SLOUGH BOROUGH COUNCIL

REPORT TO:	Neighbourhoods and Community Services Scrutiny Panel
DATE:	22nd October 2020
CONTACT OFFICERS:	Jason Newman, Environmental Quality Team Manager Olivia Flint, Principal Environmental Officer
(For all Enquiries)	07860 784526
WARD(S):	ALL

PART I

FOR COMMENT & CONSIDERATION

LOW EMISSION STRATEGY UPDATE

1. Purpose of Report

The Panel have requested an update on the low emission strategy (LES) from the last submission on 28th November 2019.

This report presents an update on progress with implementing projects towards the LES objectives within the last 11 months, and highlights the key issues and risks to the LES programme, particularly due to the impact of the COVID-19 pandemic.

2. Recommendation(s)/Proposed Action

The Panel is requested to note the report and comment on it. There are no proposed actions.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

3a. Slough Joint Wellbeing Strategy Priorities

By tackling air pollution through a co-ordinated programme of vehicle emissions improvement measures and policies, the LES seeks to reduce the impact of poor air quality on the health of local residents in line with the Wellbeing Strategy.

The LES supports three key priorities within the Slough Joint Wellbeing Strategy:

- protecting vulnerable children
- increasing life expectancy by focussing on inequalities
- improving mental health and wellbeing

3b. **Five Year Plan Outcomes**

Transport has a major role to play in helping to address the challenges we face with respect to poor air quality. Better transport, and the improved connectivity and accessibility which results, combined with the promotion of a shift to sustainable transport modes and vehicle emission reductions outlined in the LES, can support some of the important Five-Year Plan Outcomes identified, in particular:

Outcome 2 – Our people will be healthier and manage their own care needs

- Work with all our partners to improve the health and wellbeing of our residents through improved communication and awareness of the effects of poor air quality on human health and by advising on actions residents can take to reduce their exposure and reduce their emissions.

Outcome 3 – Slough will be an attractive place where people choose to live, work and stay

- The LES will promote the acceleration of ultra low emission vehicles, electric vehicle infrastructure, and sustainable travel as well as undertaking a feasibility assessment, if necessary, for implementing a Clean Air Zone/s within Slough to reduce air pollution which will improve the attractiveness of Slough.

4. **Other Implications**

(a) Financial

This report is an update status report on the Council's Low Emission Strategy. There are no direct financial implications relating to this report.

The Low Emission Programme does require significant funding to be secured in order to enable its successful delivery, and some elements have already secured funding through Capital Borrowing, Local Enterprise Partnership funding bids, Heathrow community funding bids, central Government funding bids and private sector investment. One of the primary sources of on-going funding is via developers' S106 contributions. More detail is provided on funding issues in the Table in Appendix A, particularly under objective 4b.

(b) Risk Management

There are no recommendations contained within the report so there is no risk associated with this report.

This report outlines the current status of the LES, with progress in 2020 reported in Appendix A together with key issues and risks to individual

objectives and projects. The current outline delivery plan for all objectives is provided in Appendix B. A formal two year review of the LES is required shortly and this is due to be reported to Cabinet in November 2020 for approval. The unfolding situation with COVID-19 and the formal review could result in some revision to the delivery plan in the coming months.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act issues as a result of this report.

(d) Equalities Impact Assessment

There is no requirement for an equalities impact assessment as there are no recommendations contained within the report.

(e) Workforce

CMT have approved the creation of new posts to enable the delivery of the LES and Programme.

5. Supporting Information

5.1 The Slough Low Emission Strategy (LES) was approved by Cabinet on 17th September 2018 and by Full Council on 27th September 2018. The details of the LES are contained within the SBC webpage http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx.

5.2 The principal aim of the LES is to:

- Improve air quality and health outcomes across Slough by reducing vehicle emissions through the accelerated uptake of cleaner fuels and technologies.

5.3 Under Section 83 of the Environment Act 1995 (Part IV), areas with persistent exceedance of pollutant EU limit values must be designated as an Air Quality Management Area (AQMA) and be followed by production of an Air Quality Action Plan (AQAP). Slough Borough Council (SBC) has designated five AQMAs due to elevated levels of nitrogen dioxide (NO_2) which breach the National Air Quality Objective (annual mean NO_2) and where there is relevant exposure to residents. The AQMAs are located around the M4, Tuns Lane, Bath Road, Town Centre/A4 and Brands Hill/A4 and cover over 2,000 residential properties.

5.4 The LES forms part of the Councils emerging AQAP, which will address exceedance in Slough's five AQMAs and any additional AQMAs declared during the AQAP process.

5.5 The Council has a statutory duty to prepare an annual report to DEFRA on the progress we are making to address poor air quality in Slough. This report

includes air quality monitoring and measures, including low emission measures we are taking to improve air quality. This is known as the annual status report. The latest annual status report 2020 is published on the SBC webpage http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality-reports.aspx). The executive summary to the annual report is provided at Appendix C. Air quality is improving in the Borough but at a slow rate, and none of the AQMAs can be revoked at this time.

5.6 The emerging AQAP will evaluate the impact that these measures have on reducing poor air quality, review progress on these measures and identify any new measures which could be introduced to reduce poor air quality further.

5.7 During 2021, once the AQAP is complete, the Council will be developing a new Clean Air Plan (CAP). The CAP will act as the overarching strategy which will consolidate all air quality aspirations and improvement plans across the Borough into one comprehensive strategy. This will encompass existing projects, such as the Defra funded sensor study, and emerging projects, such as the Clean Air Zone Feasibility Study.

5.8 The Low Emission Strategy is detailed and broad. It extends to 2025 and it can be broken down into three key themes:

- Evidence for Change – why are we taking action to improve air quality?
- Creating a Low Emission Future: Leading by Example - what the council can do with its powers to improve emissions.
- Clean Air Zone (CAZ) Framework for Slough: A framework to control emissions delivery in partnership with key stakeholders.

5.9 Progress on implementation of the Low Emission Strategy programme was last reported on at the Neighbourhoods and Community Services Panel of 28 November 2019. This is available on the SBC webpage: http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=569&MId=6482&Ver=4 .

5.10 Progress has since been made in each of these three areas, with updates presented in **Appendix A**. In total there are 19 LES objectives across these themes.

5.11 An updated outline delivery plan is presented in **Appendix B**. It has been recognised that the COVID-19 pandemic has caused major disturbance and delay in delivery of the LES, particularly to the appointment of the low emission programme/project manager and project officer, therefore there has been disruption to many projects since the last update (November 2019).

5.12 We currently have one active low emission programme set up with our corporate Project Management Office (PMO), the **Fleet Challenge Programme.** This programme was set up in 2016 and reports to the PMO on a monthly basis. We are scaling up this programme, which has been running on a trial phase for just over two years, by procuring additional workplace electric vehicle (EV) chargers and EVs to operate as pool fleet.

5.13 Currently, there are 6 electric pool fleet vehicles (3 Nissan Leafs and 3 Renault Zoes). These are used regularly by staff, with 55 staff and Councillors currently signed up to the voluntary scheme for the electric pool fleet cars and 101 for the E-bikes (as of 1st September 2020). The electric vehicles (EVs) have reached 43,700 miles and the E-Bikes have reached total usage of 1767 miles (as of July 2020, however up to date figures for 2 vehicles are yet to be collated). This equates to 10.2 tonnes of CO2e avoided relative to the Grey fleet baseline data and £19,666 revenue savings from grey fleet mileage claims (July 2020 data).

In addition to the electric pool fleet vehicles, there are also:

- 3 community transport fleet vehicles (2 Kia Souls and 1 Peugeot ION)
- 1 highway inspection fleet EV (1 Electric Leaf)
- 1 Children's Trust EV (1 Kia Soul)

The community transport fleet are used daily to transport children with special needs to school, The Children's Trust EV is at St Martins Place and is used by its staff for site visits. The highway EV is used for highway inspections. Typically, the fleet averages ~48,000 miles per year, however there has been significant impact on usage as a result of COVID-19 and a reduction in mileage which will be reported by April 2021.

5.14 The expansion of the Fleet Challenge Programme also requires the recruitment of additional staff (fleet manager and fleet officer) to manage Fleet Challenge and Community Transport Fleet (home to school) and this has been approved by CMT, however recruitment to these posts is significantly delayed therefore the project is not currently able to progress.

5.15 There are several factors which have led to the delay in recruiting to these posts. The first related to the job evaluation process that graded the new Council Fleet Manager post. This was considered too low to attract the right calibre of staff to Slough Borough Council to oversee Council fleet operations, in particular home to school fleet operations and its review which is a complex service that requires significant overhaul and restructure. A new job description has been prepared and is ready for revaluation but this is on hold because of the Council 'Our Futures' phase 2 re-design process, which means every staff post below the senior management team (i.e. Chief Executive, Executive Directors, and Associate Directors) will now be subject to a re-evaluation and restructure process (placed into families and new services). COVID-19 has had significant impact on Council finances and this consultation process will take up to 6 months to complete. We intend to prepare a new business case for CMT and Finance to seek approval to appoint to these posts.

5.17 Despite this, additional resources from the DCO Project Team have been secured for the delivery of the Electric Vehicle (EV) Taxi Project and Electric Vehicle charging infrastructure projects:

EV Taxi Project update is as follows:

- Project initiation was completed Summer 2020.
- An Update report has been submitted to Office for Low Emission Vehicles (OLEV).
- Planning phase of the project has started through engaging with potential suppliers, other Local Authorities and commencing specification and tender documentation. Tender to be launched late 2020/ early 2021.
- Phase 1 installation timetabled for Autumn 2021.
- Phase 2 installation scheduled for Summer 2022.

The workplace Electric Vehicle charging infrastructure project update is as follows:

- Completed EV charge point installation of 13 fast chargers and 1 rapid charger
- Power connection to chargers due by end of 2020
- Fully operational workplace EV charge points by New Year
- Procurement of additional EVs in 2021 for staff business use in line with COVID-19 recovery return to the workplace.

5.18 The Low Emission Programme will be continually subject to further revisions, by its nature it needs to be very adaptable.

6. Comments of Other Committees

There are no comments from other committees on this status report.

There is a requirement to undertake a full review of the Low Emission Strategy within 2 years. This is due to be presented to Cabinet in November 2020.

7. Conclusion

The Low Emission Strategy (LES) 2018 – 2025 forms part of the Council's emerging Air Quality Action Plan. This report outlines the current status of the LES in particular with respect to the progress and issues over the past 11 months.

The outline delivery plan has also been updated. There is a need to resource the delivery of the Low Emission programme. CMT has approved the recruitment of additional staff to enable the delivery of the Low Emission programme with particular focus on:

- The expansion and mandatory adoption of the Fleet Challenge Programme (a programme focussed on the decarbonisation of the Councils grey fleet and service fleet by providing electric and ultra low emission vehicles to conduct business travel). This programme runs until 2025.
- The procurement and delivery of the Taxi EV Rapid Charger Infrastructure Programme between 2020 and 2022.

- The procurement and delivery of EV (rapid and fast) off-street and Car Park Programme between 2020 and 2025.
- The procurement and delivery of the Slough Electric Car Club Programme in partnership with a national car club provider over several phases from 2020 - 2025.
- The procurement and delivery of the EV (rapid and fast) on-street Programme between 2020 – 2025.

Delays to the above projects, particularly of recruitment of project management officers, have been caused by COVID-19 disruptions. It is expected that recruitment for the new posts will be progressed in 2021.

Funding and resources continues to remain a significant barrier to the effective delivery of the LES objectives. S106 contributions will continue to remain an important source of funding for the delivery of low emission infrastructure in Slough.

A formal review of the LES is due shortly, being two years since adoption. This is due to be reported to Cabinet for approval in November 2020.

8. Appendices Attached

'A' - Low Emission Strategy Objectives Update October 2020

'B' - Outline Low Emission Delivery Plan

'C' - Executive Summary to Slough 2020 Air Quality Annual Status Report

9. Background Papers

'1' - Low Emission Strategy and associated LES documents (see http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx)

'2' Low Emission Strategy Update Report to Neighbourhoods and Community Services Panel of 28 November 2019 (see http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=569&MId=6482&Ver=4 .

'3' - Slough BC Air Quality Annual Status Report 2020 (see http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality-reports.aspx)

10. Glossary

'AQAP' Air Quality Action Plan

'AQMA' Air Quality Management Area

‘CAP’	Clean Air Plan
‘CAZ’	Clean Air Zone
‘CMT’	Corporate Management Team
‘DCO’	Development Consent Order team
‘EV’	Electric Vehicle
‘LES’	Low Emission Strategy
‘NO_2’	Nitrogen Dioxide
‘OLEV’	Office for Low Emission Vehicles
‘PMO’	Project Management Office

Appendix A: Low Emission Strategy Objectives Update

Low Emission Update Report October 2020			
Objective/ Programme	**Progress**	**Status**	**Key Issues/ Risks/ Incentives**
1. General			
1a. Ensure all relevant Council strategies consider and support measures to improve air quality and health outcomes in partnership with stakeholders	Lead Members and Directors Approval of Carbon Management Plan Due to be presented at Cabinet 12th October	*Green – on track*	
2. Evidence for Change			
2a. Provide a robust framework for monitoring and modelling air quality across Slough	Review and upgrade of continuous air quality monitoring network – • Contract with ET was extended until August 2020. • New monitoring locations have been established for Chalvey (relocated station) and Langley (new monitoring station). • Civil works and site preparation are in progress for both Chalvey and Langley locations • New tender is required for Pippins station replacement to ensure value for money • Salt Hill Park monitoring station is due to be decommissioned, will commence this year	*Green – on track*	Some delivery delays have been encountered due to COVID-19 pressures, however stations are still due to be installed by end of 2020. There is risk that water ingress will cause issues over winter at Pippins, though it is expected that the replacement works will be awarded and works underway by the end of the year.
	Defra funded sensor project - Vaisala	*Green –*	The project was initially delayed due to COVID-19 disrupting

	sensors were installed June 2020 outside four schools	*on track**	the delivery and installation of the sensors. The project objectives also had to be reviewed as the aim of the project is around school activity. * Project on track now that Defra deadlines have been extended. Defra recognised the delays across all projects due to COVID-19 and subsequently extended the project deadline Data communication issues had been ongoing however have now been resolved, allowing for high data capture
	Air quality dispersion modelling and source apportionment – previous modelling in 2014 (of NO_2 only) is being updated for all pollutants. Specialist consultants were appointed in late Spring 2020. During Summer 2020 the project team have been working on completing 2017, 2022 and 2026 transport and air quality modelling baselines. These are due to be delivered in October 2020. The modelling will supplement the Council's monitoring network to provide a clearer picture of air quality issues across the whole Borough. It will then allow scenario testing of LES measures to evidence whether they will be sufficient to achieve the necessary reductions.	*Amber – Risk of delay*	Delay has occurred due to COVID-19 – traffic levels are impacted and therefore automatic number place recognition (ANPR) cannot be used to determine vehicle fleets. To overcome this issue, national fleet data and comparative data from other LA's completing Clean Air Zone studies has been used. Due to ongoing COVID-19 pressures, this may remain amber.
2b. Use national and local data to assess the impact on health of Slough residents arising from air pollution	Data recorded from the continuous and passive monitoring locations is presented in Slough's Annual Status Report (ASR) every June. The most recent report (ASR 2020) presents data from 2019 and trends over the last 5 years. This can be found on the	*Green – on track*	The Council's air qualitymonitoring consultant prepared a review of the impacts of COVID-19 on local air quality in Slough up to June 2020. This is available here: www.airqualityengland.co.uk/assets/reports/312/Slough_report_covid_analysis.html . Using complex modelling forecasts it was estimated that lockdown had

	following link: http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality-reports.aspx).		resulted in a temporary reduction in nitrogen dioxide levels of between 33-50% at four continuous monitoring locations. Officers are continuing to review monitoring results on a monthly basis as restrictions are eased and traffic levels return towards pre-lockdown levels.
2c. Work with local health professionals to promote awareness of the impact of vehicle emissions on health	Review and revise Smoke Control policy and PM2.5 measures with Public Health – • PM2.5 modelling is underway as part of AQAP. • Follow on elements have not yet started due to COVID-19 disruption	*Amber – Risk of delay*	Initiation of Air Quality and Public Health group has been delayed due to COVID-19 impacts. This will be revisited early 2021, as it is anticipated health professionals will be busy over the winter months.
3. Creating a Low Emission Future			
3a Provide measures to improve vehicle emissions through the Transport Strategy and Local Transport Plans	Slough is currently developing the Strategic Transport Infrastructure Strategy as part of the Regeneration Framework, which is due to be circulated for consultation in September 2020. The Strategic Transport Infrastructure Strategy builds upon the existing Transport Vision, which was published by the Council in February 2020, and the Local Transport Plan 3 (LTP3). This LTP is being refreshed as this Strategy develops, to produce LTP4 which will be out for consultation in November 2020. LTP4 is an overarching plan, supported by supplementary strategy documents.	*Green – on track*	Air quality themes are being fed into these strategies and frameworks where possible. One of the key challenges which the emerging Local Plan aims to address is how to tackle congestion on Slough's roads. The Transport Infrastructure Strategy which ties in with the LES, provides important inputs into the review of the Local Plan and the Centre of Slough Development Strategy, to reduce car use, improve congestion and sequentially, improve air quality in the borough.
3b Provide policies to support improvements in air quality through the Local Plan	Collaboration is ongoing with Planning Policy to provide air quality information and evidence towards key interim documents – e.g. Summer 2020 • Colnbrook and Poyle Spatial Strategy • Centre of Slough Spatial Strategy	*Green – on track*	

	• Local Plan Sustainability Appraisal		
3c Develop air quality and planning guidance to promote air quality mitigation at design stage and support wider air quality improvements through off-set mitigation	Refresh Council air quality policy in line with current practice and guidance - Collaboration has been ongoing in Summer 2020 with Planning Policy to refresh outdated guidance within Council policy regarding air quality assessment and mitigation.	*Green – on track*	Ahead of adoption of new Local Plan, the existing Developers Guide will be refreshed. Agreement has not yet been reached on an appropriate standardised methodology to be applied to define the appropriate level of mitigation required. Close collaboration is required to ensure all concerns are addressed.
3d Introduce specifications for electric vehicle charging as part of new development schemes			Implemented 2018 in section 3.3 of LES. Future review appropriate as electric vehicle market share increases.
3e Implement vehicle emission standards through Social Value procurement practices			Implemented 2018 in section 3.4 of LES.
3f Consider whole life costs and alternatives to diesel in SBC vehicle fleet procurements		*Amber – Risk of delay*	Mechanism in place. However, expansion of Council's fleet with additional 20 electric vehicles delayed until 2021 due to COVID-19.
3g Introduce Clean Air Taxi emission standards and infrastructure to support the take-up of ultra-low emission taxis	Taxi emission standards implemented in September 2018. From 1 September 2020 new standards also now apply to new vehicles for existing license holders.	*Green – on track*	
	Installation of 7 rapid chargers for taxis: • Project initiation was completed Summer 2020. • An Update report has been submitted to OLEV.	*Red – Project delayed*	This is one of the projects to be delivered by the new Low Emission Programme Manager and Project Officer posts approved by CMT at the end of 2019. Recruitment has not been possible in 2020 due to COVID-19, and it will be 2021 before it can be progressed.

	• Planning phase of the project has started through engaging with potential suppliers, other Local Authorities and commencing specification and tender documentation. Tender to be launched late 2020/ early 2021. • Phase 1 installation timetabled for Autumn 2021. • Phase 2 installation scheduled for Summer 2022.		This additional delay to resource the project means that the project, originally to be delivered by end of 2019, is running at least two years behind. This project is currently being supported by the DCO team Principal Environmental Officer to initiate planning and procurement.
3h Implement the Fleet Challenge to reduce emissions from the SBC 'grey fleet'	Project has been running on a trial phase for just over 2 years. Now to be scaled up by procuring additional workplace electric vehicle (EV) chargers and EVs to operate as pool fleet. Progress made with installation of workplace chargers see 4b.	*Red – Project delayed*	The expansion of this programme also requires the recruitment of additional staff (fleet manager and fleet officer to manage Fleet Challenge and Community Transport Fleet (home to school) and this has been approved by CMT. Due to COVID-19 impact, there are delays in recruiting for these posts, and so currently the project is unable to progress. Across the two year trial the programme has been successful in recording over 31,000 EV business miles across 6 EV pool cars with zero exhaust emissions.
4. Clean Air Zone Framework			
4a Look at the feasible implementation of a Borough-wide Clean Air Zone (CAZ) including emission standards for buses, taxis, lorries and vans, in line with National Air Quality Plans	Extension of AQ Action Plan Modelling to include scenario testing of whether a CAZ will enable concentrations in Slough to decrease in the shortest possible time. AQAP Modelling commenced in Summer 2020 – see 2a.	*Green – on track*	Project was to be funded by S106, however some funding was withdrawn and therefore may need to be funded by revenue costs to avoid delays in future
4b Implement measures to support the take-up of ultra-low	The EV workplace charging project update is as follows: • Completed installation of 13 fast	*Amber – Risk of delay*	This objective has been majorly disrupted by delay to recruit (due to COVID-19) to the new Low Emission Programme Manager and Project Officer posts, approved by CMT at the

emission vehicles (ULEV) through the development of a Slough Electric Vehicle (EV) Plan	chargers and 1 rapid charger • Power connection to chargers due by end of 2020 • Fully operational workplace chargers by New Year • Procurement of additional EVs in 2021 (delayed from 2020) for staff business use in line with COVID-19 recovery return to the workplace.		end of 2019, who will deliver the schemes towards the objective. Some S.106 funding has been negotiated for these projects - £61.4k for EV charging network (of which £40.6k spent); and £111.7k for Car Club schemes. However, we still need to secure significant additional s106 contributions for the EV (rapid and fast) off-street and Car Park Programme and Slough Electric Car Club Programme in order to enable expansion of these programmes across the Borough into future phases.
	The EVCP project (public charging) update is as follows: • Slough currently operate 22 public EV chargers (2 of which are rapid chargers). • In 2020 the network has recently increased to include an addition 5 public chargers and 1 rapid charger at the new leisure centre on Farnham Road.		
	Develop an Electric Car Club across the Borough - discussions have been initiated in 2020 with car club providers (including Enterprise who currently operate in Slough) and a high level plan has been produced.		
	The funding for the programme will be secured through a variety of mechanisms, in particular s106 pooled contributions from major developments. Officers have been successful in encouraging developers to build mitigation into their proposals, with notable examples in 2020 such as the provision of public EV infrastructure and EV car club for the		

	Horlicks site, and recently the Akzo Nobel site.		
4c. Work in partnership with bus and freight operators to reduce emissions	Work with bus operators to develop ultra-low emission corridors, including potential for the Slough Mass Rapid Transit (SMaRT) Scheme - work is ongoing with Reading Buses and a trial of an electric bus route (Langley to Heathrow via Colnbrook) is planned for November 2020.	*Green – on track*	Slough will maintain dialogue with all bus companies, and support where appropriate retro-fit bus scheme to reduce bus fleet emissions.
4d Work in partnership with Highways England to reduce the impact of vehicles on the Strategic Road Network (M4)	Highways England has commenced works on the Smart M4 Motorway. They have funded AQ monitoring in three areas of Slough where receptors may be at risk from increased emissions during the construction period, to monitor air quality impacts and ensure they are kept to a minimum. The additional 30 diffusion tubes were added to the Council's monitoring network in June 2020.	*Green – on track*	
4e Ensure Heathrow Airport expansion does not impact on pollution levels but help us realise the potential benefits of this opportunity to improve air quality in Slough		*Green – on track*	Airport Expansion currently on hold
4f Prepare a Low Emission Programme to deliver measures within the LES	A formal review of the programme is due two years after adoption. Officers have commenced work on this and it is due to go to Cabinet for approval in November 2020.	*Green – on track*	
5. Communication and Delivery Plan			
5a Produce an integrated communications and	The LES Programme Communication Plan has previously been developed. It will form part of the two year review outlined in 4f.	*Green – on track*	The plan will be developed out into a package of measures to be implemented going forward under the new Air Quality Action Plan (due Spring 2021) and subsequent overarching

delivery plan for measures in the LES	Communication with schools is ongoing. Currently engaging with schools regarding Clean Air Day air quality awareness campaign, involving educational and active participation, linking with Sustainable Travel initiatives such as Bikeability Training and Walking with Daisy. The AirTEXT service will also be promoted via online resources and social media for the event.		Clean Air Plan. National Clean Air Day, usually in June, was this year postponed to 8 October 2020 due to the COVID-19 restrictions. An Air quality awareness campaign in schools was tabled to coincide with Clean Air Day in June 2020 as part of the sensor project (outlined in 2a). Delays due to COVID-19 closing schools and technical issues mean this will now take place in 2021.

Appendix B: Outline Low Emission Delivery Plan

Outline Low Emission Delivery Plan				
Objective	**Action**	**Owner**	**Start Date**	**End Date**
1. General				
1a. Ensure all relevant Council strategies consider and support measures to improve air quality and health outcomes in partnership with stakeholders	Ongoing engagement with all relevant strategies and statutory plans that have a direct or indirect impact on AQ., i.e. Carbon Management Plan, Climate Change Strategy, Local Plan, Strategic Transport Infrastructure Plan , Local Transport Plan, Corporate Procurement Strategy, Wellbeing Strategy etc. to ensure AQ impacts are considered and low emission measures are supported through policy adoption within these strategies.	Various	Sept 2018	Dec 2025
2. Evidence for Change				
2a. Provide a robust framework for monitoring and modelling air quality across Slough	Replace monitors and enclosure at Pippins School, Colnbrook with walk-in cabinet	EQ – Sophia Norfolk	March 2020	Dec 2020
	Decommissioning of Salt Hill monitoring station	EQ – Sophia Norfolk	Jan 2020	Dec 2020
	Replacement of Chalvey monitoring station	EQ – Sophia Norfolk	March 2020	Dec 2020
	Installation of a new roadside continuous air quality monitoring station in Langley, to observe air quality trends. Proposed location is on Langley High Street	EQ – Sophia Norfolk	Feb 2020	Dec 2020
	Installation of diffusion tubes in background locations to determine ambient NO2 concentrations	EQ – Sophia Norfolk	Completed May 2020	
	Installation of diffusion tubes to co-locate with Vaisala air quality sensors during Defra funded project	EQ – Sophia Norfolk	Completed June 2020	
	Commissioning of detailed air quality modelling and source apportionment during 2019 to determine pollutant sources and establish baseline NO2 and PM concentrations	EQ – Sophia Norfolk	Jan 2020	Oct 2020
2b. Use national and local data to assess the impact on health of Slough residents arising from air pollution	We report annually on Public Health Outcomes Framework (PHOF) that illustrates and reports on the fraction of mortality associated with particulate air pollution.	EQ – Sophia Norfolk	Annually reported in June within our Annual Status Report submitted to DEFRA	
2c. Work with local health	Promote educational awareness through council air quality	EQ – Sophia Norfolk	Jan 2020	Dec 2020

professionals to promote awareness of the impact of vehicle emissions on health	webpages			
	Promote AirTEXT **(measure: number of subscribers)**	EQ – Sophia Norfolk	Jan 2014	Dec 2025
	Implementation of the communication campaign to raise awareness	EQ – Sophia Norfolk	Jan 2020	Dec 2020
	Public Health Slough Website – dedicated air quality pages – **(completed)**	EQ – Sophia Norfolk	Completed May 2019	
	Clean Air Day – Prepare for PR event for Clean Air Day 2020	EQ – Sophia Norfolk	Jan 2020	Oct 2020 (postponed due to COVID-19)
3. Creating a Low Emission Future				
3a Provide measures to improve vehicle emissions through the Transport Strategy and Local Transport Plans	Promote modal shift away from cars to sustainable transport modes, including public transport, walking and cycling via the **Strategic Transport Infrastructure Plan and new Transport Plan** Undertake a Clean Air Zone (CAZ) feasibility study in line with the national Clean Air Zone Framework **(subject to funding) see details in 4a** Promote the uptake of ultra-low emission vehicles (ULEV) in line with the **Slough Electric Vehicle Plan**	MIP – Savio DeCruz EQ – Sophia Norfolk EQ – Jason Newman	Jan 2019 Jan 2020 Sept 2018	April 2021 Dec 2020 Dec 2025
3b Provide policies to support improvements in air quality through the Local Plan	EQ input into the Local Plan process and adoption of AQ policies within the new Local Plan (expected to be completed by 2022)	Planning Policy – Paul Stimpson	June 2020	Dec 2022
3c Develop air quality and planning guidance to promote air quality mitigation at design stage and support wider air quality improvements through off-set mitigation	Adopt Air Quality Planning Guidance to provide clarity to developers through the planning system (Specified within LES – revise as part of LES review and Local Plan process) Seek air quality mitigation to be integrated into development schemes at the design stage Require appropriate air quality mitigation, proportionate in scale and kind to development scheme impact, including off-set mitigation on major schemes **(s106 contributions)**	Planning and EQ EQ – Sophia Norfolk EQ – Jason Newman EQ – Sophia Norfolk	Completed Sept 2018 Started	2 year review Ongoing Ongoing

	Adopt emission controls for non-road mobile machinery (NRMM) (Major Schemes)			Ongoing
3d Introduce specifications for electric vehicle charging as part of new development schemes	Introduce standards for plug-in vehicle charging on new development schemes (update as necessary specified in the LES)	EQ – Jason Newman	Completed (annual review)	
3e Implement vehicle emission standards through Social Value procurement practices	Introduced through LES and used for procurement of RMI , DSO fleet, and Corporate repairs and Community Transport contracts. **(ensure included in any new Corporate Procurement Strategy)** Require minimum vehicle emission standards as part of Social Value procurement processes where relevant Set emission standards for all major contracts eg maintenance etc, where vehicle use is inherent in the contract Ensure the Waste and Recycling Fleet complies with the Euro VI Emission Standard from 1st December 2017 **(yes full compliance achieved)** **The new Carbon Management Plan 2020-2030 sets an objective for the Council to reach carbon net zero emissions by 2030 – all Council fleet will be zero emissions at the tail pipe by March 2020**	EQ – Jason Newman	Completed	2 year review
3f Consider whole life costs and alternatives to diesel in SBC vehicle fleet procurements	Use whole life costs (WLC) in the evaluation of vehicle procurement exercises, including the consideration of alternatives to diesel technology. Seek to migrate the refuse collection vehicle (RCV) fleet to natural gas / biomethane as part of the next procurement cycle (Jan 2024) **rejected as still fossil fuel based approach – electric RCVS** option being considered for next fleet cycle	EQ – Jason Newman	Completed Ongoing	As required Dec 2025 (next fleet replacement cycle)

	Review the SBC light commercial fleet and pursue opportunities to transfer to plug-in vehicles where feasible **(part of Fleet Challenge Programme)** All SBC light community service vehicles will meet the Euro 6/VI Emission Standard **(achieved by 2022)** SBC will comply with best practice laid down by the Government		Jan 2020 Jan 2020	Dec 2025 (complete fleet transition) Dec 2022
3g Introduce Clean Air Taxi emission standards and infrastructure to support the take-up of ultra-low emission taxis	Set minimum emission standards for both Hackney Carriages and private hire vehicles (PHV) that comply with National Clean Air requirements and also promote the use of ultra-low emission vehicles (ULEV)	EQ – Jason Newman and Licensing – Mick Sims	Completed	ULEV implemented in 2025
	Install a network of dedicated, rapid charging units to support the growth in ULEV taxi take-up	EQ – LES Project Manager	Started	Dec 2022
	Encourage the development of SMART APPS for taxi drivers to connect with electric charging infrastructure and for customers to connect to ULEV taxis	EQ – LES Project Manager	Aug 2021	Dec 2022
	Facilitate 'trade' days for taxi drivers to meet with ULEV taxi manufacturers / retailers, infrastructure providers and other support organisations	EQ – LES project Officer	Jan 2022	Dec 2022
	Promote the use of ULEV taxis for public sector taxi contracts **(post dates the strategy Dec 2025)**	Community Transport Manager	June 2025	Sept 2026
3h Implement the Fleet Challenge to reduce emissions from the SBC 'grey fleet'	Implement a Travel Hierarchy providing access to alternatives to car use to avoid unnecessary journeys and increasing the use of electric pool cars and bikes **(completed)**	EQ – Jason Newman	Completed	2 year review
	Build on the successful 'My Electric Avenue' Project to increase the take-up of ULEVs, reduce emissions and save costs for both staff and the Council **(Fleet Challenge Programme Trial phase)**	EQ – Jason Newman	June 2017	March 2021

	Expand the EV Pool Fleet over three phases (HQ, Hubs and Trust) subject to business case demonstrating return of investment **(mandatory phase)** – Impacted by COVID-19 and return to workplace	EQ – Jason Newman and Fleet Manager	April 2021	Dec 2025
4. Slough Clean Air Zone (CAZ) Framework				
4a Look at the feasible implementation of a Borough-wide Clean Air Zone (CAZ) including emission standards for buses, taxis, lorries and vans, in line with National Air Quality Plans	Appoint Transport and Air Quality modelling specialist: - Determine scenarios to run through transport model - Write formal task order for Transport model - Write Air Quality modelling RFQ	EQ – Sophia Norfolk	Jan 2020	July 2020
	Collect Automatic Number Plate Recognition (ANPR) Data - Procure ANPR cameras (procurement sign off) - Deal with GDPR regulatory requirements for personal data - Install ANPR - Run ANPR for 2-3 weeks - Analysis of ANPR data		May not be possible to complete this stage until 2021 due to COVID-19 disruption	
	Run Transport Model: - Scenario 1: 2018 baseline - Scenario 2: 2022 Implementation Date - Scenario 3: 2026 Future Year		May 2020	Oct 2020
	Run Air Quality Model: - Scenario 1: 2018 Baseline - Scenario 2: 2022 Implementation Date - Scenario 3: 2026 Future Year (do minimum) - Scenario 4: CAZ B 2022 and 2026 - Scenario 5: CAZ C 2022 and 2026 - Scenario 6: CAZ 2022 and 2026		October 2020	Dec 2020
	Prepare Feasibility Study Report – internal review Prepare and present recommendation to CMT Prepare and present recommendation to Cabinet Business Plan to be developed if approved by CMT/Cabinet – require Public and Business Consultation.		Dec 2020 Feb 2021 April 2021 June 2021	Jan 2021 March 2021 June 2021 June 2022

	Process is likely to take 18-24 months for full implementation of a CAZ			
4b Implement measures to support the take-up of ultra-low emission vehicles (ULEV) through the development of a Slough Electric Vehicle Plan	Develop a Slough Electric Vehicle Plan – links to the development of the low emission programme and delivery plan – presented to Cabinet in November 2020 Promote ultra-low emission buses through the Slough Electric Vehicle Plan	EQ – Jason Newman	Jan 2020	Nov 2020
4c Work in partnership with bus and freight operators to reduce emissions	Work in partnership with bus and coach operators to identify an emission reduction pathway to 2025 Promote alternatives to heavy diesel such as methane/biomethane and electric	MIP– Savio DeCruz	Started	Dec 2025
	Require a minimum Euro VI emission standard for new, tendered commercial bus route services through Slough from 2018		Ongoing	Dec 2025
	Require a minimum Euro VI Standard for all existing commercial bus routes operating in our AQMAs by 2021 **(we are meeting significant resistance and may need to extend deadline)**		Started	Dec 2021
	Undertake an electric bus route trial (November 2020) in the Town Centre		Nov 2020	Dec 2020
	Support, where possible, funding opportunities to reduce emissions		As required	
	Promote ultra-low emission corridors as part of the Slough Mass Rapid Transit (SMaRT) and Heathrow developments		Jan 2019	Dec 2022
4d Work in partnership with Highways England to reduce the impact of vehicles on the Strategic Road Network (M4)	AQ monitoring being undertaken for the SMART M4 motorway and ongoing AQ mitigation where required	EQ – Sophia Norfolk	Started	June 2022
4e Ensure Heathrow Airport expansion does not impact on	Ongoing regular meetings with HAL discuss impact and mitigation of Heathrow expansion with respect AQ	MIP – Savio DeCruz and EQ – Jason	June 2019	Airport Expansion on

pollution levels but help us realise the potential benefits of this opportunity to improve air quality in Slough	Dates based on submission of DCO application these may change On Hold	Newman		Hold
4f Prepare a Low Emission Programme to deliver measures within the LES	Low Emission Programme.	EQ – Jason Newman	Started	Nov 2020 Cabinet approval
	5. Communication and Delivery Plan			
5a Produce an integrated communications and delivery plan for measures in the LES	Development of delivery and communication plans. Present to Cabinet	EQ – Jason Newman	Completed	Nov 2020 approval