

# Delivery of Southampton City Councils Clean Air Strategy – Successes & Barriers

7<sup>th</sup> September 2017

Steve Guppy– Scientific Service Manager

[Steve.guppy@Southampton.gov.uk](mailto:Steve.guppy@Southampton.gov.uk)



# National Context

- Published July 2017
- Replaces version published December 2015 and deemed “illegal” by High Court.
- Aim is to achieve EU limit value in as short a time as possible and deliver on going public health improvements.
- Transport identified as the main concern
  - Blend of targeted and comprehensive actions
  - Accelerate transition to low emission fleet
  - Clean Air Zones and penalty charging to deliver concerted efforts in most challenging areas
  - Support for sustainable travel
- Underpinned with action in other areas
- Significant expectation on Local government to deliver



## UK plan for tackling roadside nitrogen dioxide concentrations

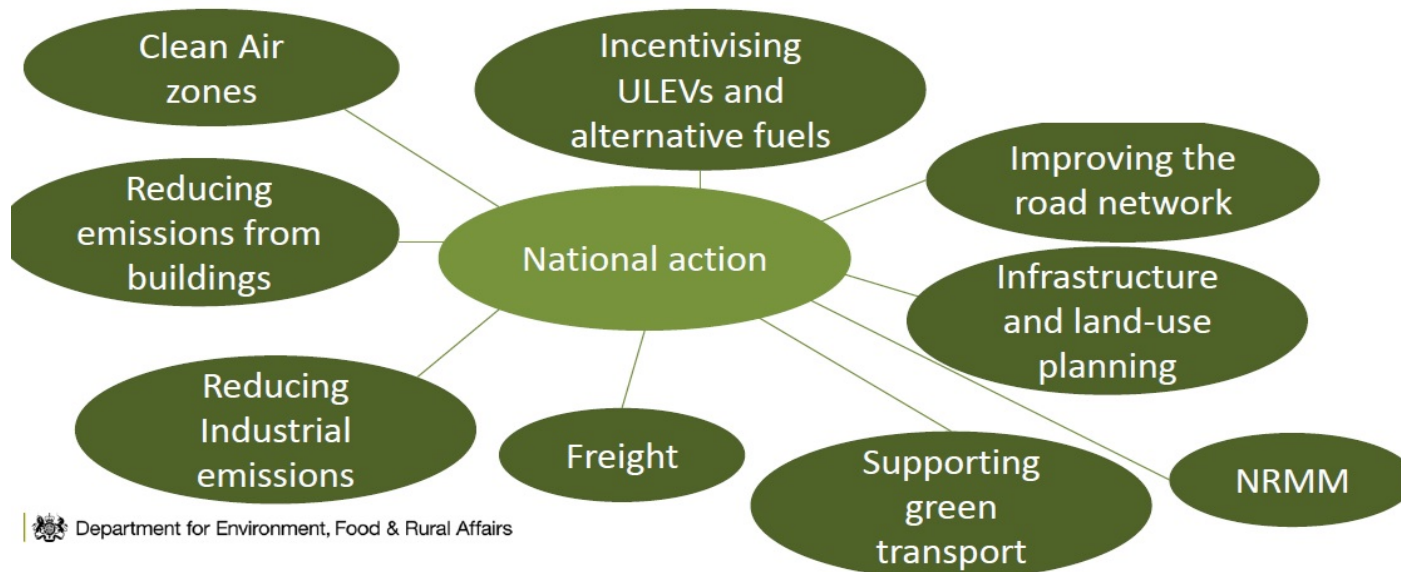
An overview


July 2017



## National Strategy = Action in all Exceeding Zones

- Committed to delivering compliance in shortest possible time everywhere
- Locally driven – Supported by national action
  - Local Air Quality Management process
  - 6000+ local actions identified in the plans



 Department for Environment, Food & Rural Affairs

## Local Activity – SCC Clean Air Strategy

PRIORITY	OUTCOME
Improve air quality in the city	Adopt an effective programme of measures to reduce emissions of nitrogen dioxide, particulates and other pollutants in Southampton
Supporting businesses and organisations	Work with businesses and organisations to promote the uptake of low emission technology and change travel behaviours
Collaborating with communities and residents	Work with and support the education of communities and individuals to identify and support behaviours which improve air quality
Promoting sustainability	Southampton City Council will be an exemplar of sustainable working practices in relation to reducing emissions and improving local air quality

## Local Activity – Implementation

- Over £12M of external funding secured to deliver CAZ and supporting measures.
- Ricardo and Systra engaged to undertake technical assessments to support CAZ feasibility study.
- Building a virtual air quality team across council departments with new and existing staff.
- Completing the recruitment of new staff to deliver sustainable transport programme, marketing campaigns and air quality projects

# Provisional Timetable for introduction of Clean Air Zones

## 2016

### Q1

- Join Unit established

### Q2

- Scoping studies underway

### Q2/3

- Consultation on CAZ framework and legislation

### Q4

- CAZ framework finalised

## 2017

### Q2/3

- CAZ legislation in place and introduction by LAs mandated

 Department for Environment, Food & Rural Affairs

## 2017

- Local consultation on CAZ proposals
- CAZ details finalised

## 2018/19

- Infrastructure procurement/installation
- Communications/awareness raising

## By end 2019

- Clean Air Zones, and other measures necessary, in place in 5 cities

## Clean Air Zone (Penalty Charging) Classes

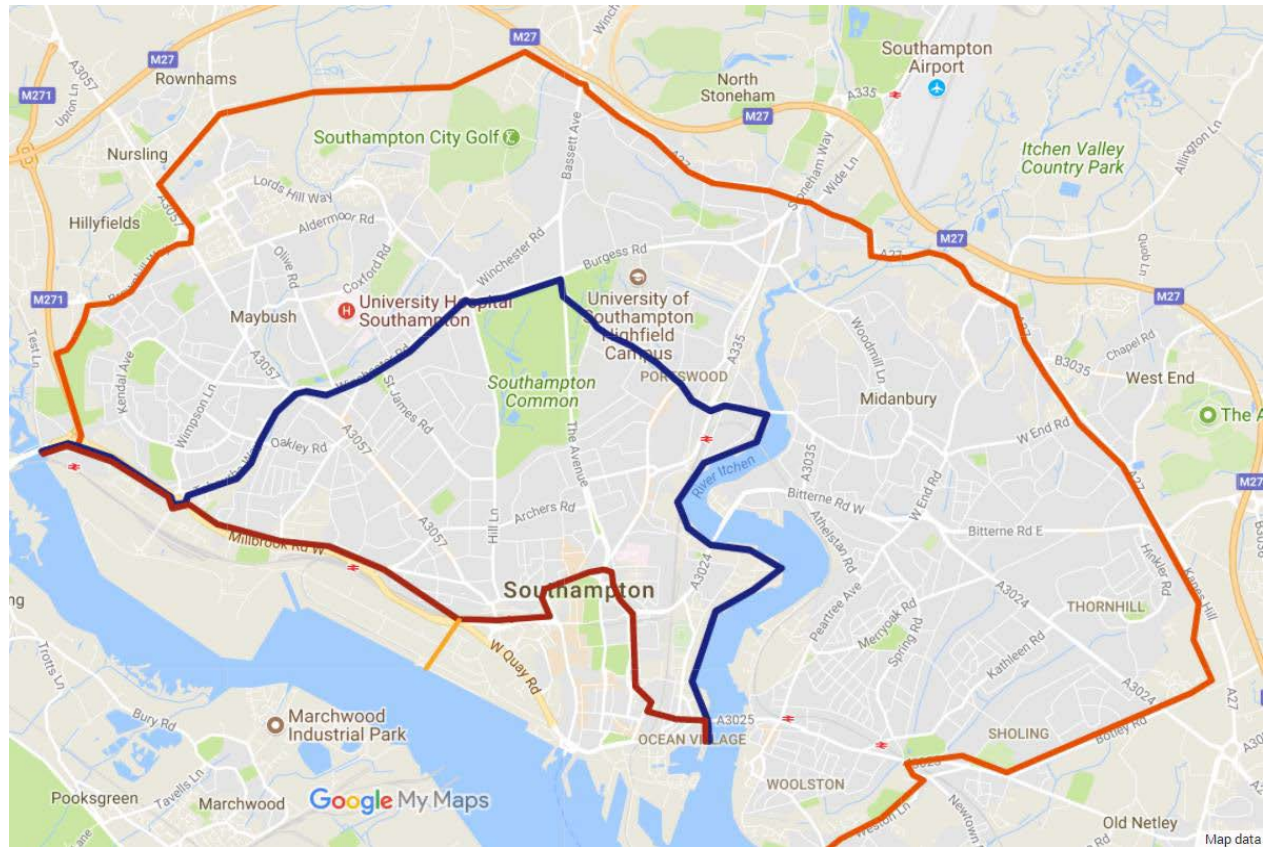
Clean Air Zone class	Vehicles included
<b>A</b>	Buses, coaches and taxis (including private hire)
<b>B</b>	<i>Buses, coaches, taxis and heavy goods vehicles (HGVs)</i>
<b>C</b>	Buses, coaches, taxis, HGVs and light goods vehicles (LGVs)
<b>D</b>	Buses, coaches, taxis, HGVs, LGVs and cars

## Clean Air Zone emission standards

Vehicle type	NOx emissions limit
Bus/coaches	Euro VI
HGV	Euro VI
Car/light commercial (up to 1305kg)	Euro 6 (diesel) Euro 4 (petrol)



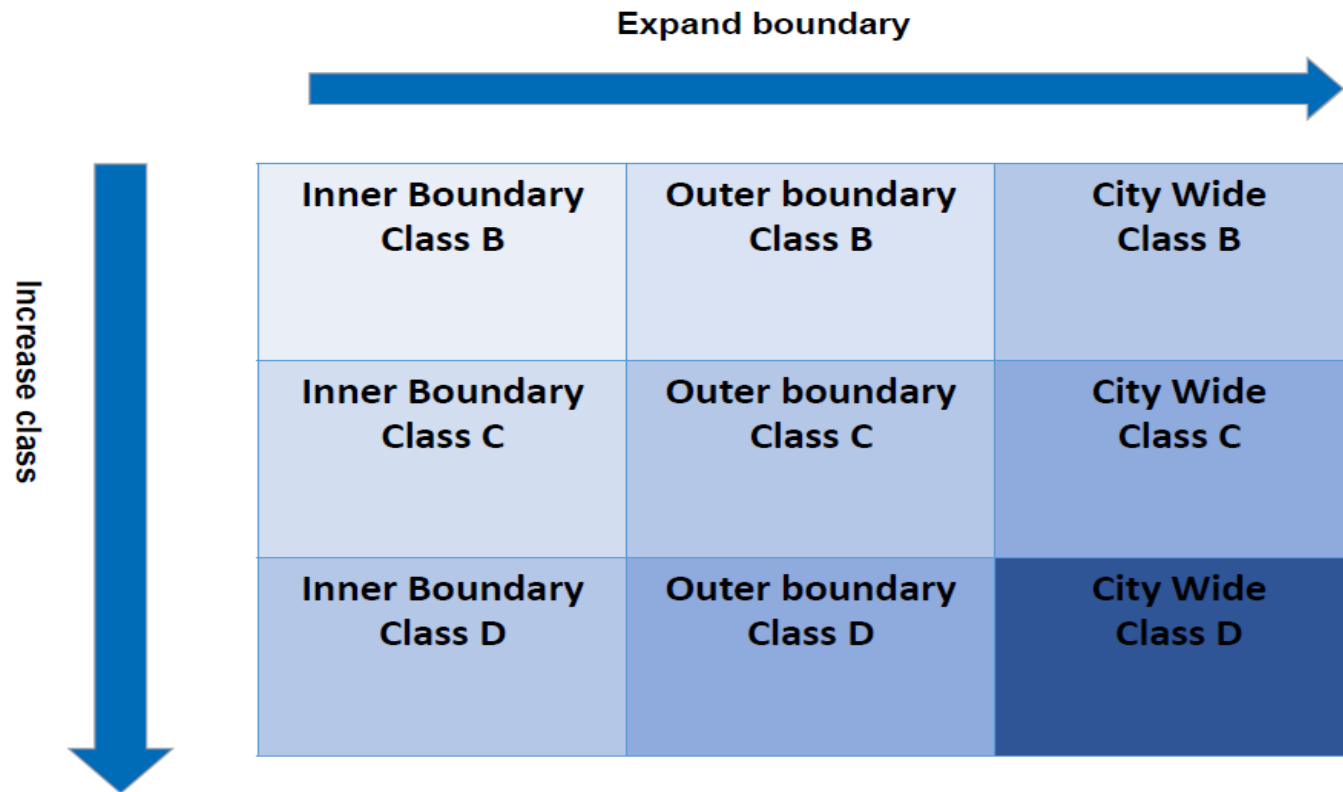
# Potential Clean Air Zone Options





# Potential Clean Air Zone Options

## Options matrix



## Supporting Measures complete or in progress (1)

- National Clean Air Day and Southampton Green Fleet event delivered
- SCC fleet review underway
- Fleet review complete and target of 20% of fleet to be electric by 2020
- Transition to SCC fleet to low emission fleet underway – Parking Services to be zero emission by end of 2017/18
- Parking season ticket concessions launched for EV's
- Marketing team in post and developing first campaigns – Walking and no-idling.
- Redesign of webpages and key messages underway
- Developing a “Clean Air” brand in conjunction with Defra.
- Outline proposal for Southampton Clean Air network (CAN) nearing completion with recognition and benefits scheme
- Design of Western Approach super cycle way underway.

## Barriers

- Funding – takes significant time to build a successful application. Requires creative thinking to identify partners and match funding. Revenue funding to create posts is uncommon.
- Conflicting outcomes – penalty charging penalises public transport.
- Significant number of individuals and organisations unwilling to accept collective responsibility.
- Expectations – Unilateral support within SCC to deliver improvements but levels of scrutiny can be time consuming.
- Concerns that economic development will be negatively impacted

## Solutions

- Continue to pursue funding and demonstrate ability to deliver.
- Integrated planning with stakeholders.
- Effective engagement and communication.
- Transparency – Make business cases for all activities accessible to all.
- Promote and nurture inward investment into a zero emissions economy.
- Market the improvements delivered and associated benefits.