

# **The Low Emission Strategy**

## **Background**

During 2010/11 the Liverpool City Region was successful in becoming a Regional Champion under the Low Emissions Strategies Partnership's 'Regional Groups Initiative'. A local partnership was established to drive forward the development of a Low Emission Strategy in the area. The group comprised of; Liverpool City Council, Knowsley Metropolitan Borough Council, St Helens Metropolitan Borough Council, Wirral Metropolitan Borough Council, Halton Borough Council and Merseytravel.

The Liverpool City Region sought to raise the level of awareness and readiness amongst partner organisations regarding Low Emission Strategies, and in doing so, maximise co-operation between local authorities and accelerate the deployment and penetration of low emission transport fuels and technologies.

## **Aims and Objectives**

The primary ambitions for the low emission strategy, as outlined by the LTP, are to;

- (a) Provide a range of viable low emission travel options,
- (b) Educate about what travel options are available and when they are most appropriate,
- (c) Incentivise low emission travel choices,
- (d) Remove financial barriers to low-emission technologies,
- (e) Build, maintain and manage the transport network in a way that minimizes emissions.

More specifically, the long-term objectives for the group are;

- 1. To integrate low emission strategies into mainstream policy development for transport and planning within the Liverpool City Region.
- 2. To increase the uptake of low emission vehicles within regional local authority fleets and other large fleet operators.

## **2010/11 Work Programme and Progress**

During the 2010/11 financial year the group set the following deliverables;

- 1. Core Output: A planning policy note for development control purposes, with the potential for developing in to an SPD in the future.

A draft note was produced and reviewed by the Merseyside District Planning Officers Group and Merseyside Development Control Managers Group. It was

agreed that the note should be approved for use in Sefton by elected members in the first instance, and then rolled out to the other local authorities. A consultation exercise in Sefton commenced in December 2010, raised no significant changes to the note. The note will be presented for approval at Sefton's Planning Committee prior to being taken back before District Planning Officers to roll out across Merseyside authorities.

2. Core Output: Inclusion of Low Emission Strategies within LTP3

Low Emission Strategies were included within Goal 2 of the LTP3 preferred strategy which went out to consultation between September and November 2010. The strategy included a requirement for low emission strategies to be considered in local authority's implementation plans and for the Merseyside Low Emission Strategy to be implemented and delivered.

3. Additional Output: Model scheme for using offset contributions received in lieu of Low Emission Strategies actions to support low emission buses

A framework for the use of developer contributions to fund low emission buses in Merseyside was to be developed. The legal implications of such a scheme are currently being assessed.

4. Additional Output: Investigate use of Low Emission Strategies to control construction emissions

A draft Merseyside Good Practice Guide has been produced which is based on the guide for London adapted for Merseyside. The guidance will be presented to the Merseyside Pollution Officers Group for approval. The draft guide does not include measures for Non Road Mobile Machinery, as these were felt to be too onerous at this time for authorities outside London, but once it is implemented across the region there will be opportunity to introduce stricter standards in the future.

5. Additional Output: Investigate use of Low Emission Strategies in taxi licensing

The opportunities for introducing Low Emission Strategies in to taxi licensing procedures were discussed with Merseyside Taxi Licensing Officers. In the first instance an event was held to raise awareness of low emission vehicles and fuels amongst taxi drivers and operators. There was a large degree of support for improving vehicle emission standards from the taxi trade and it was agreed that this should be pursued through a Taxi Quality Partnership, with a view to including emission standards in licensing conditions in the future.

6. Additional Output: Investigate use of Low Emission Strategies in developing a Sustainable Procurement Strategy

Merseyside has participated in the development of national procurement guidance by the Low Emission Strategies Partnership. Development of a 'decision-making tool' that would support the purchase of low emission products is being explored by Sefton MBC. A number of Merseyside councils have begun to develop requirements for emission standards for hired transport.

7. Other Outputs: Liverpool City Region bid to Plugged-in Places

As part of the Low Emission Strategies work to promote development of low emission fuels infrastructure a city region bid to 'Plugged-in Places' funding was made. The bid aimed to provide approximately 400 electric vehicle recharging bays in the Liverpool City Region and Ellesmere Port. Although the bid was unsuccessful it was considered that there were a number of strengths and that the funding and delivery model was viable.

**Future Work Programme**

<b>Financial year 2011/12</b>	<b>Longer-term (to 2024)</b>
<ul style="list-style-type: none"> <li>• Continue to pursue means of delivering the eLive project to provide infrastructure for electric vehicles to charge.</li> <li>• Implement a Taxi Quality Partnership which includes progressively tightening emission standards as a prerequisite for membership.</li> <li>• Encourage public bodies to develop procurement policies which support the uptake of low emission vehicles and fuels in their supply chain.</li> <li>• Promote district adoption of the Merseyside planning policy guidance note on installation of electric vehicle charging points and low emission strategies.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop and implement an Alternative Fuels Infrastructure Strategy to identify future fuel needs, infrastructure requirements and delivery models.</li> <li>• Through the Taxi Quality Partnership investigate, and consult on, the inclusion of progressively tightening emissions standards within taxi licensing conditions.</li> <li>• Include low emission strategies within planning documentation.</li> <li>• Continue to explore the feasibility of a model scheme for using offset contributions received in Lieu of Low Emission Strategies actions to fund low emission buses.</li> </ul>

## **Future Delivery Arrangements**

During 2010/11 the Low Emission Strategies Regional Group Initiative was resourced with funding from the Low Emission Strategies Partnership. Funding from the Low Emission Strategies Partnership ends in March 2011; following this other ways of resourcing the group will need to be investigated.