

| Options for Future Action to Combat Vehicle Idling | | | | | | | |
|--|--|---|---|---|--|---|---|
| Issue | | Implications for West Suffolk | | | Implications for Suffolk Partnership | | |
| | Option | A | B | C | A | B | C |
| 1 | 1. <i>Strategic fit:</i> wider air quality work/Vision | <p>Small positive impact: Air quality in West Suffolk is at acceptable levels however there are a small number of AQMAs. Provides opportunity to improve air quality in areas outside of AQMAs</p> | <p>Little or no impact: Councils who have implemented these specific powers use them infrequently or not at all, therefore having limited impact on improving air quality. Rather, drivers co-operate when asked to switch off their engines</p> | <p>Medium positive impact: Greater opportunity to increase awareness of air quality issues across West Suffolk</p> | <p>Large positive benefit: Issue of air quality more acute in urban areas e.g. Ipswich, where AQMAs incorporate larger populations</p> | <p>Little or no impact: Councils who have implemented these specific powers use them infrequently or not at all, therefore having limited impact on improving air quality. Rather, drivers co-operate when asked to switch off their engines</p> | <p>Medium positive impact: Greater opportunity to discourage idling in urban areas where air quality is poor and raise awareness across the whole of Suffolk</p> |
| 2 | 2. <i>Strategic fit:</i> Public health benefits | <p>Small positive impact follows NICE guidelines to help improve air quality in sensitive areas</p> | <p>Little or no impact: Councils with these specific powers either do not use them or use of them is limited, therefore having limited impact on air quality</p> | <p>Little or no impact: No strong evidence base that signage would be beneficial to air quality due to the unknowns regarding the length of time that vehicles need to be stationary to guarantee air quality benefits and the variable time that vehicles are held at red lights.</p> | <p>Small positive impact follows NICE guidelines to help improve air quality in sensitive areas</p> | <p>Little or no impact: Councils with these specific powers either do not use them or use of them is limited, therefore having limited impact on air quality</p> | <p>Little or no impact: No strong evidence base that signage would be beneficial to air quality due to the unknowns regarding the length of time that vehicles need to be stationary to guarantee air quality benefits and the variable time that vehicles are held at red lights.</p> |
| 3 | 3. <i>Strategic fit :</i> working with partners | <p>Little or no impact: Localised West Suffolk powers would not affect other partners, unless framed as pilot schemes which could prove the benefits to Suffolk partners</p> | <p>Little or no impact: Localised West Suffolk powers would not affect other partners, unless framed as pilot scheme which could prove the benefits to Suffolk partners</p> | <p>Little or no impact: Unless framed as pilot scheme which could prove the benefits to Suffolk partners</p> | <p>Large positive benefit: Working with partners to promote Suffolk as a green county and involve other key teams such as highways and school transport</p> | <p>Small positive impact: Consistent approach across the County will avoid confusion among drivers. Officers predict a Suffolk-wide approach would have a greater impact</p> | <p>Medium positive benefit: Uniform approach across the whole county to promote Suffolk as a green county.</p> |

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| 4 | 4. Cost effective | Medium negative impact: Development and distribution of materials and potential recruitment of a campaign officer would be borne by West Suffolk only | Medium negative impact: Would need to recruit place based officers to enforce fines or give powers to current officers (officers in Environmental Health or parking enforcement officers), which would have an impact on daily duties | Small negative impact: Negligible costs for road signs across West Suffolk | Small negative impact: Would require some funding used to develop literature and potential to fund a post for an officer to undertake school visits and run anti-idling days would be more cost effective as it would be spread between a number of authorities | Medium negative impact: Would need to recruit place based officers to enforce fines or give powers to current officers (officers in Environmental Health or parking enforcement officers), which would have an impact on daily duties | Small negative impact: Negligible costs for road signs across Suffolk, which can be shared between partners |
| 5 | 5. Resource implications (e.g. new staff required?) | Medium negative impact: Existing staff could take on this role however they currently lack capacity to visit all schools in the area and have fewer existing links with schools | Medium negative impact: Recruitment and training of officers to enforce fines. Possibility to give current staff powers but this requires training and takes staff away from their normal activities | Little or no impact: Signs erected and maintained by Suffolk County Council's Highways team | Strong positive impact: Can use existing resource and links from Public Health and Sustainable Transport teams who have existing strong links with schools and health settings | Medium negative impact: Recruitment and training of officers to enforce fines. Possibility to give current staff powers but this requires training and takes staff away from their normal activities | Little or no impact: Small costs for Suffolk County Council officers to erect signage as part of day to day roles |
| 6 | 6. Immediate cost to the public purse | Medium negative impact: Developing materials to use in schools. Cost would be borne by West Suffolk only | Medium negative impact: Cost of recruiting officers to enforce fines and implementing policy e.g. moving the adoption of powers through the democratic process | Little or no impact: Signs erected and maintained by Suffolk County Council's Highways team | Small negative impact: Developing materials to use in schools. Cost would be spread between a number of local authorities | Medium negative impact: Cost of recruiting officers to enforce fines and implementing policy e.g. moving the adoption of powers through the democratic process | Small positive impact: Costs to Suffolk County Council to erect signage |
| 7 | 7. Simple to implement | Small negative impact: Currently fewer links with schools and lack resource to implement to the same scale as a Suffolk-wide approach | Medium negative impact: Unworkable due to the information that needs to be gathered to demonstrate that an offence has been committed. Would also require training of staff. | Little or no impact: Signs erected and maintained by Suffolk County Council's Highways team | Small positive impact: Upper tier authorities could use existing resource and links from Public Health and sustainable transport teams | Medium negative impact: Unworkable due to the information that needs to be gathered to demonstrate that an offence has been committed. Would also require training of staff. | Medium positive impact: Signage erected by Suffolk County Council's Highways Team |

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| 8 | 8. Impact (likelihood of causing behaviour change) | Medium positive benefit: Research points to positive effects of educating children and parents to the action they can take, with an 80% switch off rate recorded by Idling Action London | Medium negative impact: Unlikely to prevent idling in areas where enforcement officers are not present | Small positive benefit: Study from the University of East Anglia found that signage at traffic lights meant a slight increase in people switching their engines off | Large positive benefit: Defra best practice points to strong effectiveness of campaigns done through partnership working e.g. Surrey and Sussex | Medium negative impact: Unlikely to prevent idling in areas where enforcement officers are not present | Small positive benefit: Study from the University of East Anglia found that signage at traffic lights meant a slight increase in people switching their engines off |
| 9 | 9. Legal implications | No impact | Small negative impact: Would involve changes to the constitution and movement through the democratic process. There is no appeals process for issued FPNs but matters will be decided by a court if someone is not prepared to admit guilt, which would be costly and time consuming | Small negative impact: Would need to seek approval from Suffolk County Council for new signage | No impact | Small negative impact: Would involve changes to constitution(s) and movement through the democratic process. There is no appeals process for issued FPNs but matters will be decided by a court if someone is not prepared to admit guilt, which would be costly and time consuming | No impact |
| 10 | 10. Widely supported | Large positive benefit: Studies and other campaigns (e.g. Idling Action London) point to campaigns in schools being well received by children and parents. | Medium negative impact: Fines negatively perceived by the public | Little or no impact: Mixed views from the public, however this depends on the messaging e.g. more likely to support "Turn off your engine and improve the air quality around you" rather than "No idling" | Large positive benefit: Studies and other campaigns (e.g. Idling Action London) point to campaigns in schools being well received by children and parents. | Medium negative impact: Fines negatively perceived by the public | Little or no impact: Mixed views from the public, however this depends on the messaging e.g. more likely to support "Turn off your engine and improve the air quality around you" rather than "No idling" |