

## **CABINET**

RECORD OF DECISIONS of the meeting of the Cabinet held on Tuesday, 29 October 2019 at 12.00 pm at the Guildhall, Portsmouth

### **Present**

Councillor Gerald Vernon-Jackson CBE (in the Chair)

Councillors Dave Ashmore  
Darren Sanders  
Matthew Winnington  
Rob Wood  
Tom Wood

### **107. Apologies for Absence (AI 1)**

Councillors Lynne Stagg, Suzy Horton, Lee Hunt and Steve Pitt.

### **108. Declarations of Interests (AI 2)**

None.

### **109. Air Quality Local Plan - Outline Business Case (AI 3)**

Deputations are not minuted in full but are recorded as part of the webcasting of the meeting which can be viewed here:

<https://livestream.com/accounts/14063785/Full-Cabinet-29Oct2019>

Deputations were made by

- i) Rod Bailey, Chair of Milton Neighbourhood Forum Planning Forum, who was concerned about sustainable development and did not believe that the small area for the Class B Clean Air Zone (CAZ) (rather than Class D) was sufficient to meet the objectives in reducing the city's pollution by significant amounts, and it did not cover some of the roads with the worst air quality readings such as London Road, and traffic would divert down the Eastern Road to avoid the CAZ and impact local roads in Milton and he queried the modelling of pollution levels.
- ii) Councillor Judith Smyth reported on the Labour Group's view that whilst supporting the zone it was felt it is too small to work and did not represent value for money with so much effort for a small zone. She also feared there would be displacement to surrounding areas which already have air quality problems and where schools are located. A whole island zone and comprehensive transport strategy was needed to ease the traffic problems, reduce car ownership and address the health issues caused by air pollution.

Dr Jason Horsley, Director of Public Health, introduced the report and emphasised that this represented a response that the council has to make to the government within the legal timeframes. The Outline Business Case is

heavily based on modelling, which cannot capture all that can happen. In response to a question from Councillor Wood (as Cabinet Member for Children and Families) he reported that there were legal obligations to bring air quality levels for nitrogen dioxide to compliant levels (as set out in the report) but if the council could go further than the required levels there would be further health benefits for residents. He also advocated the take up of active transport this would help minimise the impact on the local economy.

Richard Lee, Regulatory Services Manager, responded to a question from Councillor Vernon-Jackson (as Leader) regarding the rise in pollution levels in the city, and confirmed that there had been an increase of 7.41% from 2017 to 2018 (as stated in the annual status report). Whilst there had not been a deterioration across the whole city there were hotspots such as London Road which fell outside the Clean Air Zone, but there were also a number of areas where the air quality was improving.

Councillor Vernon-Jackson, as Leader, reiterated this was a response to a government directive, based on modelling and he was pleased that recommendation 6 showed the wider work taking place to address both air pollution and climate change. He was disappointed that there had not been a positive response from government to the suggestions offered (such as free bus passes, an electric fleet of licensed vehicles) and investment in sustainable transport. The Leader thanked all the officers who had worked so hard within the imposed constraints. He was concerned that there may be an economic impact on the retail sector with shoppers going to out of town retail parks. The Wighlink ferry may also suffer with vehicles choosing to go via Southampton or Lymington, adding extra miles on their journey and spreading pollution. Councillor Vernon-Jackson was suggesting looking at night-time deliveries (when pollution levels are lower) for Commercial Road.

Councillor Ashmore, as Cabinet Member for Environment and Climate Change, felt that the CAZ only represented a small part of the actions being taken by the council and that the government was not addressing the long term problems. Nitrogen dioxide levels are being addressed but not particulates and the need for a modal shift with people to switch from reliance on private cars and increase cycling in the city. He did not believe that putting up prices was the way to incentivise and would hit those on low incomes so instead sustainable alternatives were needed.

Councillor Vernon-Jackson asked for a response to Councillor Smyth's suggestion of a city wide and how this would be funded. Pam Turton, Assistant Director of Transport, reported that the government's Joint Air Quality Unit (JAQU) would not fund a city wide zone if a smaller zone would bring about compliance. She could not quantify the cost but it would be several million pounds. Councillor Vernon-Jackson suggested that Councillor Smyth feed her ideas into the 12 week consultation exercise, but stressed that funding for an island wide CAZ would mean cuts elsewhere.

Councillor Winnington, Cabinet Member for Health, Wellbeing and Social Care, also referred to the JAQU funding for the lowest possible charging solution which was a Class B CAZ with the local authority receiving the

income for this but there would be no guarantee this would be the case if it was for a wider scheme. The council had unsuccessfully asked for government assistance for several schemes for sustainable projects and valuable officer time was being diverted to deal with the implementation of the Air Quality Local Plan and CAZ to the detriment of other projects that could have a greater impact on improving the health of residents.

**DECISIONS: The Cabinet:**

- (1) Approved the Air Quality Local Plan Outline Business Case (OBC) for submission to the government's Joint Air Quality Unit (JAQU) for a Class B CAZ covering a small area in the southwest of Portsea Island (see Plan attached as an appendix to the report), along with improvements to cycling infrastructure, amendments to Alfred Road traffic signals, parking measures and a package of financial support, marketing and engagement activity;**
- (2) Delegated authority to the Director of Regeneration and Section 151 Officer to finalise the OBC following consultation with the Leader and Cabinet Member for Environment and Community Safety, to ensure the Plan meets the requirements of the HM Treasury Green Book methodology;**
- (3) Approved commencement of a 12 week statutory consultation in early 2020, pending approval of the OBC by JAQU;**
- (4) Noted that further stakeholder engagement and public consultation will be required to inform ongoing work to produce a Full Business Case for submission (FBC) in 2020;**
- (5) Noted that proposals in the Plan are conditional upon sufficient funding being provided by Government;**
- (6) Noted that the proposals in the Plan are a small part of the wider work that the Council is undertaking to address air pollution and climate change in the city, particularly in relation to public transport improvements through the transforming cities fund bid;**
- (7) Delegated authority to the Cabinet Member for Traffic and Transportation, in consultation with the joint working arrangements with Hampshire County Council and Isle of Wight Council through the South East Hampshire Rapid Transit Board, to agree the final Strategic Outline Business Case submission to the Transforming Cities Fund bid.**

The meeting concluded at 12.50 pm.

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Councillor Gerald Vernon-Jackson CBE,  
Leader of the Council