

**APPENDIX 1C -  
EXTRACT FROM RECORD OF DECISIONS 6 OCTOBER 2020 CABINET**

**CABINET - DRAFT**

RECORD OF DECISIONS of the meeting of the Cabinet held remotely on Tuesday 6 October at 12pm

**Present**

Councillors	Gerald Vernon-Jackson CBE (in the Chair) Dave Ashmore Chris Attwell Suzy Horton Lee Hunt Hugh Mason Steve Pitt Darren Sanders Lynne Stagg Matthew Winnington
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Also present during the virtual meeting were Councillors Cal Corkery, Judith Smyth and Claire Udy.

<Minutes 54 - 60 and Minute 62-63 omitted>

**61. Clean Air Zone: Consultation Feedback (AI 8)**

Hayley Trower, Air Quality Lead for Transport introduced the report and drew members' **attention** to the fact that the focus of this report is on the proposed boundary changes. She then read out a deputation from Mike Dobson against the recommendations. Deputations are not included in the minutes but can be viewed on the livestream on the following link

<https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=126&MId=4554&Ver=4>

In response to a question from the Leader, she explained that the location of the diffusion tubes complied with the guidance set out by the Department for the Environment, Food & Rural Affairs.

Deputations were then heard from Councillors Clare Udy, Judith Smyth and Cal Corkery against the recommendations.

The Leader made the following observations:

This had been a difficult decision. The government had refused the council's requests for funding for other measures that would be more effective at improving air quality in the city:

- A scrappage scheme for older, more polluting cars.
- More investment to encourage walking, cycling and public transport.
- Free bus passes for every resident.

The government's modelling shows one area where there is a problem with air quality and the introduction of a Clean Air Zone (CAZ) is the only permitted scheme and would be short-lived as it would be removed in 2022.

In the consultation residents were asked if they wanted to see the zone increased but this would not have been funded by the government.

Bristol and Sheffield Labour Local Authorities have delayed the introduction of their Clean Air Zones and used the pandemic as an excuse. He felt that they should be more courageous and more realistic.

A balance must be achieved between the environment and the needs of local businesses especially in areas on deprivation. The CAZ discriminates against shops in the town centre where delivery lorries will be taxed. Out of town shops will not be charged this tax, but they are not accessible by public transport.

One option would be to extend the zone to include the Wightlink terminal. However the HGVs, coaches and buses would simply use the port at Southampton, Lymington or Yarmouth and emit more emissions in making their longer journey.

Councillor Dave Ashmore, Cabinet Member for Environment & Climate Change, noted:

It is important to look at the evidence and ensure that the council is not making empty gestures. The CAZ is not a project intended to improve air quality in the whole city. The government is covering its back to prevent it from being sued by Client Earth. The aim should be to encourage a modal shift.

Within the CAZ there are exceedances, air quality is on the right trajectory by 2023.

The CAZ does not exclude private cars even the oldest, highest polluters.

The other measures that the council has already implemented are having a significant impact including bus refitting to make them Euro 6 compliant.

The simple issue is that there are too many cars. This must be addressed nationally and locally.

Councillor Matthew Winnington, Cabinet Member for Health, Wellbeing & Social Care, asked members to note that the CAZ does not help us achieve better air quality and a long term healthier environment for the whole city. He proposed the following decision:

1. Noted the consultation responses.
2. Will ask the government once again to fund the practical solutions we asked for to tackle air pollution: car and van scrappage scheme to get the older more polluting cars off the roads, the same level of funding to support public transport, walking and cycling as councils in London get (11 times what Portsmouth gets), half-price bus passes for all citizens to encourage people to leave their cars at

home. These would make a real lasting difference to air quality and people's health and wellbeing across the whole of Portsmouth

3. If the government will not accede to these reasonable, sustainable requests then the CAZ should be implemented with the boundaries as in the original consultation document, but removing Kingston Crescent, Fratton Road, Fratton Bridge Roundabout and Holbrook Road Roundabout due to their inclusion resulting only in pollution being shifted to the east and south of the city.
4. Recognised that any CAZ will only be in place to secure compliance for two locations, A3 Alfred Road and A3 Mile End Road/Commercial Road, as per the government guidance and is not intended to address the air pollution, air quality or people's wellbeing issues in the whole of Portsmouth.

Councillor Lynne Stagg, Cabinet Member for Traffic & Transportation, stated that there was no evidence that including Fratton Road and Kingston Crescent would have a significant effect on air quality. The council would address air pollution in those areas by other means. Long term solutions were required rather than long term solutions not short term fixes. There is a lot that residents can do to help reduce the city's air pollution including where possible/ affordable replacing old cars with less polluting ones. We all need to change the way we live.

Councillor Lee Hunt, Cabinet Member for Community Safety, stated that the introduction of a CAZ is a hammer to crack a nut. Portsmouth City Council is taking a pragmatic approach.

In response to questions, Hayley Trower explained that

A feasibility study to optimise traffic could be carried out in this key corridor.

The proposed CAZ would only be in place until the areas are compliant with the government targets. Once compliance is achieved the council would submit the data and the government would say when it could be removed. It will probably take around 18 months.

There are many measures that could be taken to improve transportation with £25m and would have more long-lasting effects.

Air pollution is decreasing.

10% of respondents live in the CAZ area. 90% were business owners who believed a CAZ would impact on their businesses.

Fratton Road is in an Air Quality Management Quality Area and the council is working towards the National Air Quality Objectives there. The air quality in this area could be more effective with a different measure (not a CAZ).

The Leader seconded the decisions proposed by Councillor Winnington and requested that deputations be recorded in the minutes.<sup>1</sup>

## **DECISIONS**

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<sup>1</sup> Post meeting note: Deputations will be published with a link to the relevant part of the agenda.

**Cabinet:**

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