

DECISION-MAKER:	CABINET		
SUBJECT:	A REVISED CLEAN AIR STRATEGY FOR SOUTHAMPTON		
DATE OF DECISION:	19 MARCH 2019		
REPORT OF:	CABINET MEMBER FOR GREEN CITY		
<u>CONTACT DETAILS</u>			
AUTHORS:	Name:	Steve Guppy Rob Gloyns	Tel: 023 8091 7525 023 8091 2983
	E-mail:	Steve.Guppy@southampton.gov.uk Rob.Gloyns@southampton.gov.uk	
Director	Name:	Mitch Sanders	Tel: 023 8083 3613
	E-mail:	Mitch.Sanders@Southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

Not Applicable.

BRIEF SUMMARY

It is proposed that the Clean Air Strategy for Southampton 2016-2025 is updated to reflect recent progress and changes in national policy including duties regarding the delivery of a Clean Air Zone Business Case. The update will also identify new measures of success and capture the latest progress being delivered by our Electric Vehicle Action Plan and the roles of the emerging Green City Charter. It is proposed that the updated Clean Air Strategy for Southampton will be adopted as a level 2 strategy in the Council's Strategy and Policy Framework.

RECOMMENDATIONS:

	(i)	To consider and approve the amended Southampton City Council Clean Air Strategy (Appendix 1 to this report).
	(ii)	To delegate authority to the Service Director for Transactions & Universal Services, to introduce future revisions, including making minor or consequential amendments following consultation with the Cabinet Member for Green City, so that the Strategy is able to respond to both national and local changes.

REASONS FOR REPORT RECOMMENDATIONS

1.	To ensure that the Council has a current, clear, accessible and transparent strategy that articulates its vision and priorities for improving air quality in the city up to 2025.
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ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2.	Not updating the strategy was rejected as it is important for the Council to provide a clear and accessible statement of intent to residents, visitors, businesses and other stakeholders that is consistent with the approach the council are taking to improve air quality.
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DETAIL (Including consultation carried out)	
3.	Poor air quality remains a significant public health issue for the population of Southampton. It is estimated that at least 29,000 early deaths in the UK each year can be attributed to exposure to particulate emissions. This figure could exceed 50,000 deaths when also considering NO ₂ exposure. (Royal College of Physicians, <i>Every breath we take: the lifelong impact of air pollution</i> , Feb 2016). Costs to society, businesses and NHS services due to poor air quality are estimated to exceed £30 billion every year in the UK.
4.	Local authorities in the UK have a responsibility under Local Air Quality Management (LAQM) legislation to review and assess air quality and meet national objectives. The European Union Ambient Air Quality Directive (EU AAQD) requires all member states to comply with limits on key air pollutants including Nitrogen dioxide (NO ₂).
5.	Defra published the first UK plan for tackling roadside concentrations of nitrogen dioxide in December 2015 which set out the plan for the UK meeting the EU AAQD limit for NO ₂ . This identified Southampton as one of five cities required to implement a mandatory Clean Air Zone (CAZ) at the earliest opportunity and no later than 2020. This informed the Clean Air Strategy 2016-2025. The UK plan was subsequently updated in 2017 and required local authorities to assess the need for introducing measures to reduce roadside concentrations of nitrogen dioxide to legal levels within the shortest possible time through a feasibility study.
6.	<p>Southampton City Council has now undertaken a feasibility study assessing measures for achieving EU AAQD limit within the shortest possible time. The feasibility study identified the most effective route was a package of measures that include:</p> <ul style="list-style-type: none"> • Introduce new licensing requirements for taxi and private hire vehicles, • Require all operational buses in the city to meet a minimum emission standard. • Promote active and sustainable travel through the My Journey programme. <p>Throughout the CAZ feasibility study the council continued to implement measures to improve air quality including, but not limited to, the retrofitting of operational bus engines with emission reducing technology, enhancing and introducing new cycling infrastructure and incentivising the uptake of low emission taxis.</p>
7.	The current Clean Air Strategy was developed in consultation with the Cabinet Member for Transformation, a working group (including officers from Scientific Services, Transport Policy, Strategy and Public Health) have developed detailed actions under each priority area. This was guided by the responses received from the 2014-15, Air Quality Scrutiny Inquiry public engagement exercise. The Health and Wellbeing Board, CMT and Cabinet Member for Transformation have been briefed and consulted as the Strategy has been developed. Public Health England and the Government's Joint Air Quality Unit (Defra/DfT) were also been consulted informally during the development of the Strategy and have provided advice and input.

8.	During the CAZ feasibility study, SCC undertook a consultation on proposals to introducing a Class B CAZ which would introduce penalty charges for buses, coaches, taxi, private hire vehicles and heavy good vehicles that do not meet euro 6/VI diesel or euro 4 petrol. This resulted in over 9,000 responses with a range of comments, suggestions and queries and highlighted the appetite for tackling air pollution, beyond legal limits. It also demonstrated the commitment of all stakeholders in the city to playing their part in improving air quality. A Green City Charter is proposed as mechanism for satisfying this wider ambition and delivering wider environmental improvements. The updated the Clean Air Strategy accounts for this.
9.	The Council has received government funding from Department for Transport to develop and implement an electric vehicle action plan (EVAP). EVAP will see a citywide network of electric vehicle charging infrastructure, communications campaigns and the replacement of the council's combustion engine vehicles with electric alternatives. EVAP now forms an integral part of the clean air strategy and the update to the strategy accounts for this.
10	To ensure the Clean Air Strategy is consistent with a non-charging approach to the CAZ, EVAP and emerging Green City Charter as detailed, it is proposed that an updated Clean Air Strategy for Southampton is adopted.

RESOURCE IMPLICATIONS

Capital/Revenue

10.	There are no immediate additional resource requirements arising from the approval of the strategy. The Strategy takes into account objectives within the Clean Air Zone Business Case, and this is subject to a funding bid submitted to government in January 2019. It also accounts for activities being delivered as part of the wider Air Quality Action Plan and Green City Action Plan programme which will have their own existing budgets or need to identify appropriate funding streams (including new grant opportunities) with approvals made in line with financial regulations.
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Property/Other

11.	There are no immediate impacts.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

12.	S.1 Localism Act 2011 permits a Council to do anything in the discharge of its functions provided not otherwise restricted by existing legislation (known as the general power of competence). This includes implementing policy designed to improve and deliver environmental protections and air quality measures in order to meet the requirements of the European Union Air Quality Directive. Additional legal implications arising from the designation of a Clean Air Zone and associated matters will be addressed in future decisions as and when further clarity on the regulatory framework for zones is published.
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Other Legal Implications:

13.	The Council has a number of statutory duties relating to air quality as detailed in the report. This Strategy will assist the Council in meeting these duties and preparing for compliance with the Directive.
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RISK MANAGEMENT IMPLICATIONS	
There could be potential reputational risk for SCC if it is not seen to be 'delivering' the stated goals in the Strategy.	
POLICY FRAMEWORK IMPLICATIONS	
14.	Contained in the report and Strategy attached at Appendix 1.

KEY DECISION?	Yes	
WARDS/COMMUNITIES AFFECTED:	All	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	Clean Air Strategy 2019-2025	
Documents In Members' Rooms		
1.	Equality and Safety Impact Assessment	
Equality and Safety Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Yes
Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
Other Background Documents		
Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.		