



Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 1 MARCH 2021
Report Number	AGENDA ITEM 10
Subject	AN ANTI-IDLING CAMPAIGN FOR COTSWOLD DISTRICT
Wards affected	ALL
Accountable member	Cllr Joe Harris - Leader of the Council Email: joe.harris@cotswold.gov.uk
Accountable officer	Christine Gore – Executive Director - Commissioning Tel: 01285 623605 Email: christine.gore@publicagroup.uk
Summary/Purpose	To propose an anti-idling campaign for the district in order to improve air quality and reduce carbon emissions
Annexes	None
Recommendation/s	<i>That Cabinet consider and endorse the proposals for an anti-idling campaign across the district</i>
Corporate priorities	Responding to the challenges presented by the climate crisis
Key Decision	NO
Exempt	NO
Consultees/ Consultation	None

I. BACKGROUND

- 1.1. Running a vehicle engine unnecessarily whilst stationary pollutes the environment and is against the law on a public highway. There are a variety of locations within the district where idling regularly occurs and impacts on the air quality for those nearby, such as bus stops and close to schools. In addition individual vehicles including delivery vans and the works vehicles are often to be found stationary with their engines idling. It is therefore proposed to mount a campaign to discourage this practice, by drawing the attention of drivers to the impact it has on the environment, but also to the benefits they can gain from switching off their engines whilst they are stationary.

2. MAIN POINTS

- 2.1. Measured at the location of the stationary vehicle, the exhaust from an idling engine can produce up to twice as much local air pollution as the same vehicle in motion. This localised pollution reduces the air quality of the surrounding area and the air that is breathed by those nearby.
- 2.2. The principal locations in the district where engine idling is commonplace are bus stops where buses are waiting for any length of time, such as South Way in Cirencester, and locations at or close to schools where parents are dropping off or picking up their children. In addition, works vehicles and delivery vehicles can often be found with their engines idling unnecessarily.
- 2.3. A number of councils have active anti-idling campaigns in place, principally using their websites and social media feeds to get the message across to drivers. The key messages highlight the benefits of switching off engines as: improved air quality; reduced fuel costs; complying with the law. A further benefit is that reducing air pollutants can help cut heart disease, reduce lung cancer and prevent asthma attacks.
- 2.4. It is proposed that this council should follow the example of those councils by promoting establishing its own campaign and promoting the key messages in the same way. Materials can be made available for downloading and printing, and schools and town and parish councils can be informed of the campaign and directed to those materials for use in any relevant locations. There may be some locations, such as the bus stops in South Way referred to above, where the district council will wish to put posters up itself due to the concerns already being expressed by local residents. Members may wish to visit Dudley Council's website: <https://www.dudley.gov.uk/business/environmental-health/pollution-control/air-quality/idling-vehicles-contribute-to-air-pollution/> to look at the type of materials that can be provided.
- 2.5. It will be important for the council to be seen to be leading by example in this campaign, and so those staff who drive council vehicles will be directly made aware of the campaign and instructed to switch off their engines when stationary. Ubico already has a policy in place which requires drivers to switch off their engines if they are going to be stationary for any length of time, and have indicated that once the council has its campaign in place they will undertake refresher training with their front line staff to emphasise the message.

3. FINANCIAL IMPLICATIONS

- 3.1. If the proposal to promote the campaign via the website and social media is accepted, then the financial implications will be negligible. The cost of any posters which the council itself wishes to put up can be met from the Communications budget.

4. LEGAL IMPLICATIONS

- 4.1. There are no legal implications associated with this report.

5. RISK ASSESSMENT

- 5.1. The council could choose not to embark on this campaign, The risk associated with this is that vehicle idling continues and emissions result in worsening air quality in key locations.

6. ALTERNATIVE OPTIONS

- 6.1. The Council could choose not to embark on this campaign, with the consequences set out above. A further option would be to produce printed materials to distribute to schools and town and parish councils, but this could be wasted if they choose not to use it. Furthermore there is no specific budget allocation to meet the costs of producing printed materials.

7. BACKGROUND PAPERS

- 7.1. None.

(END)