

<b>DECISION-MAKER:</b>	<b>CABINET</b>		
<b>SUBJECT:</b>	<b>SOUTHAMPTON CLEAN AIR STRATEGY 2016 - 2025 AND CLEAN AIR ZONE</b>		
<b>DATE OF DECISION:</b>	<b>15 NOVEMBER 2016</b>		
<b>REPORT OF:</b>	<b>CABINET MEMBER FOR TRANSFORMATION PROJECTS</b>		
<b><u>CONTACT DETAILS</u></b>			
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<b>Director</b>	<b>Name:</b>	<b>Mark Heath</b>	<b>Tel: 023 8083 2371</b>
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#### **STATEMENT OF CONFIDENTIALITY**

Not Applicable.

#### **BRIEF SUMMARY**

It is proposed that a Clean Air Strategy for Southampton is adopted as a level 2 strategy in the Council's Strategy and Policy Framework. The Strategy aims to achieve sustained improvements in the health of the population of Southampton in the period up to 2025 by improving air quality. The strategy provides a high level overview of the key actions and measures, and will be supported by a Clean Air Zone Implementation Plan. This will introduce the concept of a Clean Air Zone in Southampton and deliver a programme of specific activities from 2016/17 designed to reduce emissions, culminating in the introduction of penalty charging in 2019/20 for the most polluting commercial vehicles.

#### **RECOMMENDATIONS:**

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|  | (i) | To consider and approve the Southampton City Council Clean Air Strategy 2016 -2025 (Appendix 1). |
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#### **REASONS FOR REPORT RECOMMENDATIONS**

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| 1. | To ensure that the Council has a 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**

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| 2. | Not publishing a 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. |
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#### **DETAIL (Including consultation carried out)**

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| 3. | Poor air quality remains a significant public health issue for the population of Southampton. The European Union Air Quality Directive requires all member states to comply with limits on key air pollutants including Nitrogen dioxide (NO <sub>2</sub> ). The Department for Environment Food & Rural Affairs (Defra), responsible for ensuring that the UK complies with European Directives has |
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	indicated that Brexit would not alter the requirement for compliance under proposed UK legislation.
4.	For air quality monitoring purposes, the UK is divided into 43 zones and in 2013, Southampton was identified as exceeding annual limits for NO <sub>2</sub> levels. Modelling suggests that this exceedance could persist beyond 2020. Infraction proceedings instigated by the EU (with associated financial penalties) against the UK for breaching NO <sub>2</sub> levels commenced in 2014.
5.	Road transport is the most significant contributor to poor air quality within the city with 34% attributed to heavy goods vehicles, 7.5% light goods vehicles, 4.5% buses and 24% cars. Recent work has shown that operations within the port are also significant along the middle part of the Western approach.
6.	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 <sub>2</sub> 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.
7.	In 2014/15, a review of the air quality in Southampton was conducted by an Air Quality Scrutiny Inquiry Panel. The panel's recommendations included the development of a Low Emissions Strategy to identify how emissions can be reduced at source by promoting the uptake of new technologies. Southampton City Council (SCC) secured funding from Defra to develop a strategy and action plan. The measures identified have been incorporated into the strategy and developing Clean Air Zone Implementation Plan.
8.	Defra published the UK Air Quality Plan in December 2015. The document identifies Southampton as one of five cities which will be required to implement a mandatory Clean Air Zone (CAZ) at the earliest opportunity and no later than 2020. This will introduce penalty charges for the most polluting commercial HGV's, buses and taxis. A national framework and legislation to facilitate this are expected in 2016/17. Government have allocated funding to support the five local authorities who will be mandated to introduce these measures. SCC are working closely with Defra to develop the framework and Southampton's own CAZ Implementation Plan with the aim of introducing penalty charges in 2020. It is anticipated that the CAZ will include the city centre and the main arterial routes within the administrative boundary.
9.	Although Clean Air Zones will be characterised by the introduction of penalty charges, Defra are keen to ensure that they are also the focus of additional measures. Therefore the Clean Air Strategy and developing Clean Air Zone Implementation Plan will cover a broad programme of measures to deliver improvements, culminating in the introduction of penalty charging in 2019/20 for the most polluting commercial vehicles.
10.	To date, a number of documents have been published that identify how air quality within Southampton City might be improved. These include the Local Plan, Local Transport Plan, the Air Quality Action Plan and the Clean Air Zone Implementation Plan. However, the council does not have an overarching strategy to describe its aims and objectives for the city's air quality and the general principles and mechanisms it wishes to use. The Air Quality Strategy which addresses this is attached at Appendix 1.
11.	It is proposed that a Clean Air Strategy for Southampton be adopted as part

	of the Council's Strategy and Policy Framework. The Strategy will aim to drive sustained improvements in the health of the population for Southampton in the period up to 2025.															
12.	The proposed themes cover the key determinants of air quality in urban areas and align to all four of the newly agreed priority outcomes within the Council Strategy:															
	<table border="1"> <thead> <tr> <th>Council Priority Outcome</th> <th>Air Quality Theme</th> <th>Actions</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Southampton is a city with strong and sustainable economic growth.</td> <td>Supporting businesses and organisations</td> <td>Work with businesses and organisations to support behaviour change to improve air quality</td> </tr> <tr> <td>Promoting sustainability</td> <td>Southampton City Council will be an exemplar of sustainable working practices in relation to reducing emissions and improving local air quality</td> </tr> <tr> <td>Children and young people in Southampton get a good start in life</td> <td rowspan="2">Reduce air pollution</td> <td rowspan="2">Adoption of a programme of measures to reduce levels of air pollutants in Southampton</td> </tr> <tr> <td>People in Southampton live safe, healthy, independent lives.</td> </tr> <tr> <td>Southampton is a modern, attractive city where people are proud to live and work.</td> <td>Collaborating with communities and residents</td> <td>Work with and support the education of communities and individuals to identify and support behaviours which improve air quality</td> </tr> </tbody> </table>	Council Priority Outcome	Air Quality Theme	Actions	Southampton is a city with strong and sustainable economic growth.	Supporting businesses and organisations	Work with businesses and organisations to support behaviour change to improve air quality	Promoting sustainability	Southampton City Council will be an exemplar of sustainable working practices in relation to reducing emissions and improving local air quality	Children and young people in Southampton get a good start in life	Reduce air pollution	Adoption of a programme of measures to reduce levels of air pollutants in Southampton	People in Southampton live safe, healthy, independent lives.	Southampton is a modern, attractive city where people are proud to live and work.	Collaborating with communities and residents	Work with and support the education of communities and individuals to identify and support behaviours which improve air quality
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13.	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) have also been consulted informally during the development of the Strategy and have provided advice and input.															
14.	The overarching aim of the Clean Air Strategy will be to ensure Southampton is a clean and healthy city in which to live and work, supporting the Council's strategic priority outcomes.															

15.	<p>The following targets will be used to measure success:</p> <ul style="list-style-type: none"> <li>• Achieve all statutory air quality standards by 2020 and any adopted local standards or goals.</li> <li>• Deliver an ongoing reduction in NO<sub>2</sub> and particulate levels for the duration of this strategy.</li> <li>• Demonstrate a reduction in NO<sub>2</sub> and particulate emissions derived from SCC activities.</li> <li>• Reduce the fraction of mortality attributable to particulate air pollution.</li> <li>• Implementation of the Southampton Clean Air Zone by April 2017 and penalty charging for the most pollution commercial vehicles by 2019/20.</li> <li>• Increase the proportion of journeys to work and school made by public transport or active methods.</li> <li>• Increase in the uptake and use of ultra-low and zero emission vehicles in the city.</li> </ul>
16.	The Clean Air Strategy will contribute to wider improvements in the health of the Southampton population which should be reflected in key indicators for public health in the City over the duration of the Strategy.
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
17.	There are no additional resource requirements arising from the approval of the strategy.
<b><u>Property/Other</u></b>	
18.	There are no immediate impacts.
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
19.	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.
<b><u>Other Legal Implications:</u></b>	
20.	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.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
21.	Contained in the report and Strategy attached at Appendix 1.

<b>KEY DECISION?</b>	<b>Yes</b>
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<b>WARDS/COMMUNITIES AFFECTED:</b>	<b>All</b>
<b><u>SUPPORTING DOCUMENTATION</u></b>	
<b>Appendices</b>	
1.	Clean Air Strategy 2016-2025
<b>Documents In Members' Rooms</b>	
1.	ESIA
<b>Equality and Safety Impact Assessment</b>	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
<b>Privacy Impact Assessment</b>	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
<b>Other Background Documents</b>	
<b>Other Background documents available for inspection at:</b>	
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.	
2.	