

Recommendation	Response Summary/Actions	Progress
<p>1. Introduce widespread monitoring of fine particulate matter (PM2.5)</p>	<ul style="list-style-type: none"> Investigate the possibility of having at least one real-time PM2.5 and PM10 monitor installed in Barnsley (at the identified site at Gawber). Take action to reduce the levels of NOx in Barnsley. 	<p>Over the last 12 months we have been working with DEFRA to upgrade the Barnsley Gawber site and in March 2023, the new monitor, which analyses a range of PM pollutants including 2.5 and 10, has been installed. It is currently operational and collecting data but needs a mobile connection so that the data can be uploaded on to the national website, maintained by DEFRA, and they have indicated they hope to have the site live in mid-April. This data will be real time data, and will be available at: https://www.airqualityengland.co.uk/local-authority/?la_id=19</p>
<p>2. Work towards achieving World Health Organization's (WHO) guideline values for ambient air for PM2.5, PM10 (coarse particulate matter) and nitrogen dioxide (NOx) across the borough and amend/introduce policies to reflect the aspiration.</p>	<ul style="list-style-type: none"> In the next 12 months, look to replace the PM10 monitor at Kendray with a new monitor that analyses both PM2.5 and PM10. Once the monitor is installed, measure and encourage improvements and take enforcement action once the National Annual Mean PM2.5 Air Quality Standard is legally introduced. 	<p>Now that Barnsley Gawber can monitor for PM2.5 and PM10 (along with NO2, SO2 and Ozone), we will start the procurement process of upgrading the current PM10 monitor at Kendray, with a similar monitor that has been installed at Gawber. However, given the potential costs, we will have to follow the procurement process and look for 3 potential suppliers and undertake a tendering process.</p>
<p>3. Introduce consistent monitoring of air quality across the borough and increase the robustness of information gathering through the use of mobile measuring equipment and working with elected members and residents to reduce the use of modelling.</p>	<ul style="list-style-type: none"> Invest time in explaining the interpretation of modelled and actual data to help demystify this area for elected members and the public. 	<p>Unfortunately, since the scrutiny meeting, the Air Quality Officer has left the authority. A member of the Pollution Control team has now taken a lead on Air Quality work, and they have already begun drafting our Annual Status Report for 2022, along with reconvening the AQ Liaison Group (which includes Strategic Transport, Sustainability, Public Health and Regulatory Services) to deliver a strategic approach to AQ issues. In the meantime, we will continue to make every effort to continue to improve communications around AQ with both elected members and the public.</p>
<p>4. Effectively use data to inform management decisions and communicate the</p>	<ul style="list-style-type: none"> No specific actions were identified in response to this recommendation. 	<p>Information can be found at the following website https://www.airqualityengland.co.uk/local-authority/?la_id=19</p>

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<p>information to residents in a clear and concise way so that they are aware of the quality of the air they breathe in the locations they frequent.</p>		
<p>5. To protect the health of children and young people, promote more schemes to reduce air pollution around schools and facilities frequented by children and young people.</p>	<ul style="list-style-type: none"> • Continue to identify future funding opportunities to implement further schemes to protect children’s health, raise awareness and reduce air pollution around schools and facilities used by children and young people. • Continue to engage with schools and other children’s settings through programmes such as Clean Air Day so that more pupils, teachers, parents, and residents understand the potential harms of air pollution on health and how they can reduce their risk. • Refresh the local Air Quality Action Plan following the completion of the previous Action Plan from 2016 to 2021. Include specific references to protecting children and young people from addressing this recommendation. • Via the Active Travel Officer, develop an offer to schools and help coordinate the various initiatives available to increase modal shift from cars into the walk, cycle, scoot and mixed modal options. • Work closely with the Sustainability Team to ensure that air quality monitoring data is collected before and after a scheme is implemented. 	<p>Updating the action plan was put on hold until the government published the new PM2.5 standard in October 2022. To date the Government has still not published the standard, so we will now be working on updating the AQAP over the next year to bring it up to date. This will incorporate projects and improvements from other teams.</p> <p>Active Travel Behaviour Change plan has been established and funded in partnership with the Transport Team. This has included the development of a delivery new team working with schools and communities to raise the levels of walking, cycling and wheeled activities for recreation and utility travel. This will be launched in May 2023.</p>
<p>6. Utilise new powers within the Environment Act 2021 to strengthen enforcement to restrict the amount of smoke emissions from domestic burning.</p>	<ul style="list-style-type: none"> • New national guidance will be issued to regulators soon. As with any new power, there will be some initial interpretation and testing of the guidance before a defined process can be implemented. 	<p>The Environment Act 2021 has now made smoke from chimneys (previously exempted under EPA1990 stat nuisance) an issue that we can investigate, where the smoke affects another premises. It has changed the offence for emitting smoke from a chimney of a building in a SCA from a criminal to a civil penalty to streamline enforcement. This will allow officers to serve Fixed Penalty Notices (FPNs) on premises where we witness substantial smoke emissions.</p>
<p>7. Work with front line health professionals to</p>	<ul style="list-style-type: none"> • Work with the Barnsley Hospital Healthy Lives Team to include air quality in their support 	

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<p>raise their awareness of the links between respiratory ill-health and the patients' environment.</p>	<p>package, helping people make healthy changes to their behaviours and lifestyle once discharged from the hospital.</p> <ul style="list-style-type: none"> Continue to engage with schemes such as Clean Air Day and bid for grant funding that will allow us to continue to deliver projects to improve air quality and awareness across the borough. 	
<p>8. Adopt the electrification of fleets for vehicles within the organisation's control and work towards providing on-street electric vehicle charging points for those without private driveways.</p>	<ul style="list-style-type: none"> Increase EV fleet operated directly by the council from 15% to 25%+ over the next couple of years. As part of the South Yorkshire Mayoral Combined Authority (SYMCA) led EV scheme, install more rapid charges at strategic locations, including 2x 50kW chargers. Where possible, the authority will continue to increase the number of EV chargers available around the borough. Learn lessons from other authorities that have seen higher adoption rates of domestic electric vehicles in densely populated areas. How they deliver charging infrastructure whilst meeting the Highways Act will be considered. Develop new EV strategy taking into account market fluidity and timing of infrastructure to ensure that optimum businesses cases for investing public funds can be made. 	<p>Currently 15% of the Council fleet is made up of Electric Vehicles(EVs). This percentage has remained constant even though the size of the fleet has increased. The development and availability of larger EV has slowed in recent months.</p> <p>The 2023/24 Vehicle Replacement Programme includes up to 29 EVs (subject to ability to charge and vehicle suitability).</p> <p>Where EVs are available to replace diesel vehicles, they are always assessed and are the council's preference if they are suitable for the operation and cost effective.</p> <p>The South Yorkshire Mayoral Combined Authority EV installations installed as per programme of works.</p> <p>The EV Strategy will be produced after SYMCA has set the strategy for the borough.</p>
<p>9. Review the active travel policies to ensure they realistically facilitate and encourage a move to sustainable transport, including the provision of cleaner, convenient, reliable, and affordable public transport.</p>	<ul style="list-style-type: none"> Engage with residents and businesses on the draft Transport Strategy for Barnsley. Continue to work with SYMCA and the Department for Transport to get the first ZEBRA buses on the road by late 2023. Adapt Active Travel Plan and Travel Plan policies from late 2022 into early 2023. The Travel Plan policy is proposed to be adopted as a Supplementary Planning Document (SPD). 	<p>Transport Strategy has now been adopted</p> <p>Business Case for the ZEBRA bus has been approved – will take some time before this is operational</p> <p>Active Travel Plan policies need to be updated – work is ongoing on this</p>
<p>10. Increase the scrutiny and monitoring of sustainable travel plans and consider</p>	<ul style="list-style-type: none"> Once the Supplementary Planning Document (SPD) has been adopted, formally monitor travel plans against targets and set penalties (as in a financial contribution) to offset this. 	<p>Need to have the new policy in place before this can be undertaken</p>

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introducing penalties for non-compliance.	<ul style="list-style-type: none"> • Seek to resource a dedicated Travel Plan officer as part of this. 	
11. Investigate the viability of a park and ride scheme for the hospital staff and visitors.	<ul style="list-style-type: none"> • Continue to work with the hospital to reduce the number of staff driving and parking at the hospital as part of their new Green Plan for 2022-2027. • Work with the hospital to look at the feasibility of a range of different options, which could serve to improve accessibility to the Trusts' services in more Town Centre locations. • Prepare a brief and appoint a consultant later this year (2022) to undertake a feasibility study for a park and ride, working collaboratively with the hospital to provide a clear understanding of the viability for this option. 	Consultants have been commissioned to undertake this study Report will be taken to cabinet on the findings later this year
12. Adopt a more appropriate review cycle to ensure planning documents such as the Local Plan and Supplementary Planning Document (SPD) reflect current guidance, knowledge, technologies, and priorities to ensure they are fit for purpose to meet the Zero40 and Zero45 ambitions and air quality aspirations.	<ul style="list-style-type: none"> • Update the Sustainable Travel Supplementary Planning Document (SPD) to reflect changing circumstances since the original version was adopted in 2019. • Introduce a Sustainable Design and Climate Change Adaptation SPD later this year (2022), which will supplement policies CC1 and CC2 and provide an opportunity to incorporate the latest national guidance, where appropriate. 	<p>An updated version of the Sustainable Travel SPD was adopted in July 2022 to reflect changing circumstances since the original version was adopted in 2019. This requires further review.</p> <p>The Sustainable Construction and Climate Change Adaptation SPD has been out to public consultation. The document has been amended following consideration of comments. A report is being taken to Cabinet on 31st May with a recommendation to refer to Full Council for adoption in July 2023. This SPD supplements policies CC1 and CC2 and provides an opportunity to incorporate the latest national guidance where appropriate.</p> <p>In November 2022 Full Council endorsed the Local Plan Review which concluded that the Local Plan continues to meet its objectives and the policies are fit for purpose. Therefore no update will be carried out until the next review of the Local Plan which is intended to be 2027, or earlier if evidence or Government guidance indicates otherwise. The review was carried out using the toolkit devised by the Planning Advisory Service. A representative of the Planning Officers' Society was brought in to act as a critical friend to provide external challenge and validation to ensure the review was robust.</p>
13. Introduce a higher carbon reduction requirement in all new properties before the Future Homes Standard is introduced and adopt the Future	<ul style="list-style-type: none"> • Work with partner Local Authorities across the SYMCA to shape SPDs and redesign the South Yorkshire Residential Design Guide to be more reflective of sustainable development and the promotion of low carbon technologies. 	<p>The Sustainability & Climate Change Team worked with the Planning Policy team to develop SPD on Sustainable Construction and Climate Change Adaptation. The SPD:</p> <ul style="list-style-type: none"> • requests Whole Life Carbon Assessment (which should be included when you apply for planning for 10 or more dwellings or commercial buildings of 1000m² or above / will follow Royal Institute of Chartered Surveyors Model of assessment

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<p>Homes Standard at the earliest opportunity.</p>		<ul style="list-style-type: none"> • states that all non-residential development to be built to Building Research Establishment Environmental Assessment Method (BREEAM) standard with the expectation that proposals are supported by initial BREEAM assessments at planning application stage • lays out expectations re Future Homes and Building Standards and encourages higher standards where possible • sets out the energy hierarchy in order of priority with an emphasis on supporting renewables and low carbon energy schemes • sets out the need to adopt a fabric first approach and good design (passive house - to maximise the use of natural sources of heating, cooling and ventilation) • supports the use of district heating and cooling • covers water use, flood risk, recycling and waste • EV charging points (as per 'document S Infrastructure' of Building Regulations) <p>The document has been out to public consultation and has been amended following consideration of comments. A report is being taken to Cabinet on 31st May with a recommendation to refer to Full Council for adoption in July 2023.</p> <p>Work is underway with partner local authorities across SYMCA to scope and undertake a review of the South Yorkshire Residential Design Guide.</p>
<p>14. Replicate the principles of the Public Sector Decarbonisation Plan across all council owned assets.</p>	<ul style="list-style-type: none"> • Identify more opportunities in terms of efficiency and emissions across the council's building portfolio and to prioritise these buildings for full condition surveys. • Develop a route map for the borough to guide the council's carbon reduction activities across buildings, transport, waste, and renewable energy opportunities. • Develop a compelling narrative within engagement strategies to support significant boroughwide behaviour change to harness capability, opportunity, and motivation at household and organisational levels. 	<p>See updates from 16 and 17.</p> <p>The Asset Management Strategy / condition surveys / capital and funding opportunities are key to rationalisation of building stock.</p> <p>A route map was commissioned and received in July 2022 and this along with the work of the low carbon and fuel costs groups will inform the climate crisis strategy actions.</p> <p>A climate change and sustainability newsletter will be going out to publication soon.</p>
<p>15. Provide segregated litter bins to allow the recycling of litter in the</p>	<ul style="list-style-type: none"> • No specific actions were identified in response to this recommendation. 	<p>The service will continue to work with our Communications and Marketing colleagues to promote our sustainability efforts, including recycling from</p>

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town centre and surrounding areas.		street bins, which is the most efficient and cost-effective way to handle waste from street bins compared to waste from homes.
16. Work around the Zero40 and 45 ambitions and air quality aspirations should be added to future work programmes, as a significant content of the existing work streams of the Overview and Scrutiny Committee.	<ul style="list-style-type: none"> The OSC should continue to be involved in developing the Climate Change Strategy and relevant SPDs. Zero 40, Zero 45 and sustainability targets must be an embedded theme across all service areas and within the organisation's culture. 	<p>The final climate crisis strategy will be consulted on internally and externally.</p> <p>Re Zero 40 and 45 targets - Work is underway via the Carbon and Fuel Costs group and supporting task and finish groups to get to this stage, with a significant amount of work needs to take place before any targets can be assigned to service areas. At a minimum, all service plans throughout the council should include a section on teams' commitments to working towards the Zero40 / Zero45 targets.</p>
17. Publish quarterly information and data as to how the Council is achieving its Sustainable Energy Action Plan (SEAP) targets and seek to find increasingly effective ways to engage with all residents on the Zero 40 and Zero 45 agendas.	<ul style="list-style-type: none"> Have sufficiently developed data monitoring systems in the borough in time to see real-time progress in reducing emissions. Raise awareness internally as an organisation and externally across the borough to highlight the scale of the task at hand in reducing emissions, the vision for a net carbon borough and a co-produced strategy for achieving this. Implement a new system called Utilidex, which will allow for much greater detail and accuracy regarding energy usage data across buildings. Use this data to inform carbon emissions outturn for Scope 1 and 2 targets. To ensure consistent tracking against the baseline data, produce carbon emission reports simultaneously every year. The Carbon and Energy Costs Group to develop and implement an action plan to facilitate carbon reductions and savings owing to increased fuel costs and oversee the Zero 40 programme. Work with the Sustainability Forum to develop an action plan to make the best use of their resource and expertise to further embed sustainability into the organisation's culture. 	<p>Service area moved into BU6 from January 2023 and as part of the transition, the energy and data quality reporting officer were moved to the Asset Management Team.</p> <p>Sustainability & Climate Change have commissioned a review to ensure that it is able to meet the needs of the organisation. The aim is for the team to become a centre of best practice.</p> <p>A further assurance review has been commissioned to confirm that we are reporting our greenhouse gas emission /carbon footprint data correctly and to ensure that this function is resourced correctly.</p> <p>Internally: The low carbon and fuel cost group (and various task and finish groups) have been live since April 2022. The group is working towards developing individual service action plans, however more commitment and buy-in is still needed at SMT/Exec level.</p> <p>Externally: The Positive Climate Partnership is a group of key stakeholders, from different businesses and organisations across all sectors that work together to champion and co-ordinate local action on climate change who are working collectively to impact and build momentum to reduce carbon emissions and work towards being zero 45 as a borough. Themes, vision and actions for the Climate Crisis Strategy that will supersede the Sustainable Energy Action Plan have been consulted upon and developed.</p>

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		<p>Utilidex is to be superseded by a new energy management reporting system and is being led by the Transformation Team and Asset Management.</p> <p>The Sustainability Forum will be re-invigorated and re-launched and will support the work of the low carbon and fuel costs group / TFGs, following this, recommendations for programme of climate education will be put forward with recommendations to roll out internally and externally (including but not limited to: elected members, partnering organisations and schools)</p>