	<p>Yes (pending stakeholder support)</p>	<p>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.</p>	<p>Mitch Sanders</p>	<p>To be devised and incorporated into the 2015/16 review of the Air Quality Action Plan and monitored by the Air Quality Working Group.</p>
<p>(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.</p>	<p>Yes</p>	<p>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.</p> <p>Response to be incorporated in to a further draft letter to MP's of the City and DfT.</p>	<p>Mitch Sanders</p>	<p>Draft letter to be presented to cabinet member for consideration in Dec 2015.</p> <p>Spring 2016</p>

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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: (xviii) The Council encourages partners to make greater use of the Sustainable Distribution Centre.</p>	<p>Yes</p>	<p>The current framework agreement runs until Dec 2017, with the option of each user to extend their use of the centre.</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>Paul Walker</p>	<p>SDC operation – ongoing Applying for funding for use of greener vehicles – Beginning 2016 SDC promotion through DSP project – March 2017</p>
<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>(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. Regulatory Services have agreed to sit on the steering group for the project.</p>	<p>Mitch Sanders 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>