

Appendix A: Low Emission Strategy Objectives Update

Low Emission Update Report November 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	<p>Lead Members and Directors Approval of Carbon Management Plan.</p> <p>The Plan was presented at Cabinet on 12th October. The Cabinet fully supported the plan and Full Council approved the CMP on 24th November 2020.</p>	<i>Green – on track</i>	<p>The following relevant emerging Council plans and strategies will support measures to improve air quality and health outcomes.</p> <p>The Local Plan, The Climate Change Strategy, The Strategic Infrastructure Plan, The Clean Air Plan. Local Transport Plan 4.</p>
2. Evidence for Change			
2a. Provide a robust framework for monitoring and modelling air quality across Slough	<p>Review and upgrade of continuous air quality monitoring network –</p> <ul style="list-style-type: none"> • 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 end of this year • New diffusion tube sites have been set up on busy roads around the Town Centre 	<i>Green – on track</i>	<p>We have new (2017) continuous AQ monitoring stations at Brands Hill, Wellington Street and Bath Road (Windmill).</p> <p>The new Chalvey and Langley AQ stations are due to be installed by end of 2020.</p> <p>The Pippins Station is due to be replaced in 2021.</p> <p>We are currently monitoring air quality using passive tubes across more than 60 locations in the Borough.</p>

	<p>Defra funded sensor project - Vaisala sensors were installed June 2020 outside four schools</p>	<p><i>Green – on track*</i></p>	<p>The project was initially delayed due to COVID-19 disrupting 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.</p> <p>* 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</p> <p>Data communication issues had been ongoing however have now been resolved, allowing for high data capture</p>
	<p>Air quality dispersion modelling and source apportionment – previous modelling in 2014 (of NO₂ 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 which were delivered in draft in October 2020. Project team are now working on finalising the baseline modelling and source apportionment.</p> <p>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.</p>	<p><i>Amber – Risk of delay</i></p>	<p>Delay has occurred due to COVID-19 – traffic levels are impacted and therefore automatic number plate 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.</p> <p>Due to ongoing COVID-19 pressures, this may remain amber.</p>
<p>2b. Use national and local data to assess the impact on health of</p>	<p>Data recorded from the continuous and passive monitoring locations is presented in Slough's Annual Status Report (ASR) every</p>	<p><i>Green – on track</i></p>	<p>The Council's air quality monitoring consultant prepared a review of the impacts of COVID-19 on local air quality in Slough up to June 2020. This is available here:</p>

Slough residents arising from air pollution	June. The most recent report (ASR 2020) presents data from 2019 and trends over the last 5 years. This can be found on the following link: http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality-reports.aspx).		www.airqualityengland.co.uk/assets/reports/312/Slough_report_covid_analysis.html . Using complex modelling forecasts it was estimated that lockdown had 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 – <ul style="list-style-type: none"> • PM2.5 modelling is underway as part of AQAP. • Follow on elements have not yet started due to COVID-19 disruption 	<i>Amber – Risk of delay</i>	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 has been developing the Strategic Transport Infrastructure Plan as part of the Regeneration Framework. A draft of the plan was circulated internally for officer level consultation in October 2020. The Strategic Transport Infrastructure Plan 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 Spring 2021. LTP4 is an overarching plan, supported by supplementary strategy documents.	<i>Green – on track</i>	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 Plan 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	<i>Green – on track</i>	

	<ul style="list-style-type: none"> • Colnbrook and Poyle Spatial Strategy • Centre of Slough Spatial Strategy • 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	<p>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.</p> <p>Ahead of adoption of new Local Plan, the existing Developers Guide will be refreshed. A draft new AQ section has been prepared and is being consulted on at officer level currently.</p>	<i>Green – on track</i>	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.	<i>Green – on track</i>	Future reviews as appropriate as electric vehicle market share increases and EVCP technology improves.
3e Implement vehicle emission standards through Social Value procurement practices	Implemented 2018 in section 3.4 of LES.	<i>Green – on track</i>	These standards will be reviewed in line within our new Carbon Management Plan/pledge to meet net zero carbon targets for our operations and fleet by 2030
3f Consider whole life costs and alternatives to diesel in SBC vehicle fleet procurements	<p>6 EV pools cars</p> <p>4 EV community transport cars</p> <p>1 EV Highway car</p> <p>2 EV Bouyges vans</p> <p>6 EV Osborne vans</p>	<i>Green – on track</i>	A zero emission fleet plan will be produced for all vehicle replacement fleet for SBC and SBC contractor fleet over the term of the LES and beyond to 2030 to meet carbon neutral pledge targets.
3g Introduce Clean Air	Taxi emission standards implemented in	<i>Green –</i>	Covid 19 impacts on taxi/PHV trade are severe and may

<p>Taxi emission standards and infrastructure to support the take-up of ultra-low emission taxis</p>	<p>June 2018. From 1 September 2020 new standards also now apply to new vehicles for existing license holders.</p>	<p><i>on track</i></p>	<p>place strain on the trade to replace vehicles with compliant Euro VI fleet</p>
	<p>Installation of 7 rapid chargers for taxis:</p> <ul style="list-style-type: none"> • Project initiation was completed Summer 2020. • An Update report has been submitted to 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. 	<p><i>Red – Project delayed</i></p>	<p>This is one of the projects that was to be delivered by the 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.</p> <p>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.</p>
<p>3h Implement the Fleet Challenge to reduce emissions from the SBC 'grey fleet'</p>	<p>The programme has been running on a trial phase for just over 3 years.</p> <p>In January 2019 CMT granted approval to expand the Fleet Challenge Programme and move to mandatory adoption so all staff will walk, cycle, use P/T or pool EV fleet before using their car to undertake business journeys (i.e. business travel hierarchy).</p> <p>CMT approved the recruitment of two new dedicated staff members to oversee and manage the Fleet Challenge Programme.</p>	<p><i>Red – Project delayed</i></p>	<p>The expansion of this programme requires the recruitment of additional staff (fleet manager and fleet officer to manage Fleet Challenge and Community Transport Fleet (home to school) and this had been approved by CMT. Due to COVID-19 impact, and latterly the Phase 2 staff reorganisation, recruitment has been placed on hold.</p> <p>Additionally, most staff have been working from home and business travel has significantly reduced. The procurement of additional EV fleet was placed on hold and delayed until 2021 due to COVID-19 in line with a recovery plan and phasing of staff returning to the office.</p> <p>A new Fleet Challenge phasing plan will be developed as</p>

	<p>A procurement business case was approved in July 2019 to implement the expansion over three phases (2020, 2021, 2022).</p> <p>The programme was to be scaled up by procuring additional workplace electric vehicle (EV) chargers and EVs to operate as pool fleet and by mandating the use of the business travel hierarchy document.</p> <p>Progress made with installation of workplace chargers see 4b.</p>		<p>part of the zero-emission fleet plan, this will be developed jointly by the Environment Manager and Fleet Operations Manager.</p>
<p>4. Clean Air Zone Framework</p>			
<p>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</p>	<p>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.</p> <p>AQAP Modelling commenced Summer 2020 – see 2a.</p> <p>CAZ is to implemented by 2022</p>	<p><i>Amber – risk of delay</i></p>	<p>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.</p> <p>Covid-19 has significantly impacted on road traffic levels and hence modelling had been delayed.</p>
<p>4b Implement measures to support the take-up of ultra-low emission vehicles (ULEV) through the development of a Slough Electric Vehicle (EV) Plan</p>	<p>The EV workplace charging project update is as follows:</p> <ul style="list-style-type: none"> • Completed installation of 13 fast 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 	<p><i>Amber – Risk of delay</i></p>	<p>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 end of 2019, who will deliver the schemes towards the objective.</p>

	<p>return to the workplace.</p> <p>The EVCP project (public charging) update is as follows:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>The funding for the programme will be secured through a variety of mechanisms, in particular s106 contributions from major developments.</p> <p>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.</p>		<p>Looking to expand the EV public network over the lifetime of the plan (2020 – 2025) across our car parks, park and ride site, hub sites, leisure sites, community sites, and on street.</p> <p>Looking to set up a pilot Electric Car Club on Windsor Road in 2021.</p> <p>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.</p> <p>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.</p>
<p>4c. Work in partnership with bus and freight operators to reduce emissions</p>	<p>Work with bus operators to develop ultra-low emission corridors, including potential for the Slough Mass Rapid Transit (SMaRT) Scheme –</p> <p>Trial zero-emission electric bus service</p>	<p><i>Green – on track</i></p>	<p>Slough will maintain dialogue with all bus companies, and support where appropriate retro-fit bus scheme to reduce bus fleet emissions.</p> <p>Longer term aspirations are to move Slough bus fleet to zero emission bus fleet and install Electric Bus infrastructure</p>

	launched 26 October along A4 through town centre in partnership with Thames Valley Buses and BYD UK.		within the bus station and park and ride
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.	<i>Green – on track</i>	AQ concentrations have significantly reduced during the construction phase of the scheme, the scheme is due to open fully in 2022, AQ monitoring will continue post operation to monitor AQ.
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	Discussions on CAZ in Brands Hill and alignment with the Heathrow proposed ULEZ. Contribution from Heathrow towards Brands Hill AQ monitoring (2017-2019)	<i>Green – on track</i>	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 are reporting on this to Cabinet for approval in December 2020.	<i>Green – on track</i>	The Low Emission Plan has been developed in Appendix B and the programme illustrated in Appendix C
5. Communication and Delivery Plan			
5a Produce an integrated communications and delivery plan for measures in the LES	<p>The LES Programme Communication Plan has previously been developed. It will form part of the two year review outlined in 4f.</p> <p>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</p>	<i>Green – on track</i>	<p>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 Clean Air Plan.</p> <p>National Clean Air Day, usually in June, was this year postponed to 8 October 2020 due to the COVID-19 restrictions.</p>

	<p>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.</p>		<p>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 means this will now take place in 2021.</p>
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Appendix B: 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 2021	Dec 2021
	Decommissioning of Salt Hill monitoring station	EQ – Sophia Norfolk	Jan 2021	Feb 2021
	Replacement of Chalvey monitoring station	EQ – Sophia Norfolk	Jan 2021	March 2021
	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	Jan 2021	March 2021
	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	
	Installation of diffusion tubes in local roads around Town Centre to determine ambient NO2 concentrations	EQ – Sophia Norfolk	Completed December 2020	
	Commissioning of detailed air quality modelling and source apportionment during 2020 to determine pollutant sources and establish baseline NO2 and PM concentrations	EQ – Sophia Norfolk	Jan 2020	Mar 2021

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 professionals to promote awareness of the impact of vehicle emissions on health	Promote educational awareness through council air quality webpages	EQ – Sophia Norfolk	Jan 2020	Dec 2020
	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 2021	June 2021
	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	EQ – Sophia Norfolk	June 2021	
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 (STIP) and new Local Transport Plan (LTP4)	MIP – Savio DeCruz	Jan 2019	July 2021
	Undertake a Clean Air Zone (CAZ) feasibility study in line with the national Clean Air Zone Framework (subject to funding) see details in 4a	EQ – Sophia Norfolk/Olivia Flint	June 2020	June 2021
	Promote the uptake of ultra-low emission vehicles (ULEV) in line with the Slough Electric Vehicle Plan	EQ – Jason Newman/Olivia Flint	Sept 2018	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)	EQ – Olivia Flint Planning Policy – Paul Stimpson	Sept 2018 (LES)	Dec 2022 (Local Plan)
	Seek air quality mitigation to be integrated into major development schemes at the design stage	EQ – Sophia Norfolk/Olivia Flint	Sept 2018	Ongoing

	<p>Require appropriate air quality mitigation, proportionate in scale and kind to development scheme impact, including off-set mitigation on major schemes (s106 contributions)</p> <p>Adopt emission controls for non-road mobile machinery (NRMM) (Major Schemes) in line with current standards</p>	<p>EQ – Jason Newman EQ – Olivia Flint</p> <p>EQ – Olivia Flint</p>	<p>Started</p> <p>Sept 2018 (LES)</p>	<p>Ongoing</p> <p>Update (June 2021)</p>
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	<p>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)</p> <p>Require minimum vehicle emission standards as part of Social Value procurement processes where relevant</p> <p>Set emission standards for all major contracts eg maintenance etc, where vehicle use is inherent in the contract</p> <p>Ensure the Waste and Recycling Fleet complies with the Euro VI Emission Standard from 1st December 2017 (yes full compliance achieved)</p>	EQ – Jason Newman	Completed	2 year review
	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 2030	EQ – Jason Newman Fleet – Nigel Jakubowski	October 2020 (CMP)	March 2030

<p>3f Consider whole life costs and alternatives to diesel in SBC vehicle fleet procurements</p>	<p>Use whole life costs (WLC) in the evaluation of vehicle procurement exercises, including the consideration of alternative to diesel technology</p>	<p>EQ – Jason Newman</p>	<p>Completed</p>	<p>As required (fleet replacement)</p>
	<p>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</p>	<p>EQ – Jason Newman Fleet – Nigel Jakubowski</p>	<p>Jan 2024</p>	<p>Dec 2026 (next fleet replacement cycle)</p>
	<p>Review the SBC light commercial fleet and pursue opportunities to transfer to plug-in vehicles where feasible (part of Fleet Challenge Programme)</p>	<p>EQ – Jason Newman Fleet – Nigel Jakubowski</p>	<p>Jan 2021</p>	<p>Dec 2025 (complete fleet transition to zero emission)</p>
	<p>All SBC light community service vehicles will meet the Euro 6/VI Emission Standard (achieved by 2022)</p> <p>SBC will comply with best practice laid down by the Government</p>	<p>EQ – Jason Newman Fleet – Nigel Jakubowski</p>	<p>Sept 2018</p>	<p>Dec 2022</p>
<p>3g Introduce Clean Air Taxi emission standards and infrastructure to support the take-up of ultra-low emission taxis</p>	<p>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)</p>	<p>EQ – Jason Newman Licensing – Mick Sims</p>	<p>Completed</p>	<p>ULEV implemented in 2025</p>

	Install a network of dedicated, rapid charging units to support the growth in ULEV taxi take-up	EQ – Olivia Flint	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 – Olivia Flint	Dec 2021	Dec 2022
	Facilitate 'trade' days for taxi drivers to meet with ULEV taxi manufacturers / retailers, infrastructure providers and other support organisations	EQ – Olivia Flint	Jan 2022	Dec 2022
	Promote the use of ULEV taxis for public sector taxi contracts (post dates the strategy Dec 2025)	Fleet Operations Manager – Nigel Jakubowski	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: <ul style="list-style-type: none"> - Determine scenarios to run through transport model - Write formal task order for Transport model - Write Air Quality modelling RFQ 	EQ – Sophia Norfolk/Olivia Flint	June 2020	July 2020
	Collect Automatic Number Plate Recognition (ANPR) Data <ul style="list-style-type: none"> - Procure ANPR cameras (procurement sign off) - Deal with GDPR regulatory requirements for personal data - Install ANPR - Run ANPR for 2-3 weeks 		May not be possible to complete this stage until 2021 due to COVID-19 disruption	

	<ul style="list-style-type: none"> - Analysis of ANPR data 			
	<p>Run Transport Model:</p> <ul style="list-style-type: none"> - Scenario 1: 2017 baseline - Scenario 2: 2022 Implementation Date - Scenario 3: 2026 Future Year - Scenario 4: CAZ B 2022 and 2026 - Scenario 5: CAZ C 2022 and 2026 - Scenario 6: CAZ combination 2022 and 2026 		June 2020	Dec 2020
	<p>Run Air Quality Model:</p> <ul style="list-style-type: none"> - Scenario 1: 2017 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 combination 2022 and 2026 		June 2020	Feb 2021
	<p>Prepare Feasibility Study Report – internal review</p> <p>Prepare and present recommendation to CMT</p> <p>Prepare and present recommendation to Cabinet</p> <p>Business Plan to be developed if approved by CMT/Cabinet – require Public and Business Consultation. Process is likely to take 18-24 months for full implementation of a CAZ</p>		Dec 2020	Dec 2021
			Nov 2021	Dec 2021
			Nov 2021	Dec 2021
			Dec 2021	Dec 2022
4b Implement measures to support the take-up of ultra-low emission vehicles (ULEV) through the development of a Slough Electric Vehicle Plan	<p>Develop a Slough Electric Vehicle Plan – links to the development of the low emission programme and delivery plan – presented to Cabinet in December 2020</p> <p>Promote ultra-low emission buses through the Slough Electric Vehicle Plan</p>	EQ – Jason Newman	Jan 2020	Dec 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	Operations Place – Savio DeCruz EQ – Jason Newman/Olivia Flint	Started	Dec 2025	
	Promote alternatives to heavy diesel such as methane/biomethane and electric			Ongoing	Dec 2025
	Require a minimum Euro VI emission standard for new, tendered commercial bus route services through Slough from 2018			Started	Dec 2021
	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)			Nov 2020	Jan 2021
	Undertake an electric bus route trial (November 2020) in the Town Centre			As required	
	Support, where possible, funding opportunities to reduce emissions			Jan 2019	Dec 2022
Promote ultra-low emission corridors as part of the Slough Mass Rapid Transit (SMaRT) and Heathrow developments					
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 pollution levels but help us realise the potential benefits of this opportunity to improve air quality in Slough	Ongoing regular meetings with HAL discuss impact and mitigation of Heathrow expansion with respect AQ Dates based on submission of DCO application these may change On Hold	MIP – Savio DeCruz and EQ – Olivia Flint	June 2019	Airport Expansion on Hold	
4f Prepare a Low Emission Programme to deliver measures within the LES	Low Emission Programme.	EQ – Jason Newman	Started	Dec 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 – Olivia Flint	Completed	Dec 2020 approval	

