

DECISION-MAKER:	CABINET COUNCIL		
SUBJECT:	JOINT AIR QUALITY UNIT (JAQU), CLEAN AIR ZONE EARLY MEASURES FUND		
DATE OF DECISION:	17 JULY 2018 18 JULY 2018		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY	
N/A	
BRIEF SUMMARY	
To consider the report of the Cabinet Member for Environment and Transport seeking approval for funding awarded to Southampton City Council (SCC) from the DfT's Joint Air Quality Unit (JAQU).	
<p>SCC, in partnership with New Forest District Council, has secured £1,731,677 from the Government's Clean Air Zone Early Measures Fund to deliver a set of projects prior to the implementation of the city's Clean Air Zone in 2019/2020 that will reduce harmful emissions. Southampton is one of 5 cities from across the country identified for the first round of Clean Air Zones. This funding, that has been allocated by JAQU, is aimed specially at lowering emissions from the city's vehicle fleet before the introduction of the Southampton Clean Air Zone.</p>	
<p>The total funding of £1,731,677 will be delivered within the 2018/2019 financial year, with £1,545,000 allocated for cycle infrastructure and promotional activities along two corridors identified in the Southampton Cycle Strategy (A33 The Avenue and the A3024 Bursledon Road-Bitterne Road West), £55,000 allocated for additional investment in the city's emerging Legible Cycle network wayfinding signage, £81,677 for marketing and communications work linked to the promotion of cycling and the National Clean Air Day and £50,000 for feasibility and design work for cycle route development in the east of the New Forest District linked to Southampton. As part of this project, there is £385,000 of match funding from the council's LTP Capital budget and Roads Programmes to support delivery of the cycle infrastructure works through already committed works along The Avenue.</p>	
RECOMMENDATIONS:	
CABINET	
(i)	To accept funding totalling £1,731,677 awarded by the DfT for 2018/2019;

	(ii)	To administer and monitor the use of Clean Air Zone Early Measures Funding approved by Council for the delivery of cycle infrastructure and promotional activities to support the Council's commitment to reduce emissions and improve air quality within the Southampton area;
COUNCIL		
	(i)	To approve expenditure of the full £2,116,677 (£1,731,677 from the Government's Clean Air Zone Early Measures Fund and £385,000 from the Council's LTP Capital budget) by the end of 2018/19 for the delivery of cycle infrastructure and promotional activities, Legible Cycle network wayfinding signage, marketing and communications work linked to the promotion of cycling and the National Clean Air Day and feasibility and design work for cycle route development in the east of the New Forest District linked to Southampton.
REASONS FOR REPORT RECOMMENDATIONS		
1.		SCC have been successful in securing funding to help improve the air quality in Southampton by delivering infrastructure and behaviour change marketing campaigns that will support modal shift away from single occupancy private car use to cycling to reduce harmful emissions. This is a positive initiative ahead of the introduction of the Southampton Clean Air Zone by the end of 2019.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
2.		Not to approve the receipt of grant funding from the Joint Air Quality Unit. This would result in not being able to carry out the proposed projects as outlined in the bid document, and therefore not contributing to the reduction of air pollution in Southampton which would be of detriment to the City.
DETAIL (Including consultation carried out)		
3.		What problem / opportunity is being addressed? The National Air Quality Plan for Nitrogen Dioxide in UK (2017) has identified Southampton as one of five UK cities, outside London, that are not expected to meet national air quality limit values by 2020. As such Southampton is mandated to establish a Clean Air Zone (CAZ) by the end of 2019. This project will form part of the SCC's Clean Air Zone Strategy and Clean Air Zone Implementation Plan (adopted in November 2016) of which the aim is to bring about compliance with the air quality objectives within the shortest possible time.
4.		A recommendation of the CAZ Strategy and Implementation Plan is to deliver improved infrastructure for sustainable modes to facilitate increased cycling rates as an effective mechanism for delivering direct emission reductions alongside the introduction of a CAZ.
5.		Even though private cars may not be restricted, as part of a charging CAZ, or other alternative arrangements currently being evaluated, a vital part of the long term success of the CAZ, will be changing people's travel behaviours and habits. In particular a shift away from private cars to alternative sustainable and healthy active modes of transport, or different routes or times to get into the city centre, to reduce the proportional contribution private cars make to pollution levels at key points in the city. The Clean Air Strategy

	establishes a requirement to 'increase the uptake of public transport, cycling and walking' amongst the list of associated mitigating measures and the JAQU funding that has been secured supports this priority.
6.	<p>Why is it important to address this?</p> <p>Traffic in Southampton affects air quality. The cycle network in Southampton requires continued investment to help provide an attractive alternative to the private car, thereby supporting more sustainable travel patterns. Traffic can only use a limited number of routes into Southampton due to the geography of the city –these heavily trafficked corridors are also locations of the Air Quality Management Areas (AQMAs) in Southampton.</p>
7.	<p>On an average working day traffic on the six main corridors entering the city centre, across the AM peak (7am-9am), is 16,789 vehicles, and 30,837 people enter the city centre with 58.2% in cars/light vehicles and 2.4% cycling – around 730 people. Two of the busiest corridors are the A33 and A3024 corridors with 32,860 vehicles on Bassett Avenue and 26,607 on Northam River Bridge each day, and they are high frequency bus corridors with 12 bus per hour on The Avenue and 25 bus per hour on Northam Road part of A3024. However, current levels of cycling are low on these two routes with 1% cycling mode share on both routes.</p>
8.	<p>The 2011 Census shows that 53,597 of work commuter trips (car/van) by Southampton residents being made within the City, while a further 52,782 cross border work commute (return) trips. These shorter trips made by private car have a large effect on overall traffic and pollution problems, analysis by Solent Transport using their SRTM, shows that 38% of internal car trips in South Hampshire are less than 5km and this rises to 56% in the most densely populated areas of Southampton. On average Southampton residents travel 7.6 miles each day – this includes travel to work and for other reasons. This demonstrates that the majority of trips by car are of a distance that are in the range of active modes such as cycling.</p>
9.	<p>What's the solution being proposed?</p> <p>SCC, in partnership with New Forest District Council has secured £1,731,677 from the Government's Joint Air Quality Unit towards a total £2.385m package to deliver cycling infrastructure and promotional activities on two corridors identified in the Southampton Cycle Strategy – SCN5 (A33 The Avenue) and SCN 8 & 10 (A3024 Bursledon Road-Bitterne Road West) that:</p> <ol style="list-style-type: none"> 1. Focus on transferring short distance trips away from the car to healthy & active travel by investing in high quality segregated cycle infrastructure on The Avenue, 2. Providing an alternative route bypassing an air quality hotspot close to Bitterne Rail Station, 3. Connect an area of deprivation, a school and community cycle hub to an arterial cycle route through a series of cycle Quietways, and 4. Can be delivered quickly as early measures before the commencement of the CAZ in 2019.
10.	<p>The approach will focus on supporting the priority outcomes identified in the Southampton Cycle Strategy and Clean Air Strategy around improving air quality, supporting businesses and organisations, and collaborating with communities and residents. The approach also supports the policies in the</p>

	Council Strategy, Local Transport Plan and the Local Plan's development and growth objectives.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
11.	Clean Air Zone Early Measures Capital Grant funding of £1,731,677 in 2018-2019, which will be allocated for the delivery of cycle infrastructure and promotional activities, Legible Cycle network wayfinding signage, marketing and communications work linked to the promotion of cycling and the National Clean Air Day and feasibility and design work for cycle route development in the east of the New Forest District linked to Southampton.
12.	As part of this project, there is £385,000 of match funding from the council's LTP Capital budget and Roads Programmes to support delivery of the cycle infrastructure works through already committed works along The Avenue. This brings the total package of works to £2,116,677.
<u>Property/Other</u>	
13.	No conflict.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
14.	The Highways Act 1980, improvement of Highways Part V provides the local authority with the general power of improvement to improve the Highway including the implementation of cycle tracks.
<u>Other Legal Implications:</u>	
15.	A variety of associated secondary legislation supports emission reduction and clean air zone initiatives including PPG 16 (planning policy guidance), transport and environmental legislation and regulations and guidance supporting the same. In implementing a CAZ and measures designed to improve emission standards and air quality the Council must have regard to s.149 of the Equalities Act 2010 (the public sector equality duty) to ensure the proposals put in place proactively address the need to eliminate direct and indirect discrimination (including where these have positive impacts such as improving air quality in areas where there is a high proportional of individuals having protected characteristics or where they are disproportionately affected by emission levels due to disability and health related matters etc). In addition, the Council must ensure that the proposals have regard to the right to respect private and family life and impact on property rights etc protected under the Human Rights Act 1998.
RISK MANAGEMENT IMPLICATIONS	
16.	The package of measures will be managed and delivered under the remit of the Strategic Transport Team using existing resources and governance structures. As the highway authority for Southampton, SCC has responsibility to maintain and improve the cycling infrastructure within its administrative boundary and has an established process in place for overseeing and delivering capital infrastructure schemes such as the one outlined within this proposal. SCC and BBLP are fully resourced for a major programme of works such as this.

17.	In order to manage risks and ensure that delivery concerns are brought to the Authority's attention, responsibilities for risk management are clearly defined. A risk management procedure is in place with accountability to both the Integrated Transport Board and the Clean Air Implementation Board.
18.	From the previous Clean Air Zone Early Measures Fund allocation, secured in 2017, the key lesson learned is the complexities surrounding land ownership. This is being addressed) through negotiation and viable alternatives and will be considered as soon as possible during the implementation of the schemes outlined in this programme.
POLICY FRAMEWORK IMPLICATIONS	
20.	SCC is a Local Transport Authority as prescribed in the Transport Act 2000. The Southampton City Strategy 2015-25 sets out a vision for the whole of the city as 'a city of opportunity where everyone thrives' and is taken forward through the Council Strategy 2016-20 which sets out four outcomes that make up that vision – strong and sustainable growth, people get a good start in life, live safe, happy and independent lives and Southampton is an attractive modern city where people are proud to live and work.
21.	Below the Council Strategy the Southampton Local Transport Plan (LTP3), Clean Air Strategy 2016-2025, Air Quality Action Plan (2009) and Cycling Southampton 2017-2027 translate the vision and outcomes into the way SCC will put this into action. The proposals in this report are not contrary to the requirements of this Policy Framework.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All Southampton Wards and Communities
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None

Documents In Members' Rooms

1.	ESIA
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
Data Protection Impact Assessment	
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) 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.	None