



# CABINET

<b>7.30 pm</b>	<b>Wednesday 13 June 2018</b>	<b>Council Chamber - Town Hall</b>
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Members 7: Quorum 3

Councillor Damian White (Leader of the Council), Chairman

**Cabinet Member responsibility:**

Councillor Robert Benham

Cabinet Member for Education, Children & Families

Councillor Osman Dervish

Cabinet Member for Environment

Councillor Joshua Chapman

Cabinet Member for Housing

Councillor Jason Frost

Cabinet Member for Health & Adult Care Services

Councillor Roger Ramsey

Cabinet Member for Finance & Property

Councillor Viddy Persaud

Cabinet Member for Public Protection and Safety

**Andrew Beesley**  
**Head of Democratic Services**

**For information about the meeting please contact:**

**Debra Marlow tel: 01708 433091**

**e-mail: [debra.marlow@onesource.co.uk](mailto:debra.marlow@onesource.co.uk)**



**Please note that this meeting will be webcast.  
Members of the public who do not wish to appear  
in the webcast will be able to sit in the balcony,  
which is not in camera range.**

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

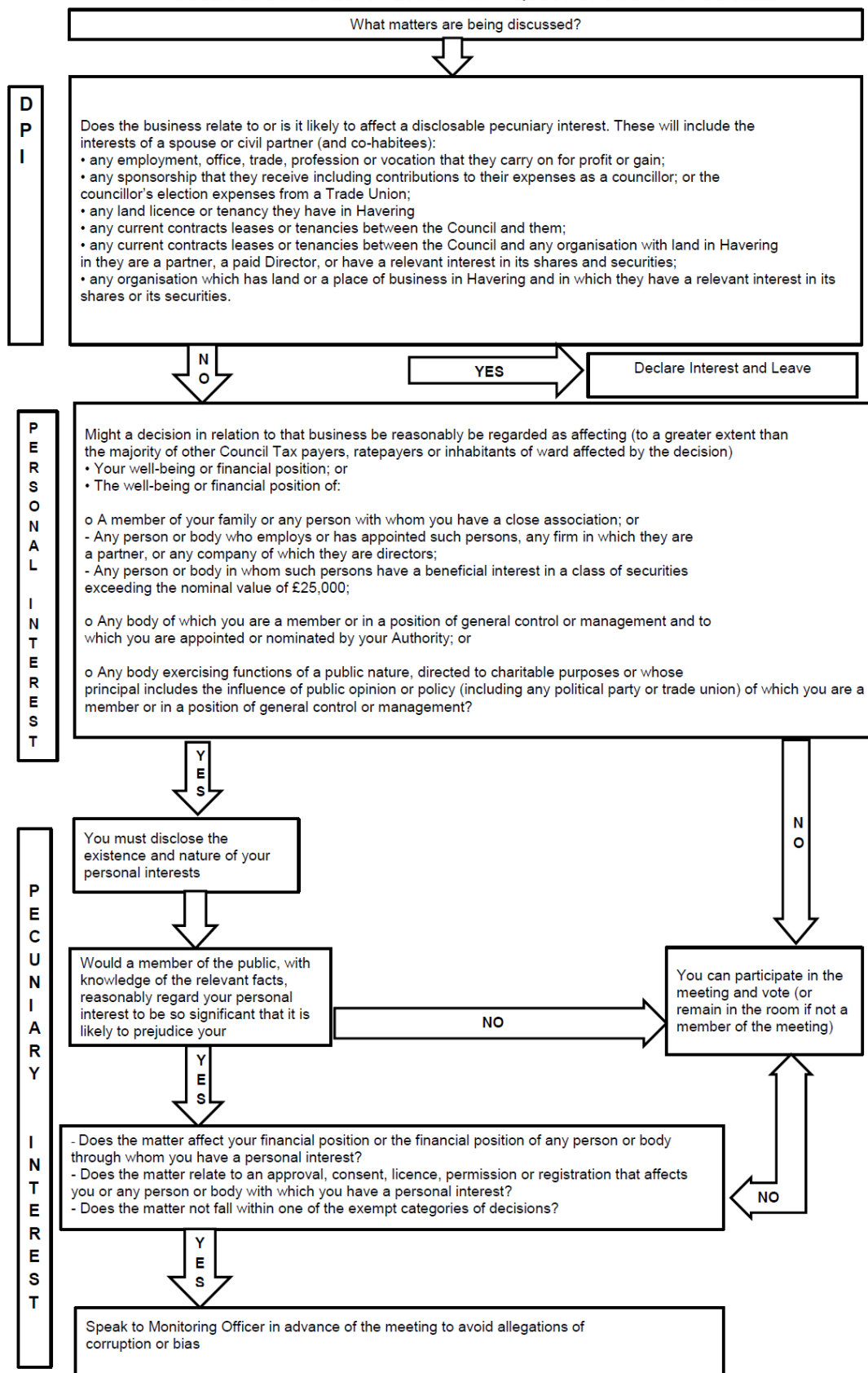
- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

# DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



## **AGENDA**

### **1 ANNOUNCEMENTS**

On behalf of the Chairman, there will be an announcement about the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

### **2 APOLOGIES FOR ABSENCE**

(if any) - receive

### **3 DISCLOSURES OF INTEREST**

Members are invited to disclose any interests in any of the items on the agenda at this point of the meeting. Members may still disclose an interest in an item at any time prior to the consideration of the matter.

### **4 MINUTES (Pages 1 - 6)**

To approve as a correct record the minutes of the meeting held on 11 April, 2018 and to authorise the Chairman to sign them.

### **5 PUBLICATION AND ADOPTION OF THE LONDON BOROUGH OF HAVERING'S AIR QUALITY ACTION PLAN (Pages 7 - 118)**

### **6 ANNUAL CORPORATE PERFORMANCE REPORT (2017/18) - QUARTER 4 (Pages 119 - 142)**

### **7 EXCLUSION OF THE PRESS AND PUBLIC**

To consider whether the press and public should now be excluded from the remainder of the meeting on the grounds that it is likely that, in view of the nature of the business to be transacted or the nature of the proceedings, if members of the press and public were present during those items there would be disclosure to them of exempt information within the meaning of paragraph 1 of Schedule 12A to the Local Government Act 1972; and, if it is decided to exclude the public on those grounds, the Committee to resolve accordingly on the motion of the Chairman.

### **8 MAIN INSURANCE CONTRACT AWARD (Pages 143 - 152)**



**MINUTES OF A CABINET MEETING**  
**Council Chamber - Town Hall**  
**Wednesday, 11 April 2018**  
**(7.30 - 8.15 pm)**

**Present:**

Councillor Roger Ramsey (Leader of the Council), Chairman

**Cabinet Member responsibility:**

Councillor Damian White	Housing
Councillor Wendy Brice-Thompson	Adult Social Services and Health
Councillor Osman Dervish	Environment and Community Safety
Councillor Melvin Wallace	Culture and Community Engagement
Councillor Clarence Barrett	Financial Management, Transformation & IT
Councillor Ron Ower	Housing Development Company and OneSource Management
Councillor Joshua Chapman	Deputy Cabinet Member for Housing

Apologies were received for the absence of Councillors Robert Benham and Jason Frost.

**44 DISCLOSURES OF INTEREST**

There were no declarations of interest.

**45 MINUTES**

The minutes of the meeting of Cabinet held on 7<sup>th</sup> February, 2018 were agreed and signed by the Chair as a correct record.

**46 ROMFORD BUSINESS IMPROVEMENT DISTRICT PROPOSAL**

The Romford District Improvement District (BID) Proposal report was presented to Cabinet by Councillor Osman Dervish, Cabinet Lead Member for Environment and Community Safety.

The report details the proposed BID submitted by Romford Town Management Limited (RTMP) in accordance with the Business Improvement District regulations, for a ballot within Romford Town Centre to establish a BID.

Councillor Dervish detailed the history of the matter and explained that a BID is a defined area in which a levy is charged on all business rate payers in addition to the business rates bill. This levy then can be used to develop projects to the mutual benefit of businesses in the area. Businesses subject to the levy will vote in a ballot to determine whether the scheme will go ahead. Once the BID is in operation the levy will be charged on all of the businesses within the defined area irrespective of how they voted in the ballot.

RTMP were established in 2016 with the purpose of improving the Town Centre. The company has been working with the wider business community on the Town Centre to identify priorities and develop a draft business plan which details a number of pledges.

The BID area is defined and shown in Appendix A of the report. The area includes ten Council owned properties and therefore the Council will be entitled to vote on the proposal for each of those properties. Under the BID regulations the Council is obliged to support the establishment of a BID and also has a key role as regulator, service provider and as custodian of the public realm.

The RTMP will not be able to commence activity until the levy payments start to be made and therefore on that basis they have made a request to the Council to make an advance payment in order to fund the set up costs. There is not sufficient information at this stage to establish how much will be required and so the recommendation is defined as up to a maximum of £230,000.

There followed a period of discussion. The reasons for the decision and alternative options available were considered.

**Cabinet:**

1. **Reviewed and approved** the Romford Town Management Limited BID Proposal to go to ballot in June 2018;
2. **Agreed** to support the formation of a BID in Romford Town Centre, subject to a successful ballot taking place in accordance with the Business Improvement Districts (England) Regulations, 2004;
3. **Noted** that the Council will be subject to payment of the levy on its properties within the BID area; and,
4. **Agreed** that the Head of Property Services (one Source) be authorised to cast the Council's vote to support the establishment of

the BID in relation to all the council properties within in the BID area;  
and,

5. **Delegated** authority to the S151 Officer in consultation with the Director of Neighbourhoods to negotiate and settle agreements in relation to any advance funding for the BID of no more than £230,000, subject to a successful ballot, the creation of the BID and the production of a costed work plan and cash flow acceptable to the S151 officer detailing the funding requirements.

#### 47 **INTEGRATED COMMUNITY EQUIPMENT SERVICE**

The Integrated Community Equipment Service report was presented to Cabinet by Councillor Wendy Brice-Thompson, Cabinet Lead Member for Adult Services and Health. This detailed the background to the recommendations and how the London Borough of Havering currently commissions the service through the Framework Contract for the Community Equipment Service. The Framework was most recently retendered in 2015 for a period of four years to 30<sup>th</sup> November, 2019.

An independent review of the Community Equipment Service was commissioned in 2017. The remit was established by the partners through the Discharge Improvement Working Group (DIWG). This highlighted that a number of partners are currently delivering a fragmented service of lesser quality at a greater cost due to delay in delivery and complex administrative arrangements; Fragmented services relying on multiple local back office support arrangements; procurement of equipment directly from suppliers; and diseconomy of scale.

The recommendation of the review was to establish an Integrated Community Equipment Service (ICES) hosted and led by the London Borough of Redbridge through a section 75/101 agreement with each of the health and social care providers across the Barking, Havering and Redbridge area.

The integrated service went live on 5<sup>th</sup> February, 2018 with LBH joining in shadow form with aligned operational processes.

Savings have been identified and are detailed within the report at appendix one. There are also clear benefits to the framework.

Discussion followed with consideration given to the reasons behind the recommendations and of the other options considered.

#### **Cabinet:**

1. **Approved** the Council joining an Integrated Community Equipment Service (ICES) with BHR health and social care partners, hosted by London Borough of Redbridge.

2. **Authorised** the Director of Adult Services to sign the Section 101(LGA 1972) / Section 75 (NHS Act 2006) agreement and all further documentation necessary to facilitate the participation of the Council in the Integrated Community Equipment Service.

#### 48 **EMPLOYMENT AND SKILLS PLAN**

Councillor Osman Dervish presented the Employment and Skills Plan report to Cabinet. In February, 2018 Cabinet approved a period of stakeholder consultation on the draft Plan. The report now before Cabinet details the findings of the consultation and seeks Cabinet's approval to the Plan and associated Implementation Plan.

Councillor Dervish detailed the background to the matter and the responses gathered as set out in the report.

There followed discussion and

**Cabinet:**

1. **Approved** the draft Employment and Skills Plan (attached at Appendix 1 of the report) and the associated Implementation Plan (attached at Appendix 3 of the report).

#### 49 **QUARTER 3 CORPORATE PERFORMANCE REPORT 2017/18**

Councillor Clarence Barrett presented the Quarter 3 Corporate Performance Report (2017/18) to Cabinet. This detailed that 65% (24) of the Corporate Performance Indicators were on track (green status) and 35% (13) had an off track (red status). This represents a decline in performance on the position at the end of Quarter 2 when 74% were rated as green and 29% as red. However, the perception/engagement indicators had improved.

These indicators are assessed at a time when there is an increasing demand on services across the Council. The demand pressures dashboard was considered at Appendix 2 of the report.

Councillor Barrett set out the performance throughout the Council's priorities showing the highlights and improvements required for all priorities, Communities, Connections, Opportunities and Places.

The full report was available at Appendix 1 and discussed.

**Cabinet:**

1. **Reviewed** the performance set out in Appendix 1 of the report and the corrective action that is being taken.



2. **Noted** the content of the Demand Pressures Dashboard attached as Appendix 2 of the report.

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**Chairman**

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## CABINET

13<sup>th</sup> June 2018

**Subject Heading:**

**Draft Air Quality Action Plan**

**Cabinet Member:**

**Cabinet Member for Public Protection & Safety**

**SLT Lead:**

**Steve Moore**

Director of Neighbourhoods

**Report Author and contact details:**

**Dipti Patel** Assistant Director Environment  
**Christina Zervou**

Environment Protection Officer

Email: christina.zervou@havering.gov.uk

**Policy context:**

The Draft Air Quality Action Plan has been produced to comply with Part IV of the Environment Act 1995 and outlines the actions Havering Council will take to improve air quality in the Borough between 2018 and 2023.

**Financial summary:**

There is a budget of £0.125m allocated to Havering from the TfL Local Implementation Plan (LIP) funding stream for the 2018/19 period. Funding for future years is expected from the TfL LIP fund subject to successful submissions. Lack of adequate funding may result in non delivery of the Air Quality Action Plan, there may be significant financial implications for continuing to breach the national Air Quality Standards.

**Is this a Key Decision?**

Yes (c) Significant effect on two or more Wards

**When should this matter be reviewed?**

The Air Quality Action Plan is a five-year plan (2018-2023), therefore it should be reviewed in 2023

**Reviewing OSC:**

Environment Overview & Scrutiny

### The subject matter of this report deals with the following Council Objectives

Communities making Havering

[X]

Places making Havering

[]

Opportunities making Havering

[X]

Connections making Havering

[X]

## SUMMARY

The Air Quality Action Plan (AQAP) has been prepared to comply with the statutory requirement under Part IV of the Environment Act 1995 since the borough has been designated an 'Air Quality Management Area'. The plan outlines the actions Havering Council will take to improve air quality in the Borough between 2018 and 2023.

It will support Havering as the second greenest borough in London by further developing green areas to combat air pollution, provide alternative modes of transport for residents and deal with key pollution sources such as buses. It will ensure we are lobbying regionally to ensure better air quality in Havering, as well as protecting and empowering vulnerable communities from air pollution.

This decision follows on from the Cabinet report and decision made on 13<sup>th</sup> December 2017 in which members agreed for formal consultation to take place on the draft AQAP.

The consultation process was undertaken for 10 weeks between the 3<sup>rd</sup> January and 15<sup>th</sup> March 2018. The comments received included responses from statutory consultees (such as the Greater London Authority, the Environment Agency etc.), internal Services and the public. These responses have been taken into account and an updated version of the draft AQAP has been produced and attached in Appendix 1.

The majority of the proposed changes to the proposed AQAP are minor amendments. The key changes are outlined in Section 4 of the Report Detail. A Summary of consultation responses, including the Council's responses to the issues raised and the resultant changes to the AQAP, is also attached (Appendix 2).

Further to the minor changes the actions set out in the AQAP are now grouped into four Action Policies:

Action Policy 1: Air Quality Monitoring and Modelling

Action Policy 2: Public Health and Awareness Raising to encourage Smarter Travel

Action Policy 3: Reducing Emissions from Buildings and Developments

Action Policy 4: Reducing Emissions from Transport.

The recommendation is to approve and adopt the revised AQAP reflecting necessary changes following consultation, in order to fulfil our statutory duties and improve Havering's air quality.

Attachments to report;

Appendix 1 – Draft London Borough of Havering Air Quality Action Plan 2018-2023

Appendix 2 – Summary of consultation responses to the Draft London Borough of Havering Air Quality Action Plan 2018 – 2023

Appendix 3 – Equality Impact Assessment of the Air Quality Action Plan

## **RECOMMENDATIONS**

**Cabinet is recommended to approve and adopt the final Air Quality Action Plan in Appendix 1.**

## **REPORT DETAIL**

### **1. Background**

- 1.1 Part IV of the Environment Act 1995 provides that every local authority shall review the air quality within its area, both at the present time and the likely future air quality. It shall also cause an assessment to be made of whether air quality standards and objectives for certain pollutants, set out in the Air Quality Standards Regulations 2010 are being achieved, or are likely to be achieved within the relevant period within its area.
- 1.2 Where air quality objectives are not being achieved, or are not likely to be achieved within the relevant period, Section 83 of the Environment Act 1995 requires local authorities to designate an Air Quality Management Area (“AQMA”). Once the area has been designated, section 84 requires the local authority to develop an “Air Quality Action Plan” (AQAP) detailing remedial measures to tackle the problem within the AQMA. The AQAP must also have regard to the London Local Air Quality Management Policy Guidance 2016 on air quality issued by the Greater London Authority (GLA).
- 1.3 Based on the above statutory framework, the Mayor of London has also introduced the Local Air Quality Management system for London (“LLAQM”). The main requirements for London local authorities under the LLAQM are to continue to monitor and assess air pollution, to ensure an AQMA is declared where required, to complete Annual Status Reports on air quality and ensure that a relevant AQAP is in place for all AQMAs.
- 1.4 Although Havering is an “outer London” borough, known for its large areas of green space and close proximity to Essex, air quality is still a significant issue. In September 2006 the entire London Borough of Havering was designated an Air Quality Management Area (AQMA) for Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>).

- 1.5 The health impacts of air pollution should not be underestimated. Havering has a high percentage of residents over the age of 65 and many young families. These groups (the elderly and children) are particularly susceptible to the effects of poor air quality. The effects range from cardiovascular disease and asthma, respiratory disorders and over a prolonged period have been linked to some cancers.
- 1.6 Client Earth continues to take the UK to court over its inadequate Air Quality Action Plan. If the UK continues to breach air quality limits within the next few years a lump sum fine, penalty payment, daily five-figure fines or a combination of these will be issued to the UK.

## **2. Contents of the proposed AQAP**

- 2.1 The AQAP consists of a variety of information explaining air pollution, its effects on human health, the current status of air quality in Havering, sources of pollution, current Council practices, policies, vision, priorities and future actions with regard to improving air quality across the entire Borough. The AQAP also aims to increase awareness, knowledge and understanding of air quality and help everyone who lives, commutes or works in Havering to reduce their own exposure as well as to improve local air quality.
- 2.2 The overarching aims of the AQAP are to;
1. Comply with legislation and GLA London Local Air Quality Management Framework.
  2. Continue to meet EU Objectives for 1,3-Butadiene, Benzene, Carbon Monoxide, Lead, PM<sub>10</sub>.
  3. Continue to reduce concentrations of PM<sub>10</sub> and PM<sub>2.5</sub>
  4. Continue to reduce concentrations of NO<sub>2</sub> to meet the national objective for NO<sub>2</sub>.
- 2.3 The actions set out in the AQAP have been grouped into the following four Action Policies:
- i. *Action Policy 1- Air Quality Monitoring and Modelling.* By monitoring the air quality around the borough, information can be gathered on long term trends in pollution levels, so that we can assess our compliance with air quality objectives, evaluate the effectiveness of policies and projects and keep our residents up to date on the progress made.
  - ii. *Action Policy 2 - Public Health and Awareness Raising to encourage Smarter Travel.* Informing, educating and raising public awareness about the local air quality and the effects it can have, is one of the ways to protect the most vulnerable of society and those particularly sensitive to the health impacts of air pollution. This information can provide people with the necessary tools to help reduce their exposure to poor air quality and promote a change in lifestyle, which in turn can help improve air quality.

- iii. *Action Policy 3 - Reducing Emissions from Buildings and Developments.* Though welcome and beneficial for the borough, continued development and growth will inevitably have a detrimental impact on air quality unless action is taken to mitigate these impacts in order to protect those who live, work and visit Havering. This Action Policy includes a number of long-term actions to support development, while ensuring environmental sustainability of major developments.
- iv. *Action Policy 4 - Reducing Emissions from Transport.* Road Transport is the greatest contributor to NO<sub>2</sub> emissions in Havering, accounting for 65.7% alone. This Action Policy includes actions to reduce the air quality impact of the Council's fleet, as well as to help and support businesses to reduce their own air quality impact.

### **3. Consultation**

- 3.1 Following the approval for consultation of the Draft London Borough of Havering Air Quality Action Plan (AQAP) 2018-2023 in December 2017, a consultation process was undertaken for 10 weeks between the 3<sup>rd</sup> January and 15<sup>th</sup> March 2018. There were three main groups of consultees during the consultation process:
  - *Statutory consultees* (The Secretary of State / Defra, the Mayor of London, the Environment Agency, Transport for London, all neighbouring boroughs, other public authorities, bodies representing local business interests and other persons/ organisations, as considered appropriate)
  - *Internal services* (Public Health, Transport Planning, Planning, Development, Communications, Regeneration, Trading Standards, Highways, Parking, Housing, Asset Management, School Organisation Team, Legal Services)
  - *The public*
- 3.2 The above statutory consultees were consulted directly by email. Havering Friends of the Earth were consulted as the main environmental group in Havering. The consultation was made widely available through Havering consultation webpage. To make it easier for people to provide comments on the Draft AQAP, a survey with specific questions on the AQAP was designed (Survey Monkey) and the link was provided on the consultation webpage.
- 3.3 In order to alert members of the public to the consultation, posters advertising the consultation were posted in all Havering libraries and a few hard copies of the Draft AQAP were made available. Three public sessions were carried out at the Romford Library, South Hornchurch Library and the Council's Public Advice and Service Centre (PASC), during which members of the public had the opportunity to know more about the Council's actions to improve air quality and the consultation on the Draft AQAP. Facebook

and Twitter were also used by the Council's Communications Team to promote the AQAP consultation.

- 3.4 The consultation received a total of 94 responses; 84 responses represented the views of individuals / individual organisations from the public, 4 responses represented the views of statutory consultees (Greater London Authority, the Environment Agency, London Borough of Redbridge and Havering Friends of the Earth) and 6 were responses from the Council's internal services. All consultation comments and the Council's responses to the issues raised are included in detail in the Summary of Consultation Responses document attached as Appendix 2.

#### **4. Proposed Changes to the Draft AQAP (post-consultation)**

- 4.1 All consultation responses received from the consultation were carefully considered and, where appropriate, suggestions have been incorporated into the Draft AQAP. The proposed updated version of the Draft AQAP attached in Appendix 1 includes comments providing reasons for the changes made.

- 4.2 The majority of the proposed changes to the Draft AQAP are minor amendments (to provide clarifications, bring the AQAP up to date, correct minor typos).

- 4.3 The key proposed changes to the Draft AQAP are as follows:

4.3.1 *The following actions have been set as top three priorities of the AQAP:*

- Action Policy 2, Action 2.3: Support TfL led initiative to commission a cross borough bus rapid transit study which would include looking at options for improving access to the London Riverside BID.
- Action Policy 3, Action 3.10: Deliver infrastructure to ensure that Romford, Rainham and Beam Park Housing Zones are accessible by means other than the car and that residents are provided with options to travel sustainably. For example a new tram route.
- Action Policy 4, Action 4.2: Investigate the feasibility of introducing dedicated drop off zones outside all schools for buses & coaches.

The first two aim to improve accessibility to Romford, Rainham and Beam Park areas by creating and promoting a choice of sustainable transport modes for the residents. The third is expected to reduce congestion outside schools and in surrounding local roads and therefore lead to air quality improvement on the school run.

- 4.3.2 *Targets have been set for specific actions.* This change was made in response to the GLA's comment. Setting measurable targets for all the actions was not possible, however targets have now been added, where possible, and the progress of these actions will be assessed against the targets set.



**4.3.3 *The following two actions have been added:***

- Action Policy 4, Action 4.10: Undertake feasibility work to examine the air quality implications of re-routing buses away from Romford Town centre and look at options for improving sustainable travel access into Romford Town centre. Romford Town centre is one of the local “hotspots” in Havering and based on data from the GLA buses contribute the most of all modes of road transport to NO<sub>2</sub> concentrations in Romford town centre. The proposed action aims to address air pollution in the area as well as to improve access into Romford town centre.
- Action Policy 4, Action 4.11: Continue to routinely check weighbridges used commercially by (usually large) vehicles, to reduce the number of overloaded vehicles. Routine checks of the weighbridges across east London and Southwark are already carried out by the Council’s Trading Standards & Metrology. The available evidence suggests that overloaded vehicles may have higher emissions (and therefore increase air pollution), as such this action is expected to reduce the number of overloaded vehicles and therefore their emissions.

**4.3.4 *The following three actions have been deleted:***

- Action Policy 1, Action 1.3: Re-assess the status of the whole of Havering being declared an Air Quality Management Area (AQMA) and focus on key “hot spots” and major routes in the borough. This action has been deleted, as per the GLA’s request, as it was considered not to be in line with the Mayor’s air quality policies.
- Action Policy 2, Action 2.4: Promote use of public transport. This action was too general and already covered by other more specific actions under Action Policy 2, as such, it has been decided to delete this action.
- Action Policy 3, Action 3.11: A1306 redesign. This action was already covered by Action 3.10, as such, it has been decided to delete this action.

<b>REASONS AND OPTIONS</b>
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**5. Reasons for the decision**

- 5.1 The draft AQAP has been produced to comply with statutory duty under Part IV of the Environment Act 1995. As described in Section 1 of the Report Detail, once an AQMA has been declared, there is a legal requirement for the local authority to produce an AQAP detailing remedial measures to tackle the problem within the AQMA. The AQAP has had regard to guidance on air quality issued by the Greater London Authority (GLA).
- 5.2 Poor air quality has a direct impact on the health and wellbeing of our residents, workers, commuters and visitors but it particularly affects the

most vulnerable of our society; children, the elderly and those with pre-existing medical conditions. Therefore, taking actions to reduce the concentrations of key pollutants and improve Havering's air quality is high priority.

## **6. Other options considered**

### **6.1 *Havering Council does not adopt an Air Quality Action Plan***

This option was rejected because the Council would not comply with its statutory duties under Part IV of the Environment Act 1995 and the Local Air Quality Management system for London. Furthermore, increasing the level of knowledge and initiatives to tackle areas of poor air quality in Havering will help the Council to improve the public health of Havering's community.

## **IMPLICATIONS AND RISKS**

## **7. Financial implications and risks**

- 7.1 There is a budget of £0.125m allocated to Havering from the TfL Local Implementation Plan (LIP) funding stream for the 2018/19 period. This funding will be allocated to a number of prioritised actions of the AQAP (including a full time officer (estimated cost £0.070m) to project manage the implementation of the AQAP). Actions will be prioritised to align with the GLA and Councils aims. Actions requiring external consultancy work will be part of a tender process to ensure suitable appointment and cost (estimated cost £0.055m), but overall will not exceed the £0.125m funding allocation. Any underspends will be allocated to other actions within the AQAP which were not previously identified as high priority.
- 7.2 Funding for future years is expected from the TfL LIP fund subject to successful submissions. Additional funding may be achieved from the Mayors Air Quality Fund (MAQF), Mayors Air Quality Business Fund (MAQBF), Defra Air Quality Grant and other funds that become available. Havering will take the opportunity to bid for additional funding as and when it becomes available. Section 106 agreements attached to planning permissions will also be considered.
- 7.3 If the Council does not receive adequate funding to deliver the AQAP, there may be financial impacts for continuing to breach the national Air Quality Standards. As a result of Client Earth's historical and current legal action against the UK, a fine of up to £1m could be disseminated from Central Government to each Local Authority found to be breaching the Air Quality Standards.

## **8. Legal implications and risks**

- 8.1 The air quality strategy for England, Scotland, Wales and Northern Ireland sets out the way forward for work and planning on air quality issues such as setting the standards and objectives to be achieved. Under Part IV of the Environment Act 1995 (the Act) local authorities are required to review and assess current and likely future air quality in their areas and where the required standards and objectives are not being met, or are not likely to be met within a relevant period under section 83 of the Act they must declare that area an Air Quality Management Area (AQMA) which will cover the area where problem is arising or expected. Local authorities must take action with other organisations and agencies to work towards meeting the air quality objectives in the AQMA.
- 8.2 Section 84 of the Act places a legal duty on local authorities to undertake periodic assessments and reviews of current and future air quality in their borough and to produce an Air Quality Action Plan once an Air Quality Management Area has been declared within a Local Authority's boundaries.
- 8.3 Under the London Local Air Quality Management Framework boroughs are required to; manage and improve air quality at a local level, annually review and assess air quality in their area, declare air quality management locations where air quality objectives will not be met and produce action plans setting out how they will work towards meeting air quality objectives in those declared areas and consult the Mayor of London on air quality issues. The Mayor of London is legally required to review all air quality reports produced by London Boroughs. The Mayor considers the quality of the report and has powers of direction to boroughs when work or reports are not completed satisfactorily. The plan must include relevant points from the Mayor's Air Quality Strategy for London within their action plans. The revised LLAQM Guidance requires Local Authorities to produce and adopt an AQAP within 12 months of establishing an AQMA after which it must be either updated or replaced every 5 years as a minimum. The Mayor of London also has broad powers of intervention under section 85 of The Act.
- 8.4 A public consultation has been undertaken in respect of the plan in accordance with the requirements of the Act and where appropriate responses have been incorporated into the AQAP.
- 8.5 Approval and adoption of the finalised Air Quality Action Plan will fulfil the Council's legal duties under the above legislation.

## **9. Human Resources implications and risks**

- 9.1 There are no HR implications arising from this report. Teams have been consulted prior to the AQAP being published and have signed up to help support or lead on the actions within. A dedicated full time officer will be

funded through the LIP 2018/19 to work solely on managing the AQAP and its projects.

**10. Equalities implications and risks**

- 10.1 Any projects delivered as a result of this decision are expected to have beneficial impacts on protected equality groups within Havering. Young and old residents are disproportionately impacted by poor air quality, as are certain disabilities groups and action to improve air quality in the borough will be of particular benefit to these groups
- 10.2 An Equality Impact Assessment (EIA) was undertaken for the pre-consultation AQAP and was approved by the Corporate Policy & Diversity Team. No negative impacts on protected groups were identified. A new EIA for the post-consultation draft AQAP is not considered necessary because there are no new equality implications.

<b>BACKGROUND PAPERS</b>
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None

DRAFT

## EXECUTIVE SUMMARY

Poor air quality has a direct impact on the health and wellbeing of our residents, workers, commuters and visitors, therefore improving Havering's air quality is high priority. Poor air quality is not just an issue in Havering, but London wide.

This document contains the Air Quality Action Plan (AQAP) for Havering for the years 2018 – 2023 and outlines the actions Havering Council will take to improve local air quality. Our priority is to reduce key pollutants, Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>). In Havering these pollutants are primarily produced by road traffic but there are other contributors such as construction, domestic gas use and industry.

Since September 2006 the entire London Borough of Havering has been designated an Air Quality Management Area (AQMA) for NO<sub>2</sub> and PM<sub>10</sub>. Whilst we are meeting the national objectives for PM<sub>10</sub>, Havering, like many other London Boroughs is failing to meet the national annual mean objective for NO<sub>2</sub>.

This AQAP will be subject to review, appraisal of progress and reporting to the Greater London Authority (GLA) and the Department of Environment, Food and Rural Affairs (Defra). Progress each year will be reported in the Annual Status Reports reproduced by Havering Council, as part of our statutory London Local Air Quality Management duties.

Signed

.....

Cllr. Osman Dervish

.....

Director of Public Health

.....

Director of Neighbourhoods

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## 1.0 About Havering

The London Borough of Havering is the 3<sup>rd</sup> largest borough in London and encompasses some 43 square miles, divided over 18 electoral wards. Havering is mainly characterised by its suburban development and large areas of protected open space (almost 50% of the borough is green belt), especially towards the east of the borough. Havering is currently one of the top London borough's for clean air; however in some locations we are still breaching the NO<sub>2</sub> limit.

The estimated population of Havering is 252,783<sup>1</sup> however, it has the highest percentage of residents aged 65+ (18.4%) out of all the London boroughs (11.5%) and a greater percentage than the England average (17.7%)<sup>2</sup>. Havering also has a growing population which has experienced a year on year increase since 2002 – an overall increase of 12.3%. Growth is particularly high in the 0-4 year old age group, which comprises 6.7% of the population compared to 7.2% in London and 6.2% in England<sup>3</sup>.

The borough includes Romford, an important Metropolitan Town Centre for North-East London, known for its major retail development, successful night time economy and densely populated residential areas. In addition to this there are significant smaller District Centres at Collier Row, Elm Park, Harold Hill, Hornchurch, Rainham and Upminster.

The south side of Havering is located within the London Riverside section of the Thames Gateway redevelopment and will be key area of increasing development and population change over the next few years.

Havering is a relatively affluent local authority; however there are zones of deprivation to the north (Gooshays and Heaton wards) and south (South Hornchurch) of the borough<sup>1</sup>.

The key transport routes of the M25, A12, A13 and A127 are major sources of motor vehicle tailpipe emissions which contribute to air pollution concentrations within the Borough. In addition to these routes there are others sources such as industrial/commercial point sources, the industrial estates in Hornchurch, Rainham and Romford and Havering Crematorium in Upminster.

## 2.0 Purpose of this document

This AQAP has been produced to comply with Part IV of the Environment Act 1995. The Plan has regard to guidance on air quality issued by the Greater London Authority (GLA). This Plan outlines the action we will take to improve air quality in Havering between 2018 and 2023.

The new vision 'Havering - Making a Greater London' is about embracing the best of what Havering has to offer and how the borough can play an active role in the success of the whole of London. The new vision is focused around four cross-cutting priorities: Communities, Places, Opportunities and Connections and the Plan links to these priorities as follows:

- **Communities** - We want to help our residents to make positive lifestyle choices and ensure a good start for every child to reach their full potential and support our most vulnerable residents. The actions included in the Action Policy 2: Public Health and Awareness Raising to encourage Smarter Travel aim to keep the residents active and healthier and reduce local pollution levels, in and around schools in particular.
- **Places** - We will work to achieve a clean, safe environment for all and continue to invest in our town centres and work with residents to improve our award-winning parks. This AQAP includes a wide range of actions in order to contribute to a clean, safe environment for all, by improving local air quality and enhancing the borough's public spaces.
- **Opportunities** - We will provide first-class business opportunities by supporting the commercial development of companies within the borough, while ensuring environmental sustainability of the new developments. The actions included in the Action Policy 3: Reducing Emissions from Buildings and Developments aim to incorporate air quality into planning considerations, in order to ensure that any impacts of new developments on air quality are appropriately addressed.
- **Connections** - We want to capitalise on our location with fast and accessible transport links both to central London and within the borough. This AQAP includes actions aiming to promote better, cleaner transport infrastructure connections and sustainable transport options.

For more information on Havering's Vision please visit [www.havering.gov.uk](http://www.havering.gov.uk) where you will find the latest version of Havering's Corporate Plan.

To assist with delivering its "Vision" the Council has several strategic transport aspirations for improving connectivity across the borough. These include:

- Improvement of public transport North/South connections to enable residents to travel between the two emerging Housing Zones in Romford and Rainham and Beam Park;
- reconfiguration of Gallows Corner to improve safety and reduce congestion at this key junction for the borough;
- reconfiguration of the Romford ring road to improve pedestrian accessibility into Romford town centre and to support growth.

Havering is working with relevant stakeholders, including senior officers at Transport for London, the Greater London Authority and the Mayor of London, to develop these aspirations.

## **2.1 London Air Quality Policy Context**

### **2.1.1 The Draft London Environment Strategy**

The AQAP has taken into account the objectives, policies and proposals set out in Chapter 4: Air Quality of the Draft London Environment Strategy. The Mayor of London aims for London to have the best air quality of any major world city by 2050. Shorter-term efforts focus on protecting public health and empowering people, particularly the most vulnerable to reduce their exposure to poor air quality. Longer-term efforts to tackle the sources of air pollution include, among others, mode shift to sustainable forms of transport, such as walking, cycling and public transport, switching to cleaner fuels, reducing emissions from non-transport sources, such as those from construction. The mayor also has a long term target of the whole of London being a zero emission road transport city by 2050, with shorter term aims for zero emission taxis electric single deck buses and bus charging infrastructure.

This AQAP includes a number of actions to improve the understanding of air quality impacts, so that the residents, particularly the most vulnerable such as schoolchildren, can reduce their exposure to poor air quality. A wide range of longer-term actions are also included to reduce the emissions from transport as well as from non-transport sources, with a particular focus on actions to reduce emissions from new buildings and developments.

### **2.1.2 Draft Mayor's Transport Strategy**

On June 21 2017 Mayor of London, Sadiq Khan, published a draft of the Mayor's Transport Strategy. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

By using the Healthy Streets Approach to prioritise human health and experience in planning the city, the Mayor wants to change London's transport mix so the city works better for everyone.

Three key themes are at the heart of the strategy.

#### **1. Healthy Streets and healthy people**

Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.

#### **2. A good public transport experience**

Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

### 3. New homes and jobs

More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

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## 3.0 Air Quality in Havering

### 3.1 Why is air quality important for Havering?

Although Havering is an “outer London” borough, known for its large areas of green space and close proximity to Essex, air quality is still a significant issue. Though welcome and beneficial for the borough, continued development and growth will inevitably have a detrimental impact on air quality unless action is taken to mitigate these impacts in order to protect those who live, work and visit Havering.

Havering was formally declared an Air Quality Management Area (AQMA) under the powers conferred upon it by Sections 82(1) and 83(1) of the Environment Act 1995, in September 2006 for both Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>).

Havering is now meeting the current legal objectives for Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>). However research has shown that this pollutant is damaging to health at any level and as such remains a pollutant of concern.

**NO<sub>2</sub> levels are exceeding the UK National Air Quality Objectives and European Directive Limit<sup>4</sup> and Target Values for the protection of Human Health of 40 micrograms per cubic metre.**

On a positive note there are areas of Havering that are not exceeding the National Objective for NO<sub>2</sub> and there are some wonderful green spaces and parks where everyone can enjoy good air quality. There are however a significant number of “hotspots” of poor air quality in Havering which need to be addressed.

### 3.2 What is Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM)?

#### Nitrogen Dioxide: NO<sub>2</sub>

All combustion processes produce oxides of nitrogen (NO<sub>x</sub>). In Havering, road transport and heating systems are the main sources of these emissions. NO<sub>x</sub> is primarily made up of two pollutants - Nitric Oxide (NO) and Nitrogen Dioxide (NO<sub>2</sub>). NO<sub>2</sub> is of most concern due to its impact on health. However NO<sub>x</sub> easily converts to NO<sub>2</sub> in the air - so to reduce concentrations of NO<sub>2</sub> it is essential to control emissions of NO<sub>x</sub><sup>5</sup>.

#### Particulate Matter: PM<sub>10</sub> and PM<sub>2.5</sub>

Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) is a complex mixture of non-gaseous particles of varied physical and chemical composition. It is categorised by the size of the particle (for example PM<sub>10</sub> are particles with a diameter of less than 10 microns). Most PM emissions in Havering are caused by road traffic, in Central London this is as much as 80%, with exhaust emission and wear, tyre and brake wear and dust from road surfaces being the main sources. Construction sites, with high volumes of dust and emissions from machinery are also major sources of local PM pollution, along with accidental fires and burning of waste<sup>5</sup>.

### 3.3 What does Air Quality look like in Havering?

Figures 1 - 3 depict the annual mean concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> for Havering in 2013. The maps have been produced by the Greater London Authority using the latest London Atmospheric Emissions Inventory data and can be downloaded from: <https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013>.

**Figure 1: LAEI 2013 Havering Annual Mean NO<sub>2</sub>**

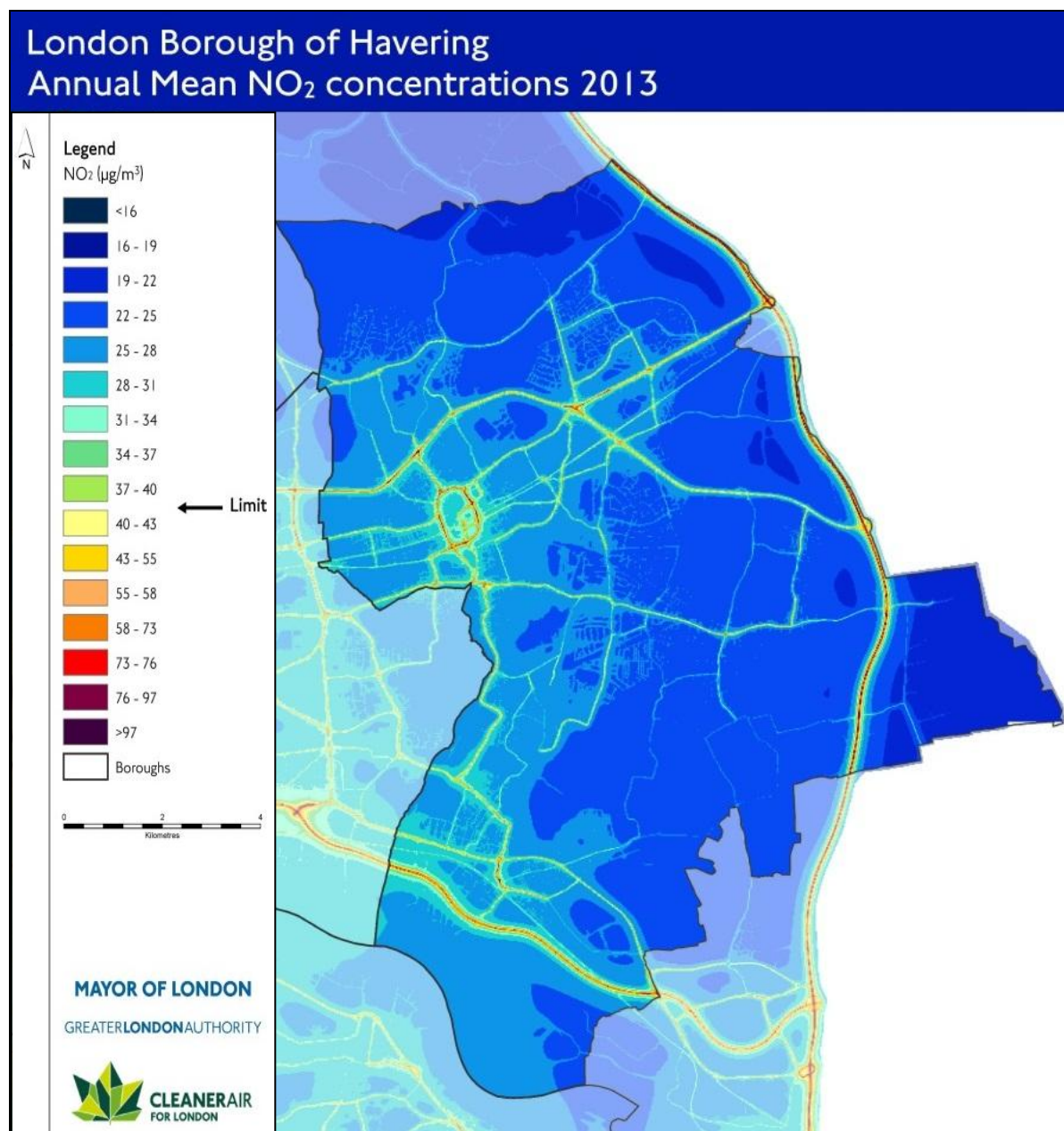


Figure 1 indicates that the majority of Havering in 2013 met the National Air Quality Objective of 40µg/m<sup>3</sup> for Nitrogen Dioxide. There were exceedances of this objective at locations along key transport routes (A13, A12, M25, Romford Ring Road and the A1306), which have been linked to emissions from motor vehicles (bus, HGV's and cars).



Figure 2: LAEI 2013 Havering Annual Mean PM<sub>10</sub>

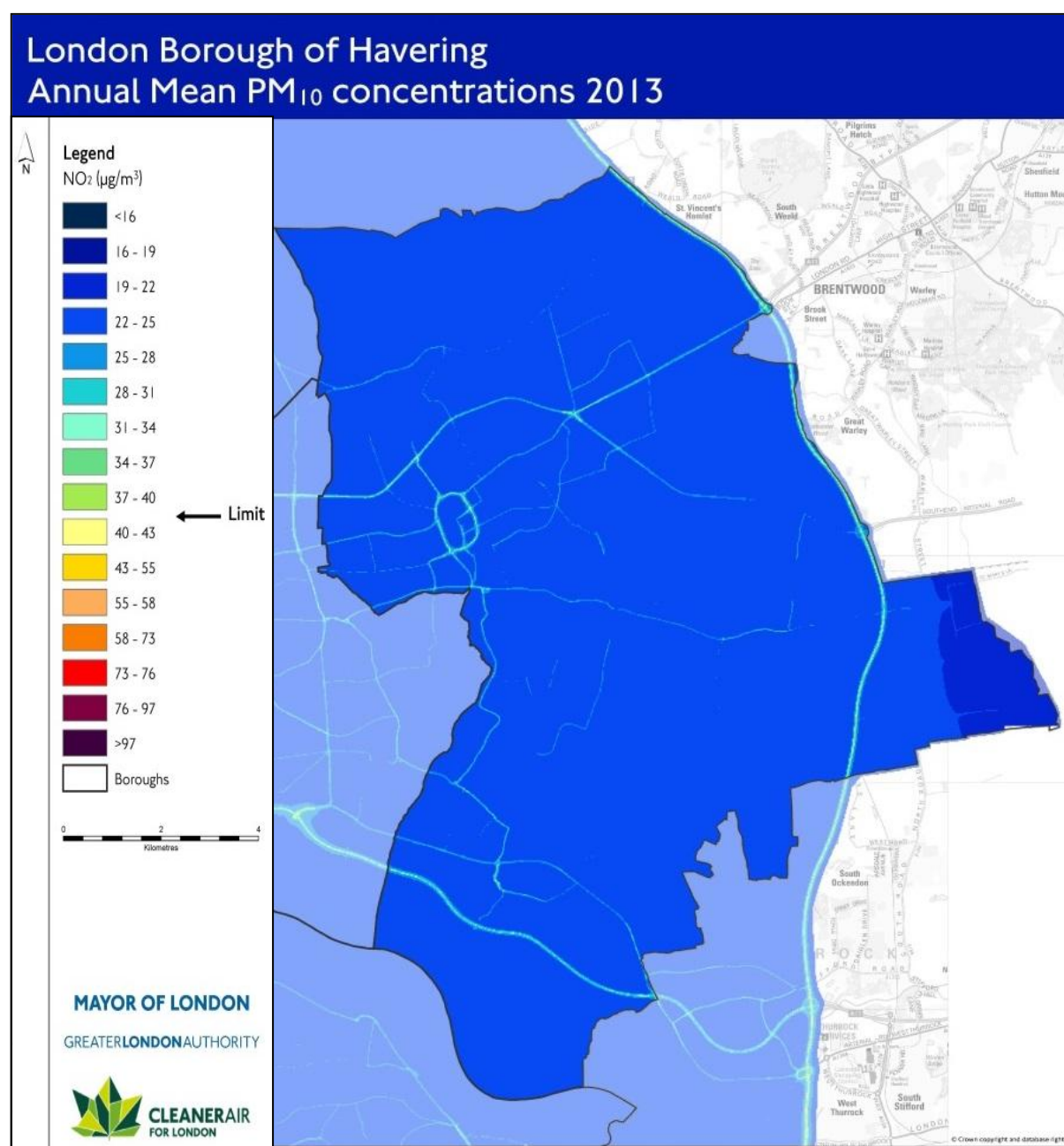
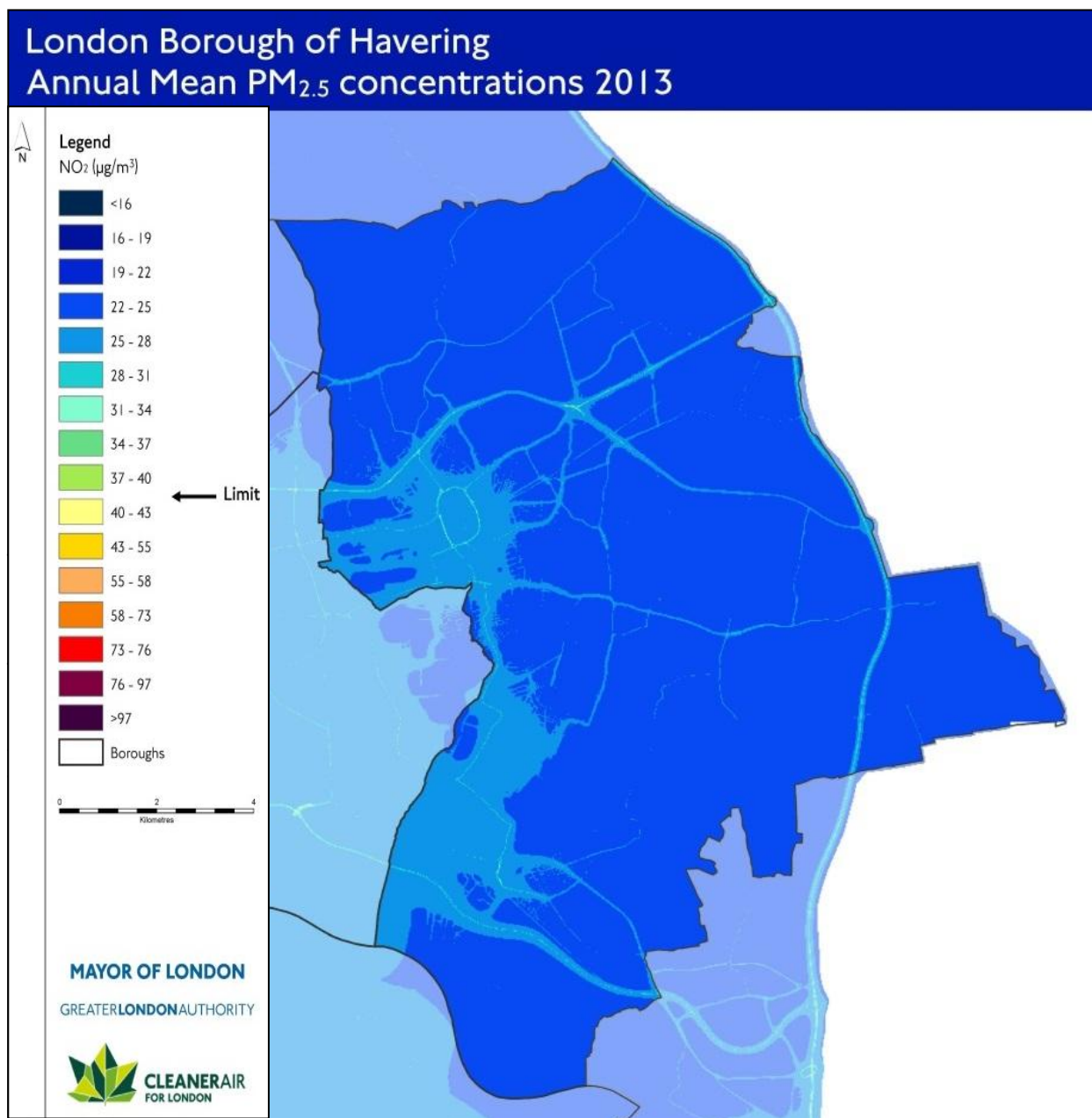


Figure 2 indicates that the majority of Havering in 2013 met the National Air Quality Objective of  $40\mu\text{g}/\text{m}^3$  for PM<sub>10</sub>. There were exceedances of this objective at locations along key transport routes (A13, A12, M25, Romford Ring Road and the A1306), which been linked to emissions from motor vehicles (bus, HGV's and cars).

**Figure 3: LAEI 2013 Havering Annual Mean PM<sub>2.5</sub>**

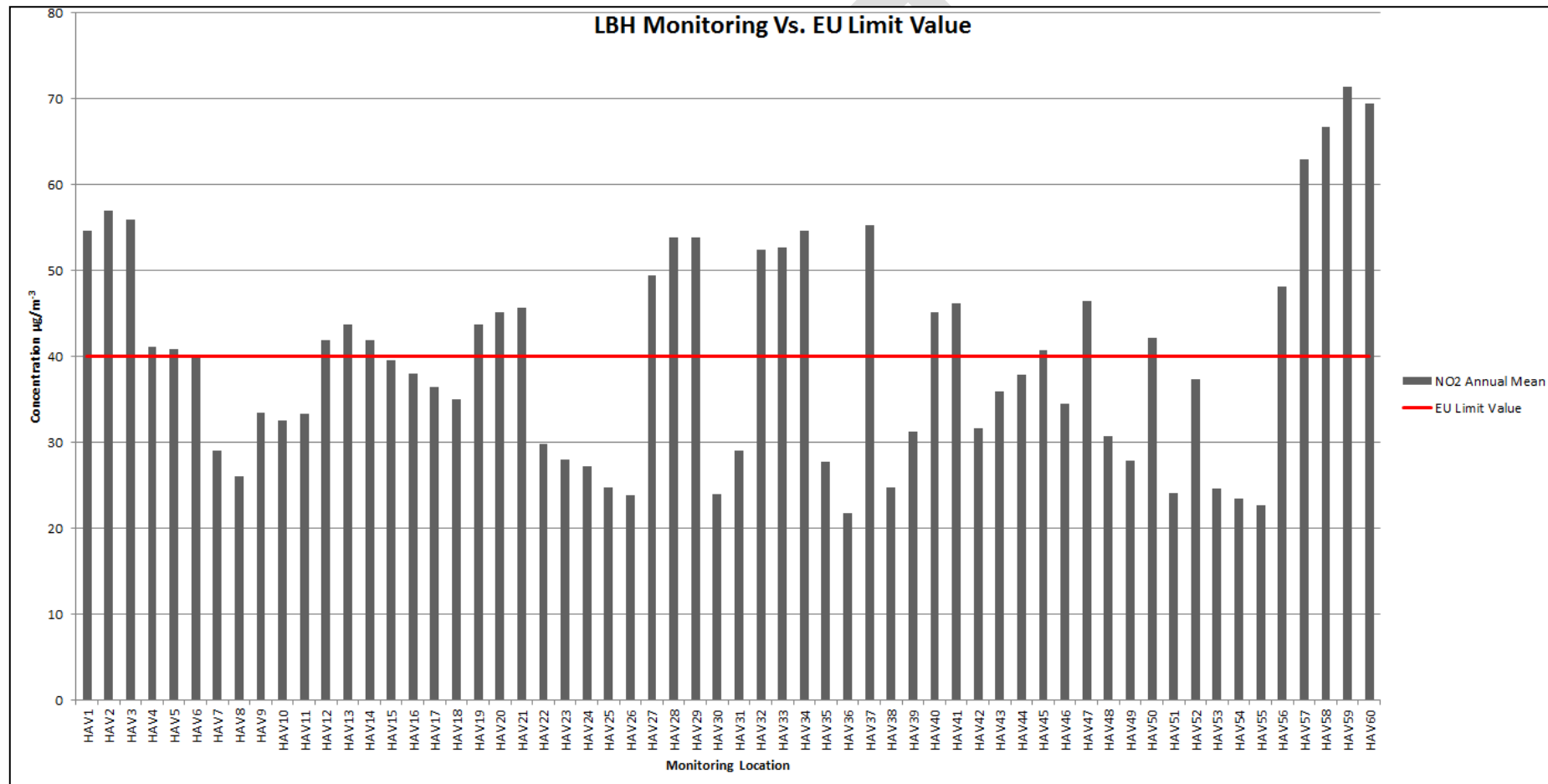


There is currently no National Air Quality Objective for Particulate Matter (PM<sub>2.5</sub>). London Boroughs are not required to carry out any additional local review and assessment (which includes monitoring) but are expected to work towards reducing emissions and concentrations of PM<sub>2.5</sub> in their areas. The above map indicates that the majority of Havering has low concentrations of Particulate Matter (PM<sub>2.5</sub>), but there are higher concentrations located along key transport routes, such as the M25, A12, A13, A127 and A1306. These higher concentrations are linked to transport emissions from motor vehicles.

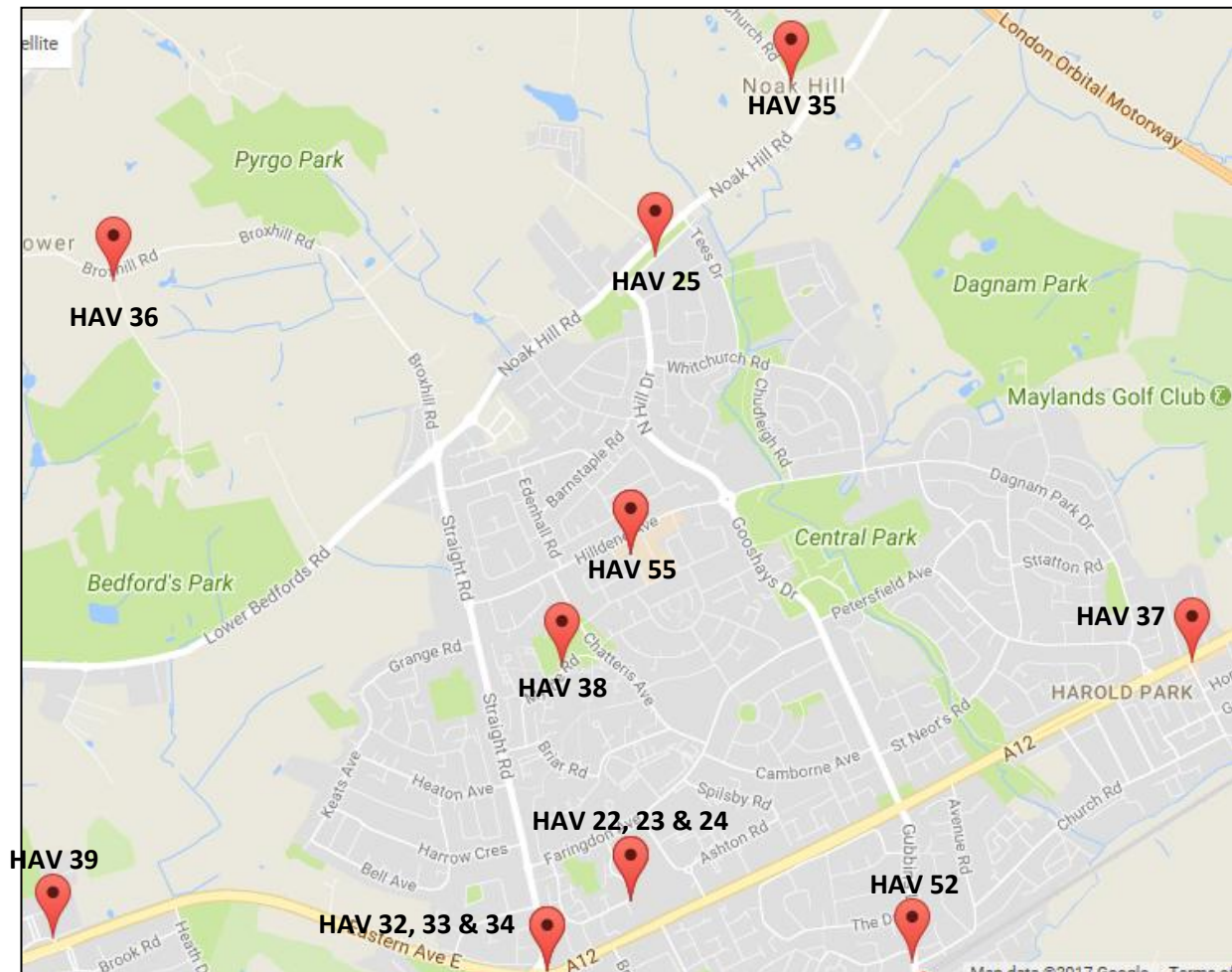


As part of its statutory duty under the London Local Air Quality Management (LLAQM) Havering is required to monitor the local air quality within its boundaries. Currently Havering has an extensive monitoring network of 61 diffusion tubes, two continuous monitoring stations and two AQ Mesh Pods providing monthly, daily and real time air quality data. Figure 4 below shows Havering's 2016 diffusion tube data against the EU limit value for comparison.

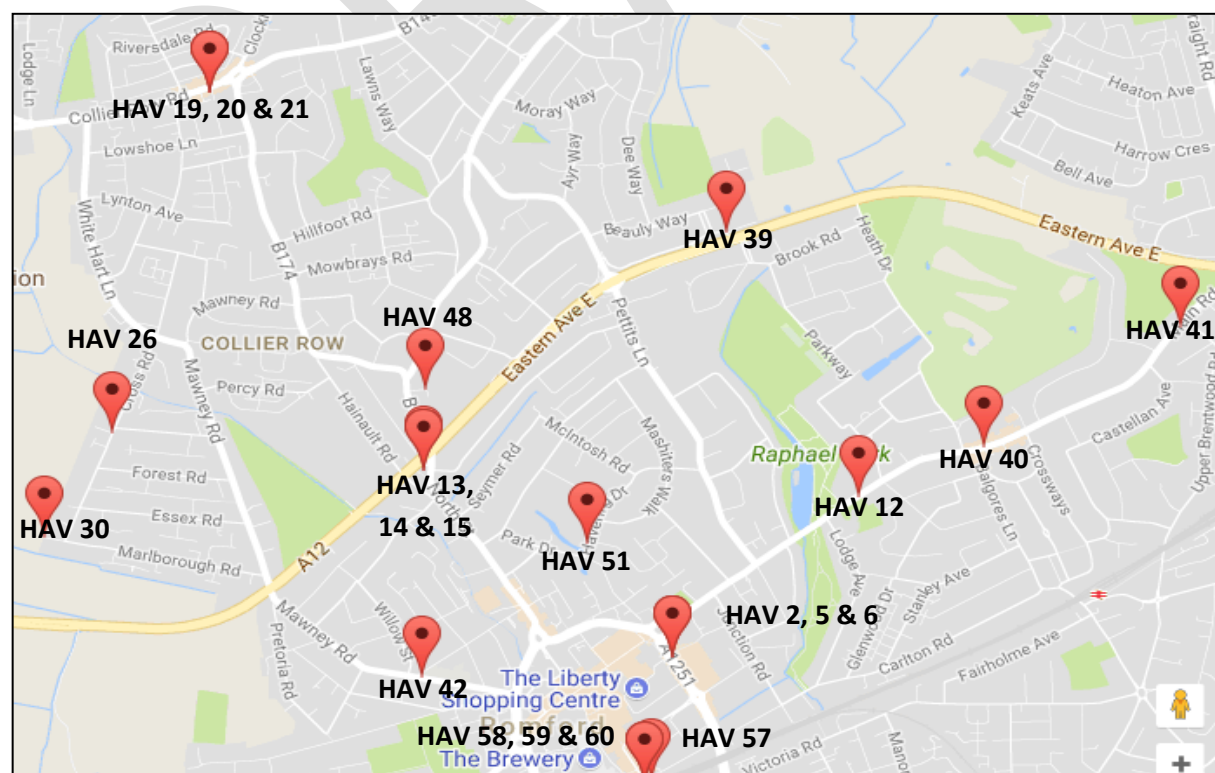
**Figure 4: LBH Monitoring Locations vs. EU Limit Value**



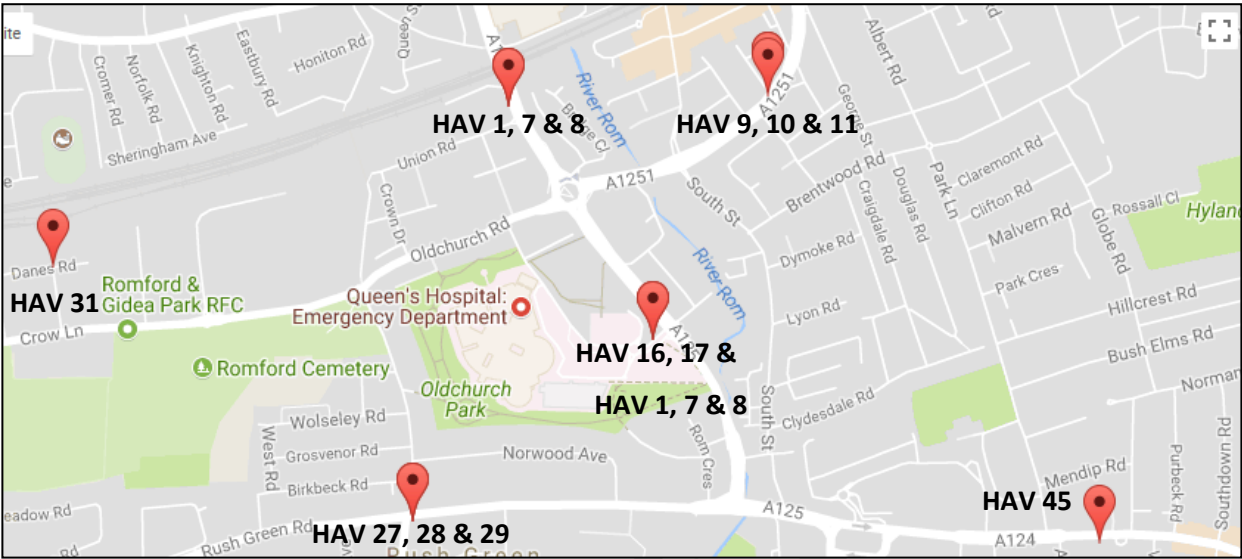
**Figure 6: LBH Monitoring Locations (1)**



**Figure 7: LBH Monitoring Locations (2)**



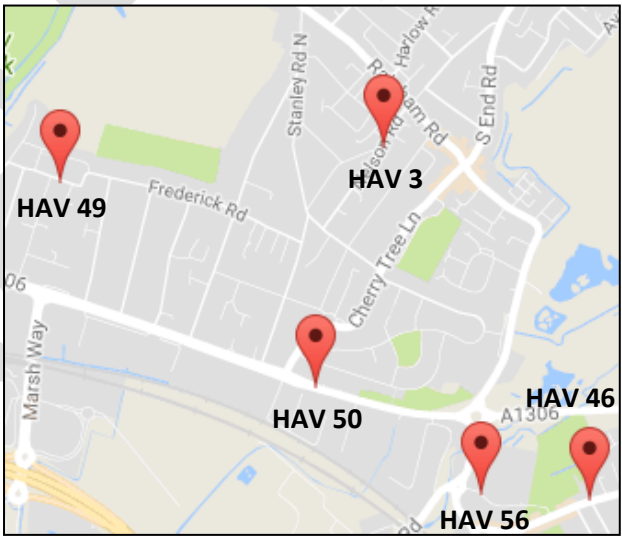
**Figure 8: LBH Monitoring Locations (3)**



**Figure 9: LBH Monitoring Locations (4)**



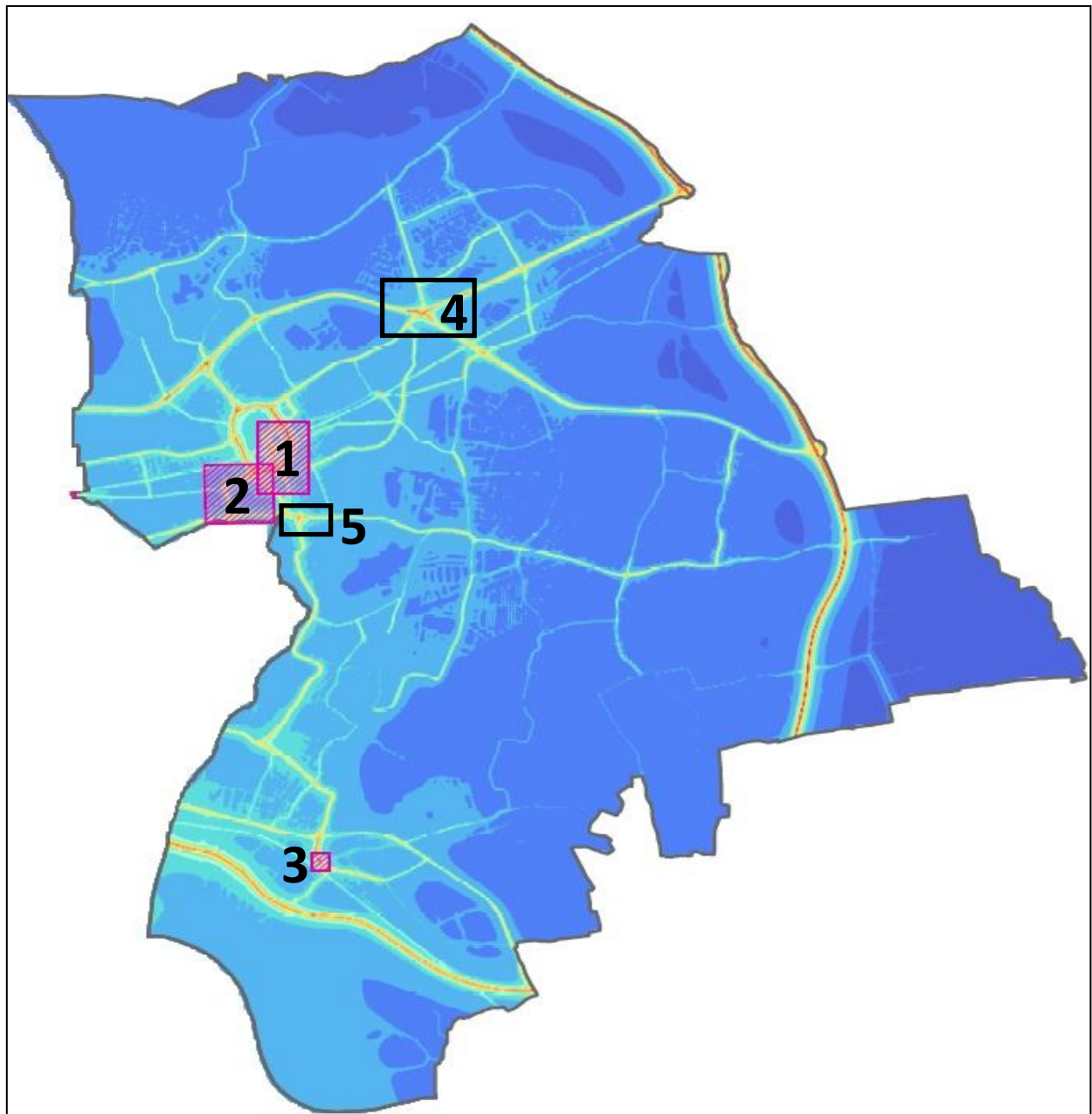
**Figure 10: LBH Monitoring Locations (5)**



**Figure 11: LBH Monitoring Locations (6)**



Figure 12: Local 'Hotspots' in Havering



#### KEY

1. Romford Town Centre – Thurloe Gardens (77% bus & 11% cars). Nearest receptor: 5 m (residential properties)
2. Romford/Rush Green A124 Rush Green Road and Rom Valley Way (36% Bus & 37% HGV). Nearest receptor: 8 m (residential properties)
3. Rainham – Broadway (41% HGV & 31% Bus). Nearest receptor: 3 m (residential properties)
4. Gallows Corner. Nearest receptor: 20 m + (residential properties)
5. Roneo Corner. Nearest receptor: 5 m (residential properties)



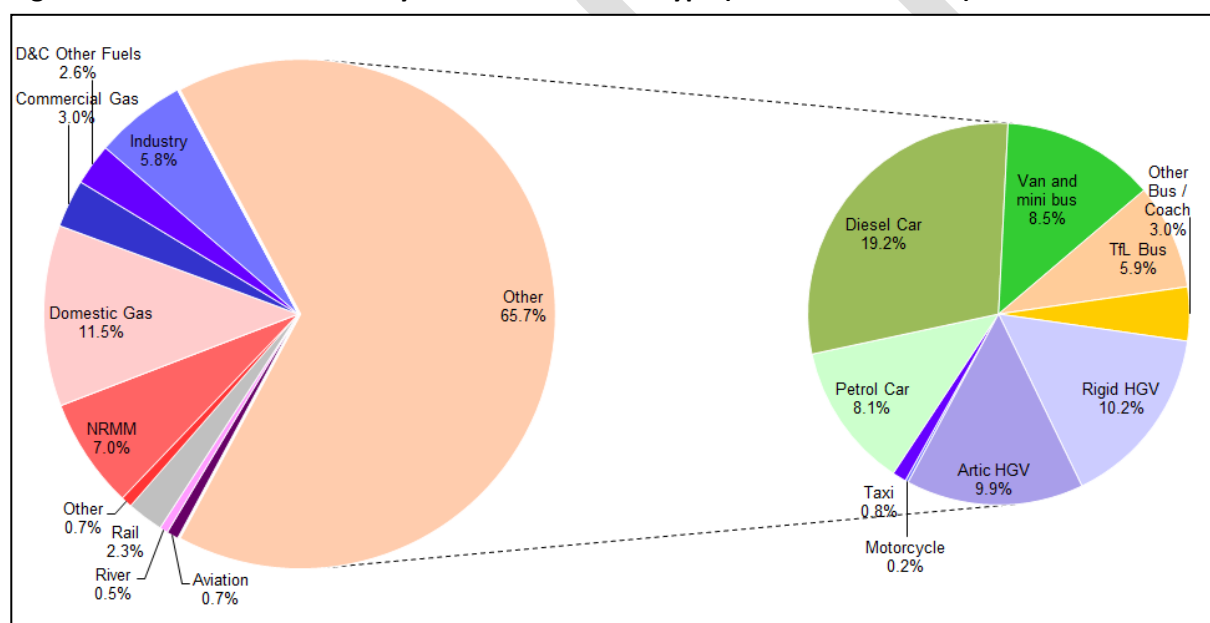
### 3.4 What are the sources of Air Pollution in Havering?

Pollution in Havering comes from a variety of sources, some of which are located outside of the Borough. In the case of Particulate Matter, a significant proportion comes from outside of London and even the UK.

The key transport routes of the M25, A12, A13 and A127 are major sources of motor vehicle tailpipe emissions which are the main source of pollution within the Borough. The M25 is operated and maintained by Highways England whilst the A12, A13 and A127 within Havering fall under the responsibility of Transport for London (TfL). In addition to these routes there are other sources such as the Thames Water's Riverside Sewage Treatment Works in Rainham and the industrial estates in Hornchurch, Rainham and Romford and Havering Crematorium in Upminster.

Trans-boundary sources include the Riverside Resource Recovery Incinerator (locally known as the Belvedere Incinerator) in Bexley; annual sub-Saharan dust deposits brought to the Borough on the prevailing winds and previously (until its closure in 2014) the Barking Power Station in the London Borough of Barking & Dagenham.

**Figure 13: NO<sub>x</sub> Emissions by Source and Vehicle Type (from the LAEI 2013)**



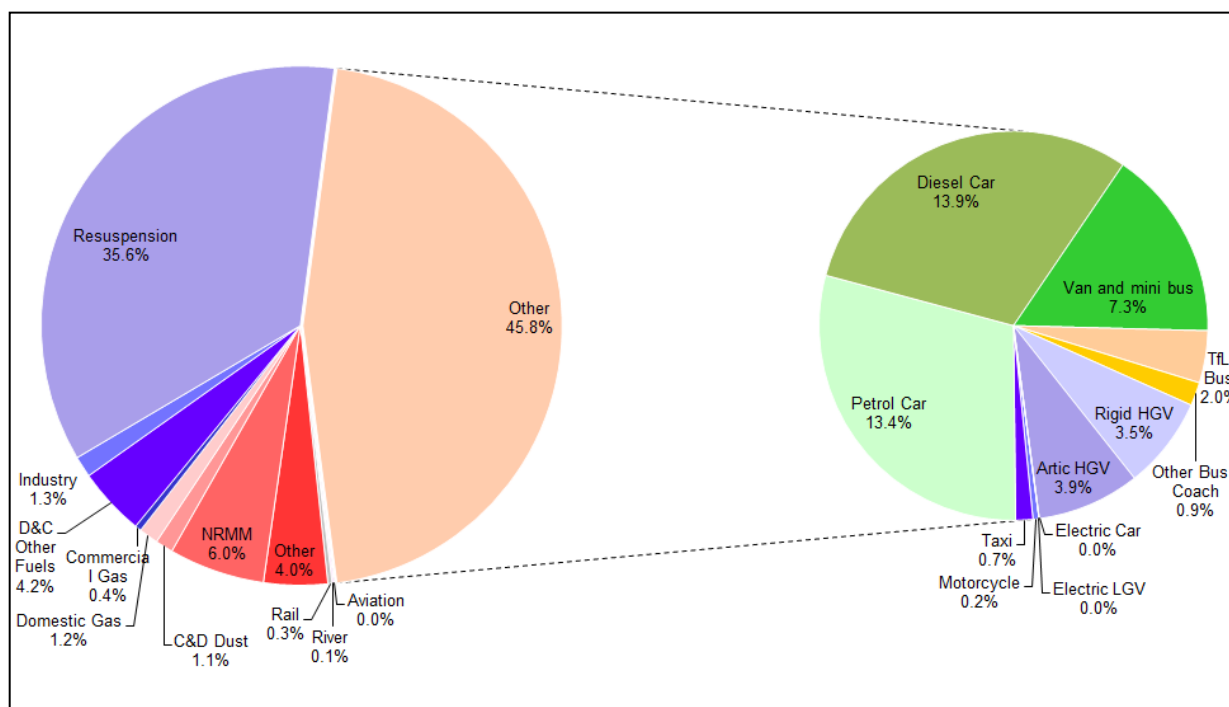
Motor vehicle tailpipe emissions have been identified as the main contributor to pollution in Havering and this is represented in the pie chart above.

The NO<sub>x</sub> emissions produced in Havering originate from motor vehicles (65.7%), followed by Domestic Gas (11.5%), Non-Road Mobile Machinery (NRMM) (7.0%), Industry (5.8%), Commercial Gas (3.0%), D&C Other Fuels (2.6%), Rail (2.3%), Other (0.7%), Aviation (0.7%) and River (0.5%), as shown by the pie chart above.

The greatest contributor to NO<sub>x</sub> emissions from motor vehicles is Diesel Cars (19.2%), followed by Rigid HGV (10.2%), Artic HGV (9.9%), Van and Mini Bus (8.5%), Petrol Car (8.1%), TfL Bus (5.9%), Other Bus/Coach (3.0%), Taxi (0.8%) and Motorcycle (0.2%).

Correspondence was received from TfL on 9<sup>th</sup> June 2016 updating the Council on the London Bus Emissions Reduction, which over the period of 2008 – 2013 reduced emissions from the bus fleet in Havering from 137.5 tonnes per year to 101.5 tonnes per year, with a prediction of a continuing reduction till 2030. TfL are currently undertaking a review of bus service provision along the Crossrail route.

**Figure 14: PM<sub>10</sub> Emissions by Source and Vehicle Type (from the LAEI 2013)**

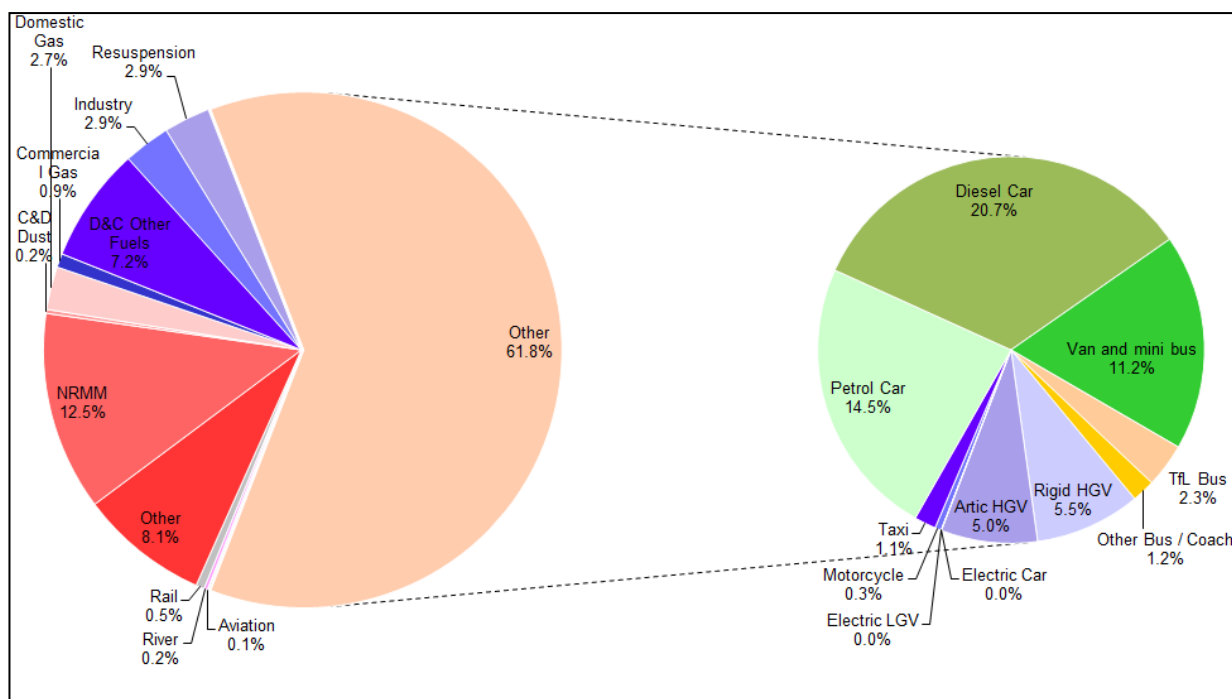


The majority of PM<sub>10</sub> emissions produced in Havering originate from motor vehicles and this is represented in the pie chart above.

The PM<sub>10</sub> emissions produced in Havering originate from motor vehicles (45.8%), followed by Resuspension (35.6%), NRMM (6.0%), D&C Other Fuels (4.2%), Other (4%), Industry (1.3%), Domestic Gas (1.2%), C&D Dust (1.1%), Commercial Gas (0.4%), Rail (0.3%), River (0.1%) and Aviation (0.0%).

The greatest contributor to PM<sub>10</sub> emissions from motor vehicles is Diesel Cars (13.9%), followed by Petrol Cars (13.4%), Van and Mini Bus (7.3%), Artic HGV (3.9%), Rigid HGV (3.5%), TfL Bus (2.0%), Other Bus/Coach (0.9%), Taxi (0.7%), Motorcycle (0.2%) and Electric Car/LGV (0.0%).

**Figure 15: PM<sub>2.5</sub> Emissions by Source and Vehicle Type (from the LAEI 2013)**



The majority of PM<sub>2.5</sub> emissions produced in Havering originates from motor vehicles and this is represented in the pie chart above.

The PM<sub>2.5</sub> emissions produced in Havering originate from motor vehicles (61.8%), NRMM (12.5%), other (8.1%), D&C Other Fuels (7.2%), Resuspension (2.9%), Industry (2.9%), Domestic Gas (2.7%), Commercial Gas (0.9%), Rail (0.5%), C&D Dust (0.2%), River (0.2%) and Aviation (0.1%).

The greatest contributor to PM<sub>2.5</sub> emissions from motor vehicles is Diesel Cars (20.7%), followed by Petrol Cars (14.5%), Van and Mini Bus (11.2%), Rigid HGV (5.5%), Artic HGV (5.0%), TfL Bus (2.3%), Other Bus/Coach (1.2%), Taxi (1.1%), Motorcycle (0.3%) and Electric Car/LGV (0.0%).

## 4.0 Effects of Poor Air Quality in Havering

### Short Term NO<sub>2</sub> Exposure

- A respiratory impact particularly in Asthma sufferers.
- Increase in airway allergens and inflammatory reactions.
- Increased hospital admissions.
- Increased mortality.

### Long Term NO<sub>2</sub> Exposure

- Reduction in lung function.
- Increased respiratory symptoms.

### Short Term PM Exposure

- Lung inflammatory reactions.
- Respiratory symptoms.
- Adverse effect on the cardiovascular system.
- Increased usage of medication.
- Increased hospital admissions.
- Increased mortality.

### Long Term PM Exposure

- Increase in lower respiratory symptoms.
- Reduced lung function in children.
- Increase in COPD.
- Reduction in lung function in adults.
- Reduction in life expectancy mainly owing to cardio pulmonary mortality and probably cancer.

Havering has a high percentage of residents over the age of 65 and many young families. These groups (the elderly and children) are particularly susceptible to the effects of poor air quality.

The effects range from cardiovascular disease and asthma, respiratory disorders and over a prolonged period have been linked to some cancers.

In 2012 the World Health Organisation (WHO) classified diesel as being carcinogenic to humans<sup>6</sup>. Additionally, air pollution particularly affects the most vulnerable in society: children (including unborn) and older people, and those with existing heart and lung conditions. There is often a strong correlation with areas of deprivation having the poorest air quality.

Research has shown that those living in more deprived areas are exposed to higher concentrations of air pollution, often because homes and residences of these groups are situated next to roads with higher concentrations of emissions. Deprived communities also generally suffer greater burdens from air-pollution-related death and sickness. In 2008 there were 11 deaths attributable to exposure to PM<sub>2.5</sub> in Gooshays Ward, 9 in Heaton and 10 in South Hornchurch<sup>5</sup>.

The health impacts of air pollution should not be underestimated. More people in London are harmed by air pollution attributed to road transport than by road collisions and incidents<sup>7</sup>. In London in 2010, 4,267 deaths per annum were shown to be directly attributable to the effects of air pollution; outer London boroughs accounted for 6.3% of all deaths<sup>8</sup>.

Exposure to the principle vehicle pollutants affecting Havering (NO, PM<sub>2.5</sub> and PM<sub>10</sub>) can have both short and long-term effects, ranging from respiratory inflammation, particularly in asthma sufferers, and increased used of medication, to reduced lung function, cancers and reduction in life expectancy.

Air pollution particularly affects the most vulnerable in society, namely children and older people. As well as the highest population of people aged 65 and over out of all the London Boroughs, and a



relatively high percentage of 0-4 year old, Havering's prevalence of Asthma (4.8%) is significantly worse than London (4.6%). In addition, Havering has 61.7 per 100,000 deaths from Chronic Obstructive Pulmonary Disease (COPD), which is significantly higher than both London (49.9 per 100,000) and England (52.6 per 100,000). (RCPCH 2016)<sup>9</sup>

Havering like all boroughs and district councils has a statutory obligation to review and assess air quality levels within its area against objectives set out in the UK Air Quality Strategy (AQS). As part of this review and assessment process, known as London Local Air Quality Management (LLAQM) the Council has undertaken various assessments which have determined that Havering will not meet the objective for Nitrogen Dioxide (NO<sub>2</sub>), without significant intervention measures.

#### 4.1 Havering Compared to other London Boroughs

It is difficult to compare Havering's air quality to that of other London Boroughs due to a range of influencing variables and the fact that each borough is so different in comparison to the next. Monitoring sites are often located with different monitoring objectives and do not necessarily provide a general representative of the Boroughs overall air quality. They do however; provide an indication of the local air quality at that location. For more information visit the London Air website at:

<https://www.londonair.org.uk/LondonAir/guide/WorstPlace.aspx>

Figures released in 2013<sup>10</sup>, showed that Havering's roads are one of the cleanest in London with "just" over 57% of them exceeding the European and National Limit for NO<sub>2</sub>, with only Harrow (56%) and Bromley's (45%) roads performing better. However this should not be misinterpreted to mean that Havering has good air quality and no action should be taken, as London remains one of the most polluted areas of the country.

#### 4.2 What is Havering doing already to improve air quality?

Havering is committed to improving its Air Quality for all, and over the past couple of years has completed/continuing the following projects;

- The adoption of Public Space Protection Orders (PSPO) around 4 schools: Wykeham Primary School (Rainsford Way Hornchurch) James Oglethorpe Primary School, (Ashvale Gardens Upminster) Parsonage Farm Primary School (Farm Road Rainham) and Engayne Primary School, (Severn Drive Upminster). Previous to the adoption of the PSPO the schools experienced dangerous and illegal parking on or around the grounds during pick up/drop off times. Now if cars park illegally a fine known as a Fixed Penalty Notice (FPN) is issued for £100. This has resulted in the reduction of car use around the school grounds and made the area safer and air cleaner for pupils and staff during drop off/pick up. The extension of the scheme beyond 2019 or to additional schools will be subject to funding available and in line with the Council's Schools Safety PSPO Application Policy.
- The creation of an extensive Air Quality Monitoring Network through the use of 61 NO<sub>2</sub> Diffusion Tubes, 2 continuous monitoring stations and 2 AQ Mesh Pods.
- Promotion of the free AirTEXT pollution forecast app. This tool provides air quality alerts by SMS text message, email and voicemail and 3-day forecasts of air quality, pollen, UV and temperature or the information can be found on the airTEXT website. The information

provided is specific to Havering and allows the public to reduce their exposure to poor air quality.

- The delivery of Air Quality initiatives in schools. This programme was initially carried out in four primary schools which taught Year 5 students, parents and staff about air quality, how they can improve their own air quality, how to reduce their exposure and improve the schools sustainable travel options.
- A borough wide Air Quality Awareness and Behaviour Change Campaign which has so far seen our Air Quality Champion 'Miles the Mole' visit 36 primary schools in the Borough alongside a Theatre Company and Air Quality lesson plans.
- The inclusion of Air Quality projects within the Youth Travel Ambassador Scheme with secondary schools, colleges and institutes of higher education.
- 'Clean Up' of Havering's own fleet vehicles, this included the upgrade of all lease cars to Euro V low emission vehicles, which will again be upgraded to Euro VI when they are up for renewal (if sufficient mileage/usage has occurred). Electric Vehicles are currently utilised by our Parks Department, however the purchase of electric buses or hybrids is currently prohibited by the cost and the heavy loads they are expected to handle. The buses are currently being transitioned over to diesel Euro VI to make them cleaner; however we will continue to look into alternatively fuelled models as the industry develops.
- The move from essential car use allowance system and the introduction of working from home initiatives has helped with the reduction in staff trips/mileage and associated emissions.
- The training of approximately 20 vocational drivers on Eco-driving and urban driving courses and the fitting of the ECO Packs to the For Transit & Connect vans which prompt drivers to change gear at the correct engine revs to aide with reducing fuel consumption.
- The review of planning applications to include (where necessary) air quality conditions to help mitigate against developments having a detrimental impact on local air quality.
- The production of the Air Quality Factsheet in conjunction with Public Health to give residents more information on how they can reduce their own exposure to poor air quality and how they can help improve the air quality in Havering.

## 5.0 What we want to deliver and improve in the future –The Action Plan

This Action Plan sets out the projects, policies and initiatives Havering Council and its partners propose to take over the next 5 years in order to improve air quality within its Borough by reducing Nitrogen Dioxide and Particulate Matter concentrations from the key emission sources i.e. road transport, new development and gas boilers. Likewise, the plan aims to increase awareness, knowledge and understanding of air quality and help everyone who lives, commutes or works in Havering to reduce their own exposure as well as to improve air quality.

The overarching aims of the Plan are to;

1. Continue to meet EU Objectives for 1,3-Butadiene, Benzene, Carbon Monoxide, Lead, PM<sub>10</sub>.
2. Continue to reduce concentrations of PM<sub>10</sub> and PM<sub>2.5</sub>
3. Continue to reduce concentrations of NO<sub>2</sub> to meet the national objective for NO<sub>2</sub>.

The actions have been grouped into the following four action policies;

Action Policy 1: Air Quality Monitoring and Modelling

Action Policy 2: Public Health and Awareness Raising to encourage Smarter Travel

Action Policy 3: Reducing Emissions from Buildings and Developments

Action Policy 4: Reducing Emissions from Transport

Three actions from the above Action Policies have been identified as our priority actions for the next five years:

- Action Policy 2, Action 2.3: Support TfL led initiative to commission a cross borough bus rapid transit study which would include looking at options for improving access to the London Riverside BID.
- Action Policy 3, Action 3.10: Deliver infrastructure to ensure that Romford, Rainham and Beam Park Housing Zones are accessible by means other than the car and that residents are provided with options to travel sustainably.
- Action Policy 4, Action 4.2: Investigate the feasibility of introducing dedicated drop off zones outside all schools for buses & coaches.

Progress against this Plan will be reviewed annually and the first review will be undertaken in 2019.

### 5.1 Funding

There is a budget of £125,000 allocated to Havering from the TfL Local Implementation Plan (LiP) funding stream, for 2018-19 which helps London boroughs deliver the Mayor's Transport Strategy at a local level, this includes work around air quality. Funding for future years expected from the TfL LiP fund subject to successful submissions. Additional funding may be achieved from the Mayors Air Quality Fund (MAQF), Mayors Air Quality Business Fund (MAQBF), Defra Air Quality Grant and other funds that become available. Havering will take the opportunity to bid for additional funding as and

when it becomes available. Section 106 agreements attached to planning permissions will also be considered, where appropriate

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## Action Policy One: Air Quality Monitoring and Modelling

### Why do we monitor and model Air Quality in Havering?

Air Quality is monitored in Havering as part of the Council's statutory duties to review and assess the present and likely future air quality within its area. By monitoring the air quality around the borough, we can assess our compliance with air quality objectives, evaluate the effectiveness of policies and projects, and also help provide information and alerts to Havering's residents, workers and visitors when pollution levels are moderate or high.

By carrying out extensive monitoring, information can be gathered on long term trends in pollution levels at many locations in the Borough. We are then able to publish this data through our annual reporting to the GLA, keeping our residents up to date on Air Quality in Havering and the progress being made to improve the situation. These reports can be downloaded from Havering's Air Quality webpage at; [https://www.havering.gov.uk/info/20085/air\\_quality/441/air\\_quality](https://www.havering.gov.uk/info/20085/air_quality/441/air_quality) and the monitoring data can be accessed either from the London Air website or the Defra Diffusion Tube Datacentre.

### What Monitoring & Modelling has already been done?

Havering has an extensive monitoring network after recently expanding from 4 to 39 locations. 61 Diffusion Tubes measure monthly average NO<sub>2</sub> concentrations and two continuous monitoring stations provide real time NO<sub>2</sub> and PM concentrations which are used for annual reporting to the GLA. The AQ Mesh Pods are used for local monitoring projects and provide real time NO<sub>2</sub> measurements, but are not currently a standardised method for reporting. The continuous monitoring stations provide real time information on air pollution levels in Havering to the London Air website and airTEXT, where information, alerts and advice for the public can be found.

In 2012 Havering commissioned KCL to produce a series of air quality maps for Havering showing baseline conditions for the year 2012 and predicted future conditions for 2015 and 2020. These were used to help determine areas of previously unknown poor air quality and help focus air quality projects in the areas that required those most.

Action No.	Action Description	Lead	Time Frame, Monitoring of Action & Target	Funding	Benefits
1.1	Undertake detailed computer modelling of air quality in Havering.  Produce a series of borough maps depicting the annual mean concentration levels of NO <sub>2</sub> , PM <sub>10</sub> and PM <sub>2.5</sub> for a base year of 2015 and future years (2020 & 2025).	Public Protection using external expert consultancy.	Timeframe: 2018/2019 Monitoring of Action and Target: maps of certain areas produced Review Date: Mar 2019	2018-19 LIP	<ul style="list-style-type: none"> <li>• Provide evidence for planning decisions</li> <li>• Support major strategic transport and infrastructure projects for the Council.</li> </ul>
1.2	Use AQ Mesh Pods to provide real time air quality measurements for schools to use as part of air quality publicity campaigns and to encourage walking to school.	Public Protection	Timeframe: 2018-2023 Monitoring of Action: Number of schools with AQ Mesh Pod. Review of air quality data provided by the AQ Mesh Pod Review Date: After each individual monitoring project	2019-20 LIP	<ul style="list-style-type: none"> <li>• Identify areas of poor air quality outside of schools that were previously unknown.</li> <li>• Keep the public up-to-date on the latest pollution trends and air quality data.</li> <li>• Raise awareness and knowledge of the local air quality allowing the public to reduce their exposure to poor air quality.</li> </ul>

Action No.	Action Description	Lead	Time Frame, Monitoring of Action & Target	Funding	Benefits
1.3	Undertake feasibility study into the location and start-up of a new permanent continuous monitoring location.	Public Protection	Timeframe: 2018	2018 MAQBF 2018-19 LIP	<ul style="list-style-type: none"> <li>• Greater detail available for reporting and planning in the area.</li> <li>• Keep the public up-to-date on the latest pollution trends and air quality data and increases knowledge of the local air quality.</li> </ul>
			Monitoring of Action: N/A		
			Review Date: 2019		
1.4	Expand the current Diffusion Tube Network.  Install further diffusion tubes for monitoring of NO <sub>2</sub>	Public Protection	Timeframe: 2018-2019	2018 MAQBF 2018-19 LIP	<ul style="list-style-type: none"> <li>• Greater detail available for reporting and planning in the area.</li> <li>• Identify and assess areas of poor air quality that were previously unknown</li> </ul>
			Monitoring of Action: Number of additional diffusion tubes		
			Review Date: February 2019		
1.5	Model likely air quality impact of planned major strategic schemes.	Public Protection	Timeframe: 2018-2019	2018-19 LIP	Support major strategic transport and infrastructure projects for the Council and assess their impacts on air quality, to ensure environmental sustainability.
			Monitoring of Action: Number of modelled major schemes.		
			Review Date: Jan 2019		

## **Action Policy Two: Public Health and Awareness Raising to encourage Smarter Travel**

### **Why is this important in Havering?**

Poor air quality has a direct impact on the health and wellbeing of our residents, workers, commuters and visitors but it particularly affects the most vulnerable of our society; children, the elderly and those with pre-existing medical conditions such as asthma and Chronic Obstructive Pulmonary Disease (COPD). This is of particular concern in Havering as we have one of the largest over 65's population in London (23% of residents = 40,000 people, which is expected to increase according to current forecasts) and between the years of 2010 and 2015 the Borough experienced the largest net inflow of children across all of London.

Informing, educating and raising public awareness about the local air quality and the effects it can have, is one of the ways to protect the most vulnerable of society and those particularly sensitive to the health impacts of air pollution. This information can provide people with the necessary tools to help reduce their exposure to poor air quality and promote a change in lifestyle, which in turn can help improve air quality.

### **What has been done?**

Havering has actively promoted airTEXT in past Air Quality Campaigns. AirTEXT is a free service which provides users with a SMS, email or voicemail alert when pollution levels are forecast to be high.

Presently the Borough has almost 90 schools with approved School Travel Plans (STP's), and over 55 schools use their STP's very actively. Havering is one of the leading London Boroughs in promoting active and sustainable travel with high numbers of Havering schools participated in the TfL STARS scheme. We currently have 55 accredited schools, 16 schools at Bronze level, 5 schools at Silver level and 34 schools at Gold level and are hoping to increase these numbers.

The Environmental Protection Team have partnered with Public Health (Smarter Travel and Comms Team) which is especially important with promoting awareness of the subject as health professionals are a trusted voice on these issues.

The new Clean Air Campaign saw the creation of an Air Quality Champion for Havering – Miles the Mole, who features in his own informational video available to view on the Havering Air Quality webpage or the Council YouTube Channel. Miles has been promoting 5 small changes people can make to reduce their contribution to air pollution and reduce their exposure. These are;

- Switch off your engine whenever possible to reduce pollution;
- Walk and cycle more to improve your health and the environment;
- Get into greening; plant and grow more trees and flowers;
- Enjoy the outdoors in Havering's beautiful parks and open spaces; and
- Sign up for air alerts from airTEXT.

Miles has also been visiting schools as part of the Air Quality Education Programme launched by the Mayor of Havering.



Action No.	Action Description	Lead	Time Frame, Monitoring of Action & Target	Funding	Benefits
2.1	Promote walking and cycling Engage with over 50's forum to form a walking club and organised led rides	Transport Planning	Timeframe: Summer 2018	2018-19 LIP 2018-19 Comms	<ul style="list-style-type: none"> <li>• Increase in the number of residents using sustainable travel methods.</li> <li>• Reduction in the number of vehicles using Havering's roads.</li> <li>• Health benefits for those swapping from using the car to walking.</li> <li>• Strengthened community.</li> </ul>
			Monitoring of Action: No. of members who join the walking club		
			Review Date: Summer 2019		
2.2	Continue to use Miles the Mole as an air quality champion and educational prop.  Our Air Quality Champion will continue to visit schools across the Borough to deliver the Air Quality Education Programme.	Communications	Timeframe: 2018-2019	2018-19 LIP	<ul style="list-style-type: none"> <li>• Increase in number of children/staff/parents using sustainable travel methods to travel to and from school.</li> <li>• Reduction in number of idling vehicles in and around school - Less congestion outside schools and in surrounding local roads.</li> <li>• Increased awareness and knowledge of children/staff/parents around air quality</li> <li>• Safer streets for public to use.</li> <li>• Improve local air quality in and around the school.</li> <li>• Reduction in exposure</li> </ul>
			Monitoring of Action: No. of schools visited		
			Review Date: January/February 2019		
2.3	Support Transport for London led initiative to commission a cross borough bus rapid transit study which would include looking at options for improving access	Transport Planning	Timeframe: March 2019	TfL	<ul style="list-style-type: none"> <li>• Business Development &amp; Engagement.</li> <li>• Reduced car number and mileage.</li> <li>• Increased work access availability.</li> <li>• Supports Havering's new Local Plan.</li> </ul>
			Monitoring of Action: Regular liaison meetings to take place with TfL as study is progressed		

Action No.	Action Description	Lead	Time Frame, Monitoring of Action & Target	Funding	Benefits
	to the London Riverside BID.		Review Date: March 2020		
2.4	Public Health Input into delivery of AQAP. Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) includes information on Air Quality impacts on the population.	Public Health	Timeframe: 2019	Public Health Staffing Budget	<ul style="list-style-type: none"> <li>• Ensure that air quality is prioritised and that work on this agenda is recognised and rewarded within public health teams.</li> <li>• Ensure that public health outcomes are met.</li> </ul>
			Monitoring of Action: N/A		
			Review Date: 2020		
2.5	Continue to promote the TfL STARS (Sustainable Travel: Active, Responsible, Safe) accredited travel planning programme with schools to reduce car use on school run.	Transport Planning	Timeframe: 2018 - 2022	2018-2022 LIP Smarter Travel Budget	<ul style="list-style-type: none"> <li>• Increased active travel within schools.</li> <li>• Healthier pupils, improved attendance and academic success</li> <li>• Fewer cars, less congestion and improved local air quality in and around the school.</li> <li>• Reduction in public exposure to poor air quality.</li> <li>• Raises awareness of air quality as an issue and can increase support for measures to improve air quality and public health, e.g. smarter travel and reduced idling.</li> </ul>
			Monitoring of Action and Target: Up to 55 schools achieving a level of school travel accreditation		
			Review Date: Annually		

Action No.	Action Description	Lead	Time Frame, Monitoring of Action & Target	Funding	Benefits
2.6	Promote Smarter Travel initiatives with businesses and encourage local business to adopt workplace travel plans.	Transport Planning	Timeframe: 2019 - 2020	2018-21 LIP Smarter Travel Budget	<ul style="list-style-type: none"> <li>Reduction in the number of vehicles using Havering's roads.</li> <li>Healthier staff, improved attendance and reduction in staff sickness.</li> <li>Reduction in outgoings/costs for businesses.</li> <li>Improved local air quality.</li> </ul>
			Monitoring of Action and Target: 15 businesses adopt workplace travel plans		
			Review Date: 2021		
2.7	Continue to promote airTEXT to make sure vulnerable residents are aware of the tool and how to use it.	Communications	Timeframe: 2019 - 2022	LIP	<ul style="list-style-type: none"> <li>Minimal cost to boroughs as can use existing commercial channels.</li> <li>Exposure Reduction.</li> <li>With different messaging, schemes such as <i>airTEXT</i> have the potential to reduce emissions.</li> <li>Greater awareness on low pollution route travelling.</li> </ul>
			Monitoring of Action: No. of users		
			Review Date: Annually		
2.8	Investigate the feasibility of introducing Car Clubs and associated facilities in Havering.	Transport Planning	Timeframe: 2019-2020	LIP	<ul style="list-style-type: none"> <li>Access to vehicles for those that may not have previously had access.</li> <li>Reduction in the number of private vehicles at new developments.</li> <li>Reduction in local pollution generation.</li> <li>Reduced number of single occupancy vehicles.</li> <li>Reduced ownership costs of residents as car is not owned.</li> </ul>
			Monitoring of Action: Review feasibility study outcomes		
			Review Date: 2021		

Action No.	Action Description	Lead	Time Frame, Monitoring of Action & Target	Funding	Benefits
2.9	Support the LIP cycle training budget to promote “bike ability” in schools and also to adults and families.	Transport Planning	Timeframe: 2018 - 2022	TfL Cycling Grants LIP	<ul style="list-style-type: none"> <li>• Increase in the number of residents using sustainable travel methods.</li> <li>• Reduction in the number of vehicles using Havering’s roads.</li> <li>• Health benefits for those swapping from using the car to walking.</li> </ul>
			Monitoring of Action and Target: 1200 children and 120 adults trained per annum		
			Review Date: Annually		
2.10	Encourage greater use of the Council’s staff travelling to work sustainably through adequate provision of cycle infrastructure at Council buildings.	Transport Planning	Timeframe: 2018 - 2022	Cycle 2 Work scheme and LIP	<ul style="list-style-type: none"> <li>• Greater number of employees travelling to work via sustainable travel methods</li> <li>• Exposure reduction for staff as well as emissions reductions.</li> <li>• Provides an opportunity to engage with businesses about the development and implementation of their Delivery and Servicing Management Plan.</li> <li>• Reduction in Council emissions.</li> <li>• Supports the Mayor of London’s targets on the number of people travelling sustainably to work.</li> </ul>
			Monitoring of Action: No. of employees using sustainable travel methods		
			Review Date: Annually		
2.11	Successful delivery of annual Local Implementation Plan programme to deliver schemes that support the Healthy Streets agenda and provide options for people to travel sustainably.	Transport Planning	Timeframe: 2018 - 2022	LIP Funding	<ul style="list-style-type: none"> <li>• Improved local air quality</li> <li>• Improved local travel</li> <li>• Employment opportunities</li> <li>• Reduction in the number of private vehicles driven during the day and provide reliable transport for those who do not have access to a car</li> </ul>
			Monitoring of Action and Target: Successful delivery of annual LIP Programme		

Action No.	Action Description	Lead	Time Frame, Monitoring of Action & Target	Funding	Benefits
			Review Date: Annually		<ul style="list-style-type: none"> <li>Supports the Mayor of London's targets in increasing the number of people travelling sustainably.</li> </ul>
2.12	Offer workplace grants to businesses for infrastructure (e.g. cycle parking, lockers and showering facilities) that will encourage staff to walk, cycle, and use public transport.	Transport Planning	Timeframe: 2 018 - 2022	Smarter Travel/Transport Planning Sustainable Travel Grants	<ul style="list-style-type: none"> <li>Health benefits for employees</li> <li>Reduction in transport costs</li> <li>Improvement in local air quality</li> <li>Reduction of vehicle miles</li> <li>Supporting major strategic transport and infrastructure projects for the Council.</li> <li>Supports the Mayor of London's targets on the number of people travelling sustainably to work.</li> </ul>
			Monitoring of Action and Target: 3 grants per year allocated to businesses		
			Review Date: Annually		

## **Action Policy Three: Reducing Emissions from Buildings and Developments**

### **Why are these Emissions important?**

Domestic and Commercial Heating (gas) is the second biggest contributor to NO<sub>x</sub> and CO<sub>2</sub> emissions as well as a significant source of PM<sub>10</sub> in Havering. A reduction in emissions from residential boilers can be achieved by a reduction in gas consumption and by improving the energy efficiency within homes and buildings.

The third and fourth biggest contributors to NO<sub>x</sub> emissions as well as a significant source of PM<sub>10</sub> in Havering are Industry and NRMM respectively. Smaller industrial processes are permitted under the Council's statutory duty in accordance with the Environmental Permitting Regulations. This legislation requires site operators to implement the best emission control practices available in order to prevent any detrimental impact to the local air quality.

The construction/demolition phase of a development, along with the associated NRMM and equipment can produce high intensity NO<sub>x</sub> and PM concentrations on a local geographical level. Impacts from these works on the local area are highly dependent on size, duration and location of the development. The planning system plays a crucial role in managing and mitigating the short and long term environmental impacts of new developments on the local air quality.

There are a number of developments which fall outside the boundaries of the normal planning process, such as Crossrail and the Rainham & Beam Park Development in which Havering has a key role in making sure emissions are kept to a minimum. Developments such as Crossrail and the Rainham & Beam Reach redevelopment are examples of high profile sites with significant timeframes and the potential to cause a detrimental impact on local air quality if not managed correctly.

### **What has been done?**

Previously the Council has accessed over £6 million in external grants for Havering residents to provide insulation, heating and other energy efficiency measures. Delivery of the Decent Homes programme by Homes in Havering has allocated over £5 million per year for double glazing, boiler replacements and insulation to improve housing for Council tenants.

The Havering Local Development Framework Sustainable Design and Construction Supplementary Planning Document were adopted in 2009 and work is currently underway to produce a new Local Plan which will replace the key documents within the current Local Development Framework. Initial consultation on the Local Plan took place in February/March 2015 and the Council is now preparing its proposed submission version with further consultation in 2017. The policies in the new Local Plan are required to be in conformity with the NPPF and the London Plan.

### **What has the Council done to reduce its own footprint?**

Havering through its 3 year Climate Change Action Plan has successfully made efforts to reduce its energy use, NO<sub>x</sub> emissions and carbon footprint. Some key achievements since 2009 have been;

- Generating £1,059,000 cumulative savings from energy efficiency projects since 2009;

- Transforming street lighting and office lighting in Havering to LEDs, reducing energy use by 60-75%;
- Upholding standards of energy efficiency in new development and refurbishment;
- Five Council buildings and seven schools are now benefitting from renewable energy; and
- Undertaken a Local Climate Impacts Profile to identify key climate risks in Havering.
- Havering fleet comprises 210 vehicles powered by Ultra-Low Sulphur Diesel with a 7% bio mix across the fleet and 5 John Deere Gator Electric Utility Vehicles that are utilised by the Parks Department.

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Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
3.1	<p>Creation of Air Quality Supplementary Planning Guidance.</p> <p>This will provide guidance for developers to assess and reduce or mitigate the impact of emissions from new developments in Havering.</p> <p>This will also provide guidance for developers on London's Low Emission Zone for Non Road Mobile Machinery (NRMM)</p>	Planning	Timeframe: 2018-2019	N/A (No direct funding required only staff time)	<ul style="list-style-type: none"> <li>• Support development, while ensuring environmental sustainability of major developments.</li> <li>• Minimise the exposure of workers, nearby residents and future residents of new developments to poor air quality.</li> <li>• Co-benefits such as climate change adaption, sustainable urban drainage, reduction of urban heat island effect, increased biodiversity and quality of life.</li> <li>• Support the environmental and development goals of the new Local Plan.</li> <li>• Generation of possible income for development specific air quality projects.</li> </ul>
			Monitoring of Action and Target: Supplementary Planning Guidance produced.		
			Review Date: Mar 2019		
3.2	Review current planning conditions, in relation to air quality, to ensure they are fit for purpose.	Public Protection	Timeframe: 2018-2019	N/A (No direct funding required only staff time)	<ul style="list-style-type: none"> <li>• Support development, while ensuring environmental sustainability of major developments.</li> <li>• Ensure that new developments will not have an unacceptable negative impact on air quality (both during construction and operational phase).</li> <li>• Minimise the exposure of workers, nearby residents and future residents of new development to poor air quality conditions.</li> <li>• Support the environmental and development goals of the new Local Plan.</li> </ul>
			Monitoring of Action: N/A		
			Review Date: Annually		



Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
3.3	Adopt and implement planning controls on combined heat and power (CHP) or biomass systems.	Planning	Timeframe: 2018-2019	N/A (No direct funding required only staff time)	<ul style="list-style-type: none"> <li>Reduction in emissions from CHP or biomass systems in new developments.</li> <li>Prevent onsite energy generation from becoming a major new source of emission in London.</li> <li>Support the environmental and development goals of the new Local Plan.</li> <li>Improved local air quality.</li> <li>Reduction in exposure of new and existing residents to poor air quality.</li> <li>Supports aims of the Mayor of London's London Plan to reduce emissions from new developments.</li> </ul>
			Monitoring of Action: Annual number of planning applications with condition applied.		
			Review Date: Annually (April during production of Annual Status Report Report)		
3.4	Adopt and implement planning controls on air quality neutral development.  New major developments will be required to be air quality neutral as a minimum.	Planning	Timeframe: 2018-2019	N/A (No direct funding required only staff time)	<ul style="list-style-type: none"> <li>Support development, while ensuring environmental sustainability of major developments.</li> <li>Ensure that new developments will not have an unacceptable negative impact on air quality.</li> <li>Prevent onsite energy generation from becoming a major new source of emission in London.</li> <li>Improved local air quality.</li> <li>Reduction in exposure of new and existing residents to poor air quality.</li> <li>Supports aims of the Mayor of London's London Plan to reduce emissions from new developments.</li> </ul>
			Monitoring of Action: Annual number of planning applications with condition applied.		
			Review Date: Annually (April during production of Annual Status Report Report)		

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
3.5	<p>To ensure that new Housing Estate Regeneration Programme for LBH housing developments obtain the commitment from developers to a strategy of future reduction of reduced carbon foot print and minimal impact on air quality.</p> <p>Use of planting and trees to assist with AQ in the Short term immediate effect, but with longer term, neutral positive ambitions.</p>	Housing	Timeframe: 2018-2019	N/A (No direct funding required only staff time)	<ul style="list-style-type: none"> <li>• Ensure that the Council's 12 housing regeneration sites will not have a negative impact on air quality.</li> <li>• Support development, while ensuring environmental sustainability of major developments.</li> <li>• Improved local air quality and associated mental health and wellbeing benefits</li> <li>• Reduction in exposure of new and existing residents to poor air quality.</li> <li>• Supports aims of the Mayor of London's London Plan to reduce emissions from new developments.</li> </ul>
			Monitoring of Action: N/A		
3.6	<p>Adopt and implement planning controls for innovative and recognised green space and planting in new developments.</p> <p>Planning to work with grounds maintenance and parks at design stage for</p>	Planning	Review Date: 2019	N/A (No direct funding required only staff time)	<ul style="list-style-type: none"> <li>• Reduction in exposure of population to poor air quality.</li> <li>• Promotion of Healthy Living, Green Spaces and Sustainable Travel.</li> <li>• Co-benefits such as climate change adaption, sustainable urban drainage, reduction of urban heat island effect, increased biodiversity and quality of life.</li> </ul>
			Timeframe: 2018-2020		
			Monitoring of Action: N/A		

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
	advice on greening and planting		Review Date: 2019		<ul style="list-style-type: none"> <li>Supports aims of the Mayor of London's London Plan to reduce emissions from new developments &amp; the Healthy Streets 10 year plan.</li> <li>This will ensure that new developments will have sufficient greenery and open space to help improve local air quality</li> </ul>
3.7	Promote and enforce the Smoke Control Areas to reduce the amount of unlicensed burning.	Public Protection	Timeframe: 2018 - 2023	Public Protection staffing	<ul style="list-style-type: none"> <li>Minimise incidents of unlicensed burning and the release of pollutants into the local area.</li> <li>Improved local air quality.</li> <li>Reduced public exposure to poor air quality.</li> </ul>
			Monitoring of Action: No. of complaints No. of bonfire visits/letters		
			Review Date: Annually		
3.8	Monitoring and implementation of Non Road Mobile Machinery (NRMM)	Public Protection	Timeframe: 2018 - 2023	Public Protection Staffing	<ul style="list-style-type: none"> <li>Keep amounts of particulate matter and oxides of nitrogen produced by NRMM to a minimum.</li> </ul>
			Monitoring of Action:  Number of development registered on NRMM site		
			Review Date: Annually (April during production of Annual Status Report Report)		

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
3.9	Promote public sector landlords (homes and public buildings) to take air quality and energy efficiency advice before refits, via the GLA RE:NEW and RE:FIT Programmes.	Housing	Timeframe: 2018 - 2020	Housing Staffing	<ul style="list-style-type: none"> <li>Reduction in local CO<sub>2</sub> production.</li> <li>Energy savings and cost savings related with updating boiler efficiency.</li> <li>Direct funding schemes where consumers don't have to weigh up several years of repayments and are not restricted in the measures to implement due to the financial package being offered, would accelerate action.</li> </ul>
			Monitoring of Action: No. of landlords requesting advice		
			Review Date: Annually		
3.10	Deliver infrastructure to ensure that Romford, Rainham and Beam Park Housing Zones are accessible by means other than the car and that residents are provided with options to travel	Economic Development	Timeframe: 2019 - 2020	LIP	<ul style="list-style-type: none"> <li>Support development, while ensuring environmental sustainability of major developments.</li> <li>Minimise the amount of vehicles and pollution emissions.</li> <li>Increased accessibility for those who do not have access to a car.</li> </ul>
			Monitoring of Action: Alternative means of transport available		

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
	sustainably (Including the Beam Parkway Major scheme and Beam Park station)		<div>Review Date: Development Completion</div> <div>Monitoring of Action: N/A</div> <div>Review Date: Development Completion</div>		<ul style="list-style-type: none"> <li>Support the environmental and development goals of the new Local Plan.</li> <li>Reduction in exposure of population to poor air quality.</li> <li>Promotion of Healthy Living, Green Spaces and Sustainable Travel.</li> <li>Co-benefits such as climate change adaption, sustainable urban drainage, reduction of urban heat island effect, increased biodiversity and quality of life.</li> <li>Supports aims of the Mayor of London's London Plan to reduce emissions from new developments &amp; the Healthy Streets 10 year plan.</li> </ul>
3.11	Identify previously unknown and new premises that require permitting under PPC. Determine these properties that require permitting for Pollution Prevention Control (PPC).	Public Protection	<div>Timeframe: 2018-2023</div> <div>Monitoring: Increase in number of PPC premises</div> <div>Review Date: Annually</div>	Self-funding as charge for PPC license	<ul style="list-style-type: none"> <li>Prevent air pollution caused by unlicensed activities.</li> </ul>

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
3.12	Signpost business contact and residents to the appropriate boiler scrappage schemes and energy efficiency grants; Promote businesses and residents to take air quality and energy efficiency advice; embed this practice as part of business as usual activity of the department	Energy Strategy	Timeframe: TBC	Energy Strategy Staffing	<ul style="list-style-type: none"> <li>Reduced NOx emissions from commercial premises.</li> <li>Improved efficiency and cost savings for businesses.</li> </ul>
			Monitoring: Number of relevant audits		
			Review Date: Annually		

## Action Policy Four: Reducing Emissions from Transport

### Why is this important in Havering?

Road Transport is the greatest contributor to NO<sub>x</sub> emissions in Havering, accounting for 65.7% alone. The key transport routes of the M25, A12, A13 and A127 and particular junctions, such as Gallows Corner are major sources of motor vehicle tailpipe emissions which contribute to air pollution concentrations within the Borough.

Havering actively supports and encourages business growth. Accommodating to development plans and commercially inclined, the borough is genuinely interested in helping businesses achieve their goals. However, with the main contributor to Havering's poor air quality being road transport it is important to ensure that businesses have the right support and information regarding air quality and the options open for them.

Poor air quality continues to be a problem in London and compliance with regulatory measures such as the Low Emission Zone (LEZ) is an important issue for fleet operators.

### What has been done?

In partnership with the London Borough of Hackney, Havering produced a 'Sustainable Travel for Business Pack' which can be used by any type and size of business. This pack is designed to help advise businesses on the Borough on topics such as clean environments, sustainable travel options and gives an explanation of how they can use these environmental approaches to benefit their business and potentially save money. The pack contains information cards on 'Sustainable Travel', 'airTEXT', 'Electric Vehicles', 'Ultra Low Emission Vehicles', 'TfL Cycling Workplaces', 'Cycling' and 'Waste and Recycling'. The pack was successfully launched at the Leaders Business Network Event in 2015 and distributed to over 30 businesses in attendance. The Smarter Travel Team are continuing the work with this pack and it is available on the Council website free to download.

Advice available to support the efficient management of business freight operations includes the Delivery and Servicing Plans guide and the Freight Operators Recognition Scheme.

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
4.1	Include requirement for suppliers of large council contracts that they have attained silver or gold FORS accreditation for their organisation and vehicles	OneSource	Timeframe: 2019-2020	Staff Time	Reduction in NO <sub>2</sub> emissions from the Council's contractors.
			Monitoring of Action: Procurement policies / rules updated		
			Review Date: Annually		
4.2	Investigate the feasibility of introducing dedicated drop off zones outside all schools for buses & coaches.	Asset Management	Timeframe: 2018-2020		<ul style="list-style-type: none"> <li>Less congestion outside schools and in surrounding local roads.</li> <li>Safer streets for public to use.</li> </ul>
			Monitoring of Action: N/A		
			Review Date: 2019		
4.3	Renewal of Taxi Framework, with suppliers complying to the ULEZ & exploring ZEC (Zero Emission Capable) Standards	Asset Management	Timeframe: 2018-2019		Reduction in NO <sub>2</sub> emissions from taxis.
			Monitoring of Action: N/A		
			Review date: Annually		
4.4	Provide Smarter Driver Training for all vocational drivers of the Council's fleet vehicles. Delivered by CPC training and FTA Van excellence accreditation	Asset Management	Timeframe: 2018-2019	Asset Management	Reduction in the NO <sub>2</sub> emissions from the Council's fleet vehicles.
			Monitoring of Action: Number of drivers trained		
			Review Date: Annually		
4.5	Investigate the feasibility on the delivery of Electric	Transport Planning	Timeframe: December 2018	LIP	<ul style="list-style-type: none"> <li>Increase in electric vehicle take up.</li> </ul>



Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
	Vehicle Charging Point infrastructure across the borough.		Monitoring of Action and Target: Feasibility study produced		<ul style="list-style-type: none"> <li>Reduction in polluting vehicles</li> </ul>
			Review Date: Feasibility study to be reviewed and a decision to be taken on whether to progress installation of charging points.		
4.6	Review parking charges policy (controlled parking zones)	Parking	Timeframe: 2019	self- funding	<ul style="list-style-type: none"> <li>Reduction in polluting vehicles and NO<sub>2</sub> emissions.</li> </ul>
			Monitoring of Action: N/A		
			Review Date: Annually		
4.7	Engage with businesses in the borough through business forums to discuss the options for upgrading/retrofitting to accommodate ULEZ requirements.	Transport Planning	Timeframe: 2018-2020	Staff Time	<ul style="list-style-type: none"> <li>Reduction in polluting vehicles and NO<sub>2</sub> emissions on Havering's roads</li> <li>Business engagement &amp; partnership</li> </ul>
			Monitoring of Action and Target: Attend at least 2 Business Engagement Forums per annum		
			Review Date: 2020		
4.8	Plant greenery and trees (e.g. hedgerows and trees such as ash, common alder,	Public Realm	Timeframe: 2018 - 2022	Streetcare & LiP Funding	<ul style="list-style-type: none"> <li>Enhanced public space for sustainable travel, such as walking and cycling and</li> </ul>

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
	field maple, larch, Norway maple, scots pine and silver birch) along main roads and town centres, which can lead to an improvement in air quality based on available evidence		Monitoring of Action: N/A		associated mental health and wellbeing benefits <ul style="list-style-type: none"> <li>Reduction in flood risk as part of sustainable urban drainage systems.</li> <li>Amelioration of high summer temperatures caused by the urban heat island effect and climate change.</li> <li>Biodiversity benefits.</li> </ul>
4.9	Develop Local Implementation Plan to support improvements in local air quality; together with working with TfL to ensure pollution sources outside of local control i.e. buses and commuter traffic are dealt with.	Transport Planning	Timeframe: 2018-2023 Monitoring of Action: N/A Review Date: Annually	LIP	<ul style="list-style-type: none"> <li>Make Havering's streets greener, safer and encourage more people to sustainably travel around the borough</li> <li>Lobby the Mayor and TfL to ensure regional policies support local air quality improvements i.e. cleaner buses.</li> <li>Support complimentary benefits highlighted in local and regional policies such as improving mental health, combating social inclusion and reducing noise pollution from roads.</li> </ul>
4.10	Undertake feasibility work to examine the air quality implications of re-routing of bus services away from Romford town centre and look options for improving	Transport Planning	Timeframe: 2019-2020 Monitoring of Action and Target: feasibility work completed. Review Date: 2020	LIP	Improve air quality in Romford town centre which is one of the local "hotspots" in Havering.

Action No.	Action Description	Lead	Time frame, Monitoring of Action & Target	Funding	Benefits
	sustainable travel access into Romford town centre.				
4.11	Continue to routinely check the weighbridges used commercially by (usually large) vehicles	Trading Standards	Timeframe: 2018-2023	Trading Standards	<ul style="list-style-type: none"> <li>Reduce the number of overloaded vehicles and expected reduction in emissions.</li> </ul>
			Monitoring of Action: Number of checks undertaken		
			Review Date: Biannually		

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# Summary of consultation responses to the Draft London Borough of Havering Air Quality Action Plan 2018 - 2023

April 2018

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## 1. Introduction

Following the approval for consultation of the Draft London Borough of Havering Air Quality Action Plan (AQAP) 2018-2023 in December 2017, a consultation process was undertaken for 10 weeks between the 3<sup>rd</sup> January and 15<sup>th</sup> March 2018.

This document summarises the consultation responses and the Council's responses to the issues raised, including resultant changes to the plan.

### 1.1 Consultation Process

There were three main groups of consultees during the consultation process:

- *Statutory consultees* (The Secretary of State / Defra, the Mayor of London, the Environment Agency, Transport for London, all neighbouring boroughs, other public authorities, bodies representing local business interests and other persons/ organisations, as considered appropriate)
- *Internal services* (Public Health, Transport Planning, Planning, Development, Communications, Regeneration, Trading Standards, Highways, Parking, Housing, Asset Management, School Organisations Team, Legal Services)
- *The public*

The above statutory consultees were consulted directly by email. Havering Friends of the Earth were consulted as the main environmental group in Havering.

The consultation was made widely available through Havering consultation webpage. To make it easier for people to provide comments on the Draft AQAP, a survey with specific questions on the AQAP was designed (Survey Monkey) and the link was provided on the consultation webpage.

In order to alert members of the public to the consultation, posters advertising the consultation were posted in all Havering libraries and a few hard copies of the Draft AQAP were made available. Three public sessions were carried out at the Romford Library, South Hornchurch Library and the Council's Public Advice and Service Centre (PASC), during which members of the public had the opportunity to know more about the Council's actions to improve air quality and the consultation on the Draft AQAP. Facebook and Twitter were also used by the Council's Communications Team to promote the AQAP consultation.

### 1.2 The results of the Consultation - Overview

Consultee	Response
Defra	No
Mayor of London / Greater London Authority	Yes (Section 2.1)
Environment Agency	Yes (Section 2.2)
Transport for London (TfL)	No
London Borough of Barking and Dagenham	No
London Borough of Redbridge	Yes (Section 2.3)
London Borough of Bexley	No
Brentwood Borough Council	No



Havering Friends of the Earth	Yes (Section 2.4)
Internal Services	Yes (Section 3)
Public	84 responses (Section 4)

## 2. Consultation Responses from Statutory Consultees

### 2.1 Greater London Authority (GLA)

Comment Number	Comment	Response
2.1.1	The plan contains a good amount of well-presented background information and a very well-presented action table.	Noted.
2.1.2	In Section 5 it would be beneficial to outline your specific air quality priorities in terms of what you plan to focus on for delivery, rather than (or in addition to) the general aims to reduce emissions. I.e. you should pick your top three priority actions from the action plan and list them here.	The actions we will be focusing on during implementation of the AQAP have been listed as priorities in Section 5. Draft AQAP updated.
2.1.3	A number of the actions need targets/objectives so that you can measure whether they have been a success. Although we accept that it is not possible for all actions, it would be possible for many of them, and there are currently no targets for any of the actions. Targets should be added wherever possible.	Targets for a number of actions (1.1, 2.5, 2.6, 2.9, 2.11, 2.12, 3.1, 4.5, 4.7) have been set. Draft AQAP updated.
2.1.4	Some actions, especially in the Action Policy 4 section, need a little bit more detail on what the project will involve and achieve. Action 4.6, for example - how will this engagement be undertaken and by whom? How many businesses do you plan to engage? And Action 4.4 should include a clearer commitment/target around installation of EV charging infrastructure.	Actions 4.4 and 4.6 (now numbered 4.5 and 4.7) have been amended to provide more detail on what they will involve. Draft AQAP updated.
2.1.5	Action 1.3 is not in line with the Mayor's air quality policies and we would suggest removing this action.	This action has been deleted. Draft AQAP updated.

### 2.2 Environment Agency

Comment Number	Comment	Response
2.2.1	<p>In principle an AQAP should;</p> <ul style="list-style-type: none"> <li>i. Have a clear commitment to meeting the AQ standards.</li> <li>ii. Clearly state the current status of air quality within the borough.</li> <li>iii. Clearly report on the progress against targets set out in any previously published Air Quality Action Plans (if appropriate).</li> </ul>	<ul style="list-style-type: none"> <li>i. Already included in the Draft AQAP. No further action.</li> <li>ii. Already included in the Draft AQAP. No further action.</li> <li>iii. This is the first AQAP for Havering. No further action.</li> </ul>

Comment Number	Comment	Response
	<p>iv. Where the borough does not meet the relevant air quality standards, they should clearly detail what mitigation measures will be used to ensure compliance with air quality standards in the shortest possible time period. It should ensure that compliance is not just 'possible' but 'likely'.</p> <p>v. Make clear what other organisations the borough is working with to implement mitigation measures required in 2 above.</p> <p>vi. Include basic costs required to implement the required mitigation standards and compare against the level of funding available.</p> <p>vii. Take steps to ensure the measures in the Mayor of London's SPGs on sustainable design and construction or similar document to an equal or higher standard are implemented into the air quality action plan.</p> <p>viii. Contribute to achieving EU established health-based standards and objectives for the relevant air pollutants (particularly NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>).</p> <p>ix. Future proof the Air Quality Action Plan by adopting the Mayor of London's Draft LES Chapter 4 Air Quality proposals.</p>	<p>iv. Considering the complexity of the matter and the number of different services and organisations involved, it is not possible to achieve compliance in a short time. The AQAP includes a number of both short and long term actions towards achieving compliance. No further action.</p> <p>v. Already included in the Draft AQAP. No further action.</p> <p>vi. As funding has already been secured for the actions set out in the Draft AQAP, it is not considered necessary to include costs for each action. No further action.</p> <p>vii. The Council uses a number of conditions (NRMM, dust monitoring scheme, dust mitigation measures, requirement of air quality assessment etc.) to ensure that the measures set out in the Mayor's SPG are implemented. No further action.</p> <p>viii. Already included in the Draft AQAP. No further action.</p> <p>ix. Already included in the Draft AQAP. No further action.</p>
2.2.2	Air quality policies must work in partnership with transport policies but also the borough's own fleet procurement policies.	Relevant actions already included in the Draft AQAP. No further action.
2.2.3	Any new development, particularly in air quality 'hotspots', as well as major developments will need to consider how they mitigate the impacts of poor air quality, both during construction and operation phase. Mechanisms for minimising air pollution will need to be closely tied into the transport policies in the Local Plan. Construction and demolition works should be required to meet or exceed the requirements set out in the Mayor of London's SPGs, including NRMM requirements.	Relevant actions already included in the Draft AQAP (Action Policy Three). No further action.
2.2.4	Any new air quality strategy should require the further enclosure of existing waste handling sites, and expect future waste development to be fully enclosed within buildings to minimise health impacts and contribute towards air	The existing waste management sites have already been granted permission, so it is not possible to require further enclosure, in case this condition has not already been imposed. Full enclosure will be required for future waste

Comment Number	Comment	Response
	quality neutrality.	management developments. No further action.

## 2.3 London Borough of Redbridge

The London Borough of Redbridge had no objections or comments to the Draft AQAP.

## 2.4 Interest Groups: Havering Friends of the Earth

Comment Number	Comment	Response
2.4.1	<p>i. The third paragraph of the Executive Summary is minimising the problem and is contradicting to the Mayor of London's February 2017 report.</p> <p>ii. The wording 'long and short term objectives' is imprecise.</p>	<p>i. The available data of PM10 and PM2.5 show that there have been no exceedances of the PM10 and PM2.5 objectives since 2015. This is shown in the Council's annual status reports 2015, 2016 which have been formally approved by the GLA. No further action.</p> <p>ii. The wording has been corrected. Draft AQAP updated.</p>
2.4.2	There is no evidence in the AQAP to indicate how funding was used, and the delay in producing an AQAP again suggests the borough is not taking its responsibilities seriously enough with regard to air pollution.	What has already been done to improve air quality is outlined in a number of sections of the AQAP (section 4.2, as well as sections titled 'What has already been done' under each Action Policy.). Many of these actions have been supported financially by the MAQF and LIP funding. No further action.
2.4.3	Havering has more green spaces than many other London boroughs, so we should expect the borough to have cleaner air.	As air pollution is primarily caused by vehicle emissions, inevitably air quality is poor in roads with traffic congestion despite the existence of green spaces. No further action.
2.4.4	Havering has been an AQMA since 2006. This means that levels of pollution are not satisfactory, and, given that (as the London Mayor points out) the designation of AQMA applies to the whole borough, and much of Havering is green space, then the 'hot spots' (identified in Fig 12, p 15) are likely to be seriously polluted.	The designation of the whole borough as an AQMA has been based on data showing that the national air quality objectives for NO2 and PM10 were not met in a certain areas, however in 2006 there were not many air quality monitoring sites. Since then the air quality monitoring has expanded and as part of this AQAP further expansion will be considered. If there is sufficient evidence to allow the Council re-assess the status of the borough as AQMA, this will be undertaken as per the LLAQM procedures. No further action.
2.4.5	The borough comes 4th from the top of the list when it comes to premature deaths from air pollution (Campaign for Clean Air in London (30 June 2010) via Mayor's website), and the AQAP notes high rates of asthma and COPD (section 4, p19). This should be of great concern, and the fact that our residents are more	The facts mentioned are already of high concern and there is a number of actions focusing on vulnerable residents. No further action.

Comment Number	Comment	Response
	vulnerable must mean that Havering requires even stricter controls on air pollution.	
2.4.6	More details and timescale are needed regarding the three strategic transport aspirations mentioned on page 6 of the AQAP	These proposals are strategic, long term and are currently at a very early stage. Further details will be provided in future versions of the AQAP, if/as they become available. No further action.
2.4.7	<p>7.1 More should have been done to publicise the AQ aspect of the PSPOs to increase public awareness of air pollution.</p> <p>7.2 Four schools is only a fraction of those in the borough, and according to a study by Client Earth, published on 26th Feb 2018, 60% of parents support 'pollution exclusion zones' outside schools.</p> <p>7.3 We are sure that schools would welcome more exclusion zones, and anti-idling enforcement should be implemented.</p>	<p>7.1 Noted. No further action.</p> <p>7.2 Due to the uncertainty on the extension of the scheme it has not been included as a future action of the AQAP. Further PSPOs may be considered taking account of available resources and in line with the Council's School Safety PSPO Application Policy. No further action.</p> <p>7.3 Any comments received from schools will be considered. No further action.</p>
2.4.8	More should be done to make parents and other drivers aware of their contribution to children's ill health. How about tackling idling?	Anti-idling is one of the key messages of Miles the Mole project (action 2.2). This action focuses on schools therefore raises awareness of the parents as well. As part of action 2.2 an anti-idling campaign will be considered in liaison with Communications Team. The outcomes of this campaign will be assessed and further enforcement actions will be considered as a next step in future versions of the AQAP. No further action.
2.4.9	Measurements of pollutants are of course essential to arrive at a precise picture of pollution, but the fact that roads account for over 65% of pollution is already well-known, and what is needed is action to deal with this.	Relevant actions already included (Action Policies 2 and 4) in the Draft AQAP. No further action.
2.4.10	Clean-up of the Havering's own vehicles is welcomed, of course, but the borough's own fleet must only comprise a small fraction of all the vehicles that journey around Havering.	It is recognised that the Council's fleet is a small fraction of all the vehicles, but the Council aims to set an example. There is also action 4.7 regarding engaging with businesses to discuss upgrading their fleet. No further action.
2.4.11	Action Policies One and Two although useful, do nothing to reduce air pollution.	Action Policy One is considered necessary, as all actions towards improving air quality need to be based on representative and reliable data. Action Policy Two is also considered necessary, as awareness raising is the

Comment Number	Comment	Response
		first step to tackle air pollution. No further action.
2.4.12	Action 1.2: In our view any school that has a large amount of vehicles near it is bound to have poor air quality.	The Council needs to make sure that resources are focused where the most significant air pollution problems are identified. To achieve this air quality data is necessary to identify the magnitude of the problem. No further action.
2.4.13	Action 1.3: Focusing actions on key hotspots should clearly be a priority. The question is what actions?	Some of the actions under Action Policies 3 and 4 aim to focus on main roads which are known as air quality hotspots (e.g. actions 4.2, 4.8). Other actions while not focusing on hotspots (e.g. 4.1, 4.3, 4.5 etc.) aim to increase the number of less polluting vehicles, therefore this will help reduce air pollution in hotspots as well. No further action.
2.4.14	While 'raising public awareness and encouraging smarter travel' is laudable, the focus should shift from how to cope with or avoid air pollution to how to prevent it.	Relevant actions already included (Action Policies 3 and 4) in the Draft AQAP. No further action.
2.4.15	The whole AQAP needs to address the basic contradiction between encouraging growth of business and housing whilst not increasing air pollution.	This is addressed under Action Policy Three: Reducing emissions from buildings and developments. No further action.
2.4.16	Question on actions 2.4, 2.11, 2.12: How will this be done? What targets does the borough have and what is the time scale?	Action 2.4 has been deleted, as it was general and already covered by other more specific actions. Draft AQAP updated.  Action 2.12 (now numbered 2.11) has been amended to provide clarity and further details on what is involved. A target for action 2.12 has also been set. Draft AQAP updated.  We believe that action 2.11 (now numbered 2.10) is sufficiently clear and no change has been made. No further action.
2.4.17	Grants for householders to improve energy efficiency are welcome – but more needs to be done to publicise this and encourage householders to improve their insulation etc. Why no mention of solar panels?	Solar panels are also part of the Council's energy efficiency schemes which are primarily delivered by the Council's Energy Strategy Team. No further action.
2.4.18	Action 3.6: very much to be welcomed, but needs to be taken further as more trees, plants and shrubs are needed near sources of air pollution. Why is this only listed as a change to planning controls? There should be action on this.	Relevant action 4.8 already included in the Draft AQAP. No further action.
2.4.19	Action Policy Four: The first action point is merely to provide advice to businesses. Does the council have no	Action Policy Four do not include only provision of advice, but enforcement actions as well. No further action.

Comment Number	Comment	Response
	powers beyond giving advice?	
2.4.20	Actions 4.1-4.3 address the council's own transport. Again, this is only a small part of the problem.	It is recognised that the Council's fleet is a small fraction of all the vehicles, but the Council aims to set an example. There is also action 4.7 regarding engaging with businesses to discuss upgrading their fleet. No further action.
2.4.21	The penultimate action point addresses the need for 'greenery and trees... along main roads and town centres. This should be a high priority in the AQAP.	The order of the actions in the Draft AQAP is not linked to prioritisation of the actions. It should be noted that there is currently not sufficient evidence for the benefits of planting purely for air quality purposes. The available evidence has shown some benefits mostly in relation to particulate matter reduction and not NO2. No further action.
2.4.22	Develop Local Implementation Plan to support improvements in local air quality; together with working with TfL to ensure pollution sources outside of local control i.e. buses and commuter traffic are dealt with. Is 'developing a plan' the most that can be done?	Upgrading the bus fleet is not in the Council's powers, however we are working with TfL on this. No further action.

### 3. Consultation Responses from Internal Services

#### 3.1 Public Health

Comment Number	Comment	Response
3.1.1	<p>We suggest to set a locally measurable and achievable target, such as specific target for reduction of NO<sub>2</sub> or PM10 levels.</p> <p>It is clear from Figure 4 that around half the diffusion tube monitoring sites exceed the mean annual NO<sub>x</sub> limits. Could we therefore suggest that an interim target be set around reducing the number of monitoring stations exceeding the annual NO<sub>x</sub> mean by e.g. 10 stations?</p>	<p>Specifying the desired reduction of NO<sub>2</sub> or of the number of monitoring sites exceeding the annual mean objective is not possible, because the outcome of many of the actions cannot be directly linked to the levels of NO<sub>2</sub>. Measurable targets have been set where it is clear how progress will be monitored. No further action.</p>
3.1.2	<p>i. It would be useful to have a single map that shows the location of the monitors that exceed the EU limit for NO<sub>x</sub> Annual mean and the hot spots we've identified for action to demonstrate that our actions are targeted in the right place.</p> <p>ii. It is not clear from the action plan whether local projects, such as air quality monitoring done by schools or community groups are fed into the overall monitoring data. I would suggest that encouraging greater community involvement in monitoring air quality, through local projects, may help to promote local ownership of the issue and that we all have a responsibility to help improve air quality.</p> <p>iii. As a suggestion, might it be possible to create a local air quality network website where local people could find out how to set up a monitoring station; report their observations or data; and share ideas for initiatives/projects? Not only would this increase the range of monitoring data, but it might also encourage a community of air-quality aware residents.</p>	<p>i. We agree that would be very useful. Due to time limitations it is not possible to develop this map and include it in the AQAP, but it will be included in future versions of the AQAP and/or the Council's website.</p> <p>ii. While local projects are encouraged, e.g. using the AQMesh pods around schools etc., these devices have not been officially approved by Defra and therefore the data collected can only be considered indicative and cannot be fed into the overall monitoring data. No further action.</p> <p>iii. Air quality monitoring is a highly specialist service and needs to be carried out properly (i.e. using appropriate equipment, carried out by people who have knowledge / experience), otherwise there is a high risk of not receiving good quality data which will lead to wrong conclusions. We will however try to improve the degree of public information and engage with the residents as much as possible to raise their awareness. No further action.</p>
3.1.3	<p>Proposed actions to strengthen the AQAP:</p> <p>i. Limit parking within the vicinity of all schools not just those with parking problems.</p>	<p>i. This action has been considered and it has been decided not to include it in this first version of the AQAP, as we have primarily focused on raising awareness on air quality. The outcomes of the proposed actions will be assessed during the progress</p>



Comment Number	Comment	Response
	<p>ii. Provide a network of safe cycle lanes across the borough to encourage sustainable transport</p> <p>iii. Encourage and support more schools to adopt PSPOs.</p> <p>iv. Raise cost of parking in the borough to encourage walking for short journeys</p>	<p>reviews of the AQAP and further enforcement actions, such as parking restrictions will be considered in future versions of the AQAP.</p> <p>ii. As part of funding that has been allocated by Transport for London, the Council is currently looking at options for improving pedestrian and cycling access along the A1306 to support the Rainham and Beam Park Housing Zone. The Council will continue to explore opportunities to improve cycling infrastructure where this supports new development.</p> <p>iii. Due to the uncertainty on the extension of the scheme it has not been included as a future action of the AQAP. Further PSPOs may be considered taking account of available resources and in line with the Council's School Safety PSPO Application Policy. No further action.</p> <p>iv. A relevant action has already been included in the Draft AQAP (action 4.6). No further action.</p>
3.1.4	<p>i. We support the creation of supplementary planning guidance on air quality, and would add to this that all developers should consider air quality impacts in a Health Impact Assessment of their development.</p> <p>ii. Action 3.2: it might be useful for Local Planning Officers to consider the location of new schools, avoiding building them in areas of poor air quality to protect children from harm.</p> <p>iii. Action 3.5: could we suggest adding into the benefits column, the mental health and wellbeing benefits that can be achieved through greening as well as the air quality benefits.</p>	<p>i. This will be considered to be included in the Supplementary Planning Guidance, but we will need to make sure that this is line with the Mayor of London's guidance. No further action.</p> <p>ii. Environmental Protection (EP) provides comments on planning applications, including new schools, in relation to air quality matters. If the available evidence shows that children will be introduced to an area of poor air quality, EP will recommend refusal of the planning application unless adequate mitigation measures can be taken. No further action.</p> <p>iii. Draft AQAP updated.</p>
3.1.5	<p>i. The largest challenge in action policy area Four appears to be the level of commuting along major transport routes (A12, A13, A127) that are outside of Havering's local authority control. It will therefore require a significant amount of partnership working with both the Mayor</p>	<p>i. We agree that partnership working and support from senior management and Councillors are key to the successful implementation of the AQAP. No further action.</p>

Comment Number	Comment	Response
	<p>and councillors from neighbouring boroughs to work collaboratively to reduce the amount of traffic commuting through the borough. This will require both adequate provision of alternative, and preferably sustainable, transport modes as well as behavioural change in the commuters themselves. Might we suggest strengthening the plan to make it more explicit as to what the level of senior leadership will be, including councillors and upper tier staff.</p> <p>ii. In order to reduce the amount of car traffic coming in to the town centre, has Havering considered a park and ride scheme?</p> <p>iii. Action 4.2: the provision of dedicated bus and coach drop off zones outside schools could be further strengthened by requiring the bus and coach companies providing these services to sign up to an anti-idling policy, perhaps as part of their contract?</p>	<p>ii. The Council commissioned consultants to undertake a feasibility study into delivering a Park and Ride scheme in the borough. It was considered that a Park and Ride scheme in Romford would require considerable subsidy to fund its operation which was likely to be excessive in comparison to the benefits to be gained from pursuing the scheme. No further action.</p> <p>iii. This recommendation will be considered as part of this action in liaison with Asset Management Team. No further action.</p>
3.1.6	<p>Consideration should be given to the modes of transport available to older people. Whilst walking and cycling are the preferable forms of transport, how can we support older people to consider mobility scooters to maintain independence rather than their cars? What would facilitate sufficient provision of scooter charging points in our town centres to encourage their use? Perhaps we could strengthen any schemes in place to support people to purchase such scooters.</p>	<p>Strengthening the existing funding schemes for mobility equipment will be considered in liaison with Adult Social Care and can be included in future AQAPs. No further action.</p>

### 3.2 Transport Planning

Comment Number	Comment	Response
3.2.1	Proposed change on page 20, section 4.2, first bullet point: delete Rainham from Rainham & Engayne Primary School.	Draft AQAP updated.
3.2.2	Complete review date on page 22.	Draft AQAP updated
3.2.3	Corrections on numbers of STARS	Draft AQAP updated.

Comment Number	Comment	Response
	accredited schools on page 26 (16 schools Bronze level, 5 schools Silver level, 4 schools Gold level).	
3.2.4	Page 26: add Smarter Travel and Comms Team	Draft AQAP updated.
3.2.5	Action 2.1: Addition of cycling	Draft AQAP updated.
3.2.6	Delete action 2.3 as funding application was unsuccessful	Action amended to include a cross borough bus rapid study aiming to improve access to the London Riverside BID. Draft AQAP updated.
3.2.7	Delete action 2.4, as it is too general and covered elsewhere.	Draft AQAP updated.
3.2.8	Action 3.7: Change funding as it is unlikely to justify LIP funding.	LIP Funding replaced with Public Protection staffing. Draft AQAP updated
3.2.9	Delete action 3.11, as it is already covered by action 3.10	Draft AQAP updated.

### 3.3 Development

Comment Number	Comment	Response
3.3.1	Undertake some feasibility work on re-routing buses in Romford so that they don't come past Romford station and Western Road.	This action has been added to the AQAP (action 4.10). Draft AQAP updated.
3.3.2	Undertake some feasibility work to investigate the air quality benefits of including planting and green walls within the masterplan.	There is currently not sufficient evidence for the benefits of planting purely for air quality purposes. The available evidence has shown some benefits mostly in relation to particulate matter reduction and not NO2, therefore it has been decided not to include this action in this first version of the AQAP. This recommendation will be re-considered during progress reviews and may be included in future versions of the AQAP. No further action.

### 3.4 Regeneration

Comment Number	Comment	Response
3.4.1	Proposed correction on page 5 to read: 43 square miles.	Draft AQAP updated.
3.4.2	Proposed addition on page 11 to include A1306 where higher concentrations of PM2.5 are expected.	Draft AQAP updated
3.4.3	Page 17: What is the proposed effect of TfL's bus service review?	The effect is not known. No further action.

Comment Number	Comment	Response
3.4.4	Page 19: i. Note that industrial sites in Harold Hill & Harold Wood have not been mentioned. ii. 6.3% of all deaths in outer London boroughs are attributable to air pollution?	i. Noted. No further action. ii. Yes. No further action
3.4.5	Page 20: The Council's assessment that PM10 objectives will not be met in the future is conflicting with Section 3.1	Accepted. Correction on Page 20. Draft AQAP updated.
3.4.6	Page 20: Has the effect of PSPOs been displaced to surrounding areas?	No. No further action.
3.4.7	Page 21: How much the staff trips / mileage have been reduced?	There are no figures available. No further action.
3.4.8	Page 22: Are aiming at specific reductions of emissions from developments and transport	No specific target on reduction of emissions has been set in the Draft AQAP. No further action.
3.4.9	Section 5.1: We could include S106 agreements as funding source	Accepted. Addition made. Draft AQAP updated.
3.4.10	Page 26: Forecasts show that over 65 population percentage in Havering is expected to grow.	Addition made. Draft AQAP updated.
3.4.11	Action 2.3: Amend action to include strategic review of buses in the area.	Action amended to include a cross borough bus rapid study aiming to improve access to the London Riverside BID. Draft AQAP updated.
3.4.12	What does STARS stand for?	Explanation of STARS added. Draft AQAP updated.
3.4.13	Action 2.11: Proposed addition to action to read "...Havering staff...")	Addition made. Draft AQAP updated.
3.4.14	Page 32: Proposed amendment to take account of medium environmental impacts as well (apart from short and long term impacts)	Proposed amendment not considered necessary. No further action.
3.4.15	Page 32: Does programme Homes in Havering still exists or not?	This is included in the Section what has been done, not as future action. No further action.
3.4.16	Action 3.3 Is the wording correct? Do we want to promote CHPs?	There are specific emission limits for CHPs. The wording is correct. No further action.
3.4.17	Proposed addition to action 3.6 to read "...for innovative and recognised green space..."	Addition made. Draft AQAP updated.
3.4.18	Action 4.1: Suggestion to specify what is meant by 'large' council contracts.	This can be examined / defined during implementation of the AQAP. No further action is required.
3.4.19	Actions 4.2, 4.3: Typo corrections	Corrections made. Draft AQAP updated.
3.4.20	Include electric car charging points in planning applications	There is already a relevant planning condition. No further action.

Comment Number	Comment	Response
3.4.21	Action 4.5: The review of parking charges needs careful consideration	Noted. This will be considered during implementation of the AQAP. No further action.

### 3.5 Schools Organisation Team

Comment Number	Comment	Response
3.5.1	Page 20, section 4.2, 1 <sup>st</sup> bullet point: Has funding been committed to allow the PSPO scheme to continue indefinitely at the four schools where it has already been implemented? Is it possible for new PSPO schemes to be set up at additional schools around the borough? What is the mechanism for implementing this? Has funding been identified/committed to enable PSPO scheme to be implemented at other schools? The PSPO scheme has been very popular with the four schools that have them, with other schools keen to implement a PSPO if possible. While it is a popular initiative I think there needs to be some clarity as to whether it is something that can be rolled out across all schools in the borough and how this can be achieved. If this can't be implemented at additional schools then this should be stated.	Funding is available until 2019, with possibility to extend, however this will depend on whether there will be a Business Case to show value for money. Other schools can also apply, but they need to meet the criteria set out in the Council's School Safety PSPO Application Policy. Due to the uncertainty on the extension of the scheme it has not been included as a future action of the AQAP.  A sentence has been added in Section 4.2 to provide clarification on these questions. Draft AQAP has been updated.
3.5.2	Page 20, section 4.2, 4 <sup>th</sup> bullet point: Is there scope for this to be extended to other schools in the borough?	There is currently uncertainty on the extension of the scope, this is why no relevant future action has been included. No further action.
3.5.3	Page 26: What strategy is in place to encourage more schools to use their School Travel Plans very actively? Could there be a reward scheme within individual schools to encourage further use of STPs or is this covered by the TfL STARS scheme?	The TfL STARS scheme is very actively used within the borough. Presently the borough has almost 90 schools with approved School Travel Plans (STP's), and over 55 schools issue their STP's very actively. Havering currently has 55 accredited schools, 16 schools at bronze level, 5 schools at Silver level and 34 schools at Gold level. One of the requirements for schools being eligible for a Small Grant is that they have to be an accredited school. No further action.
3.5.4	Action 2.10: Could the cycle training budget to promote "bike ability" in primary schools be rolled out to secondary schools too?	Yes. The word primary has been deleted, so this budget can be used in secondary schools as well. Draft AQAP updated.
3.5.5	Action 4.2: Is this something that is planned or something that has already been implemented? There are many school sites within Havering where it would not be possible to implement such	Noted. The feasibility of this action will be considered further during the implementation of the AQAP. No further action.

Comment Number	Comment	Response
	a drop off zone. It also needs to be acknowledged that the introduction of any such zone would likely be used by parents to pick up/drop off children, possibly leading more children travelling to school by car and fewer children using sustainable methods such as walking or cycling.	

### 3.6 Trading Standards

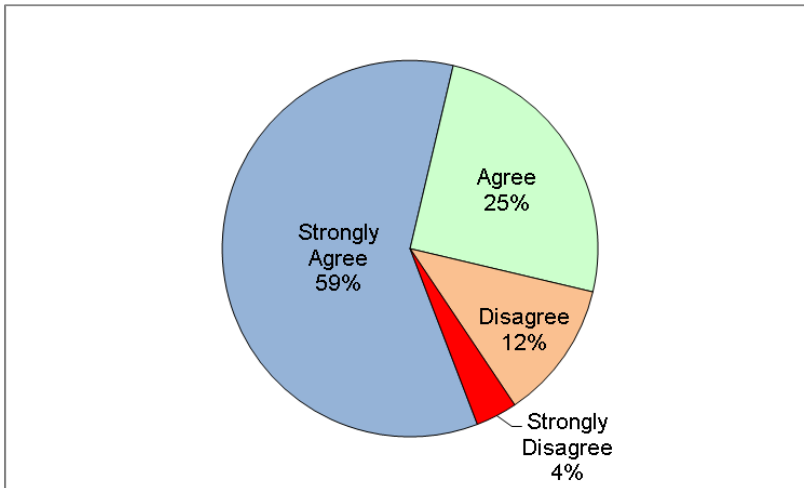
Comment Number	Comment	Response
3.6.1	Trading Standards routinely check all the weighbridges used commercially by (usually large) vehicles across east London and Southwark on a biannual basis. We generally find these have a failure rate of about 50%, and this will usually mean that the weighbridge is under-weighing, showing the vehicle is light rather than heavy. There is some evidence suggesting that the emissions of overloaded vehicles could be higher. Therefore checking the weighbridges could have an air quality benefit	This action has been added to the AQAP (action 4.11). Draft AQAP updated.

## 4. Responses from the Public

### 4.1 Responses by Question

**Q1: To what extent do you agree or disagree with the following statement:  
“Air pollution is an important issue”.**

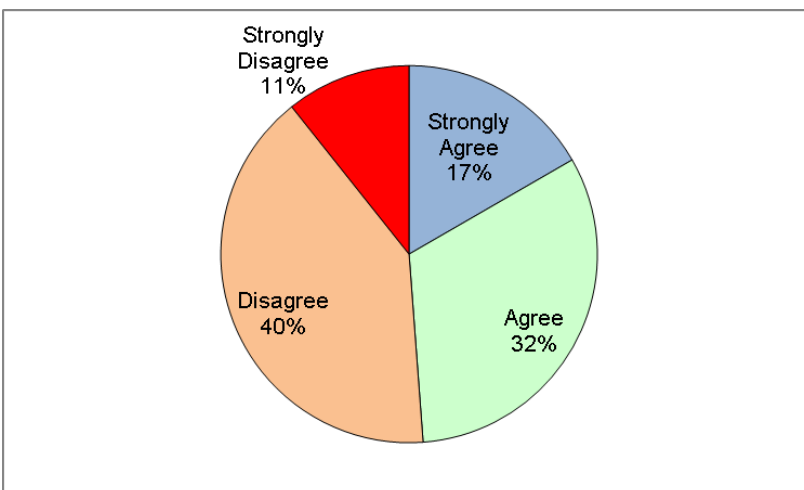
100% (84) respondents answered this question.



**Figure 1:** Breakdown of answers to the statement “Air pollution is an important issue”

**Q2: To what extent do you agree or disagree with the following statement:  
“The air quality in Havering is poor”.**

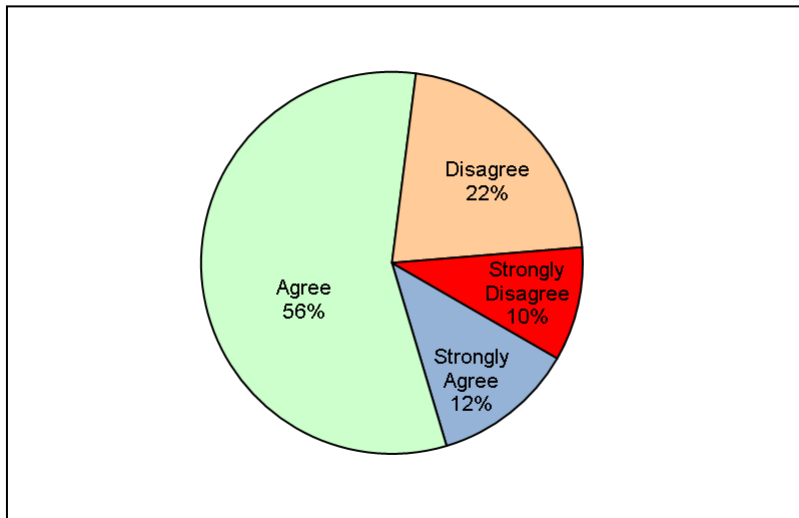
100% (84) respondents answered this question.



**Figure 2:** Breakdown of answers to the statement “The air quality in Havering is poor”

**Q3: To what extent do you agree or disagree with the following statement:  
“I can take action to help improve air quality in Havering”.**

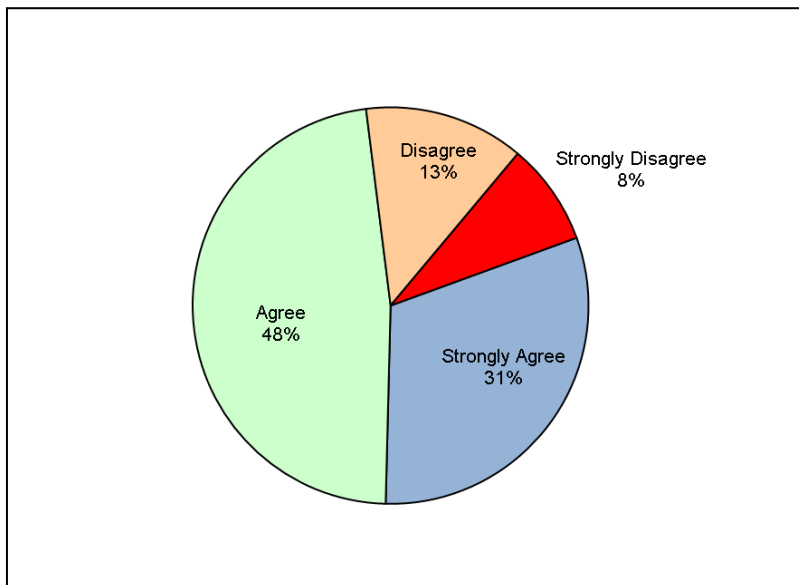
98.8% (83) respondents answered this question.



**Figure 3:** Breakdown of answers to the statement “I can take action to help improve air quality in Havering”

**Q4: To what extent do you agree or disagree with the following statement:  
“It is the responsibility of Havering Council to improve air quality in Havering”.**

100% (84) respondents answered this question.

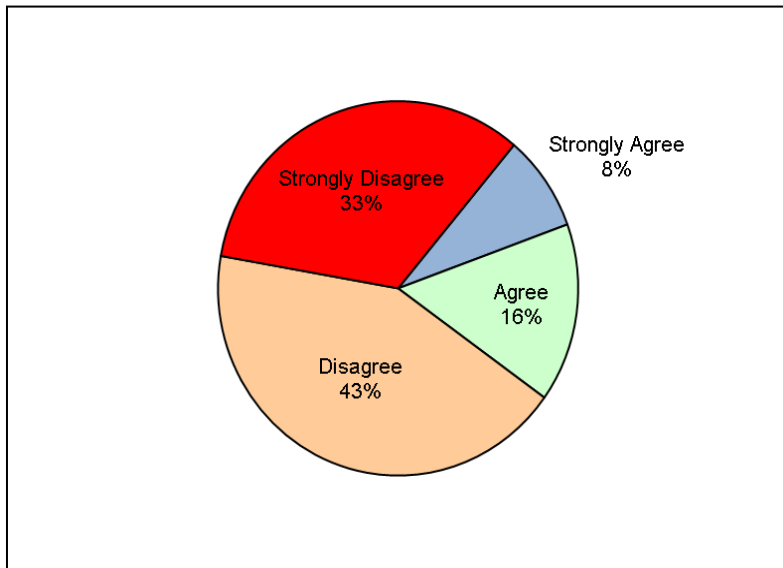


**Figure 4:** Breakdown of answers to the statement “It is the responsibility of Havering Council to improve air quality in Havering”



**Q5: To what extent do you agree or disagree with the following statement:  
“Air quality is not within our local control”.**

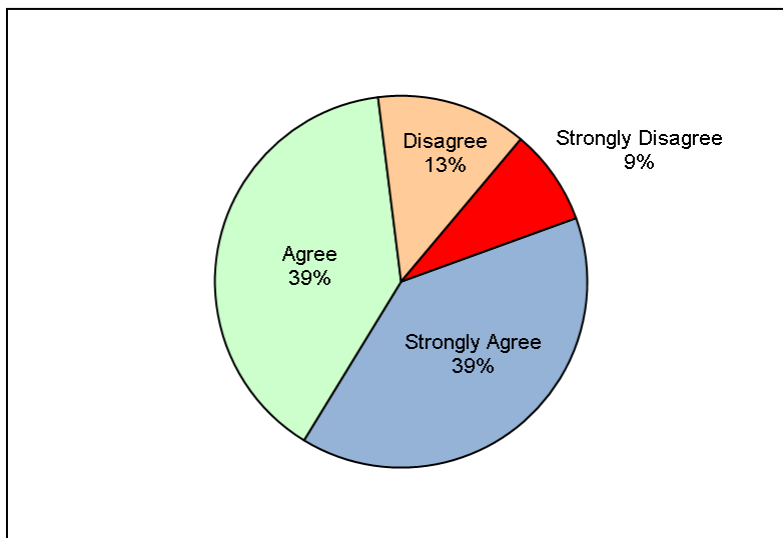
100% (84) respondents answered this question.



**Figure 5:** Breakdown of answers to the statement “Air quality is not within our local control”

**Q6: To what extent do you agree or disagree with the following statement:  
“Poor air quality affects my health and wellbeing”.**

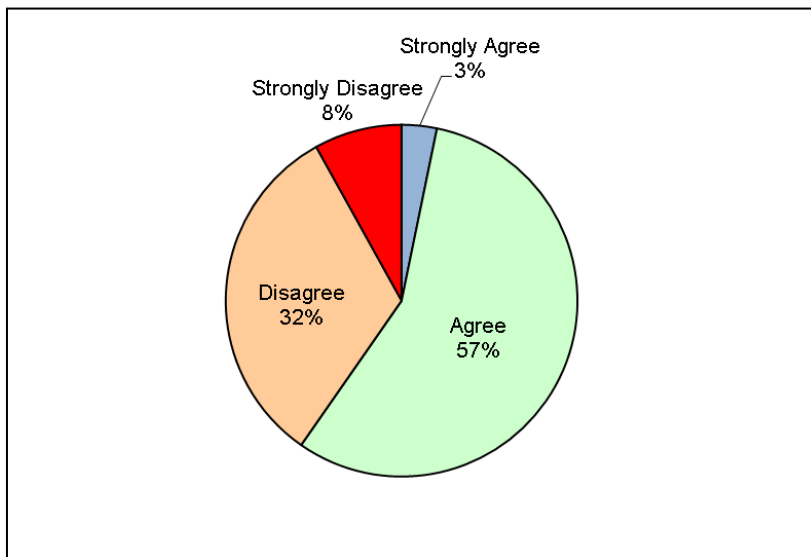
100% (84) respondents answered this question.



**Figure 6:** Breakdown of answers to the statement “Poor air quality affects my health and wellbeing”

**Q7: To what extent do you agree or disagree with the following statement:  
“The draft Air Quality Action Plan is easy to understand”**

74% (62) respondents answered this question.



**Figure 7:** Breakdown of answers to the statement “The draft Air Quality Action Plan is easy to understand”

**Q8: Is the proposed approach and its pace realistic and achievable for Havering?**

98.8% (83) respondents answered this question

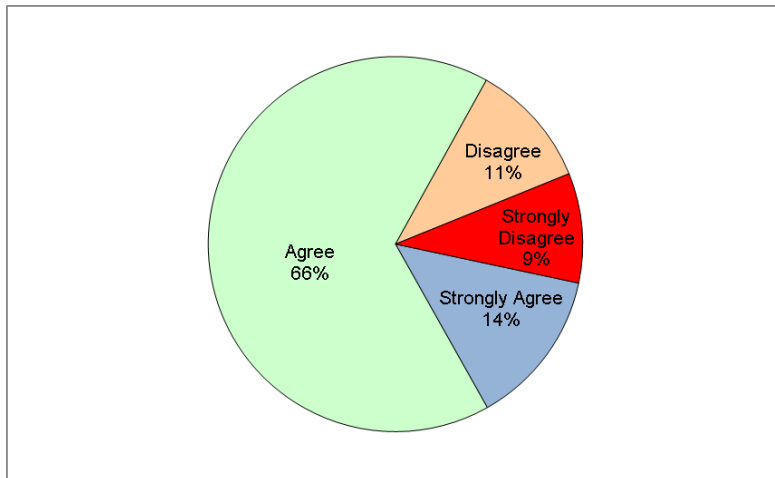
The breakdown of answers is provided below:

- Yes (23.8%)
- Yes, but more should be done (15.7%)
- Possibly / I hope so (4.8%)
- No / Probably not (18.1%)
- The AQAP lacks targets / priorities (3.7%)
- There are no strong direct actions / it is all about encouragement (3.7%)
- Not sure (9.7%)
- Didn't answer whether approach and pace are realistic but provided comments (20.5%)

Suggested actions under this question were: reduction / ban of bonfires, pavement maintenance, tree planting, removal of speed humps, reduction of cars / HGVs / buses in Romford, development of local high streets so that people can walk/cycle more.

**Q9: Do you agree or disagree with the proposed actions for air quality monitoring and modelling? (Action Policy One)**

88% (74) respondents answered this question.



**Figure 8:** Breakdown of answers to the question “Do you agree or disagree with the proposed actions under Action Policy One?”

**Q10: What other suggestions do you have to improve Havering's air quality monitoring? Please include here any specific locations for the best placement of future monitoring stations.**

69% (58) respondents answered this question

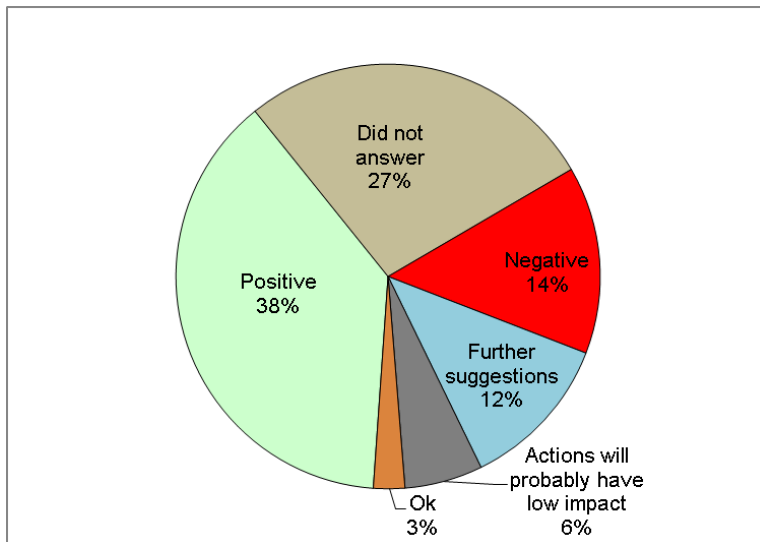
The breakdown of answers is provided below:

- Did not answer / No further suggestions (42%)
- Suggestions / Comments not relevant to Action Policy One (21.5%)
- Specific monitoring locations were suggested (15.5%)
- Monitor air quality around schools (6%)
- Monitoring is expensive and/or does not reduce pollution / has no impact (6%)
- Data should be published (e.g. visual alerts, Council's webpage) (2.5%)

Other answers included: air quality monitoring is not representative, ensure all areas within the borough are covered, the residents should be more involved in air quality monitoring, record more accurately the number of people with asthma, carry out monitoring close to industrial estates, carry out monitoring at sites of future developments.

**Q11: What is your opinion of the proposed actions for public health and awareness raising to encourage smarter travel? (Action Policy Two)**

77.3% (65) respondents answered this question.



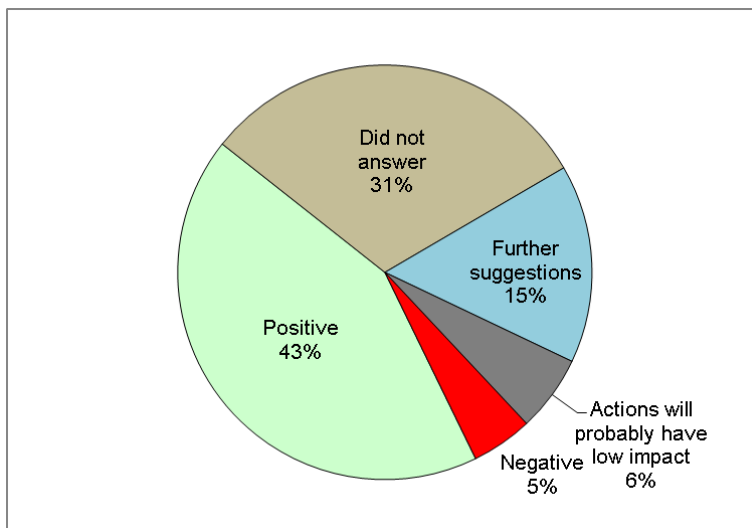
**Figure 9:** Breakdown of answers to the question “What is your opinion of Action Policy Two?”

Common themes from the proposed additional actions are as follows:

- Discourage engine idling
- Improve cycle infrastructure (e.g. more cycle lanes, bicycle storage space etc.)
- Plant more trees / green walls

**Q12: What is your opinion of the proposed actions for reducing emissions from buildings and developments? (Action Policy Three)**

69% (58) respondents answered this question.



**Figure 10:** Breakdown of answers to the question “What is your opinion of Action Policy Three?”

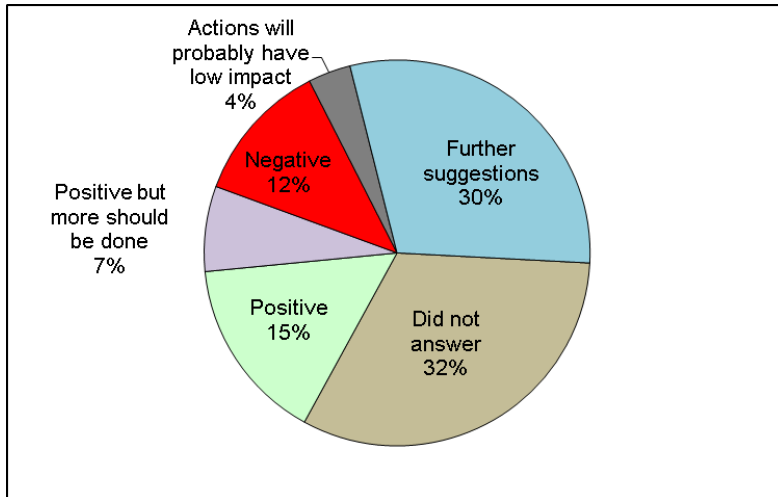
Common themes from the proposed additional actions are as follows:

- Offer grants / subsidies to house owners to invest in energy efficiency and reduce environmental impact of their houses (e.g. replace old boilers, install insulation etc.)
- More renewable energy in new developments

- Introduce more solar panels

**Q13: What is your opinion of the proposed actions for reducing emissions from transport? (Action Policy Four)**

68% (57) respondents answered this question.



**Figure 11:** Breakdown of answers to the question “What is your opinion of Action Policy Four?”

Common themes from the proposed additional actions are as follows:

- Increase electric car charging points
- Improve cycle lanes
- Provide more incentives to businesses to improve their fleets / reduce reliance on vehicles
- Enforcement actions against polluting vehicles
- Upgrade bus fleet

**Q14: Do you have other suggestions on what actions the Council should consider taking to improve air quality in Havering?**

56% (47) respondents answered this question.

Common themes from the proposed additional actions are as follows:

- Actions to reduce pollution around schools (e.g. restrict / ban parking, discourage idling vehicles, change school run, children should only be admitted when they live at walking distance, more encouragement to parents not to use car) (23.5%)
- More green spaces / trees / planting (11%)
- Improve cycle lanes / infrastructure (8.5%)
- Improve public transport (e.g. frequency, lines etc.) (8.5%)
- Remove speed humps (6.3%)

- Enforce parking restrictions (6.3%)
- Improve traffic design and roads (e.g. remodel junctions) within the borough to smooth out traffic flows (4.2%)
- More actions to encourage electric vehicles (4.2%)
- Upgrade bus fleet (4.2%)
- Improve communication / information on air quality (e.g. displays, posters etc.) (4.2%)

Other proposed actions include: reduce new developments, more solar panels, enforcement actions against polluting cars, prohibit / reduce garden bonfires, make traffic lights smarter, cycle workshops, more incentives to businesses.

**Q15: Do you have ideas as to how residents could support this Air Quality Action Plan and help improve air quality in Havering?**

40.5% (34) respondents answered this question.

Common themes from the proposed actions which could be taken by the residents to help improve air quality are as follows:

- Reduce car use / use alternative transport modes (e.g. walking, cycling, public transport) (44%)
- Engage more with the Council (18%)
- Make homes more energy efficient (9%)
- Have gardens / plant more (6%)
- Replace polluting cars / use of electric vehicles (6%)
- Reduce garden bonfires (6%)

Other proposed actions include: avoid peak times when using car, stop idling, keep cars serviced.

## **4.2 The Council's response**

The consultation comments outlined in Section 4.1 and the Council's response are provided in Appendix 1. The Draft AQAP has been amended where considered necessary.

## 5. Proposed Changes to the Draft Air Quality Action Plan

Having taken into account the consultation responses, we have identified suggestions that have been incorporated into the AQAP and have produced an updated version of the Draft AQAP with tracked changes and comments so that it is clear where and why changes have been made.

The majority of the proposed changes to the Draft AQAP are minor amendments to

- Incorporate suggestions from the consultation and provide clarifications.
- Bring the AQAP up to date given that it was drafted in October 2017.
- Correct minor typos.

The following changes to the Draft AQAP are considered more significant.

- Top 3 priorities have been set

This change has been made in response to the GLA's recommendation (comment 2.1.2). Taking into account that most of the actions under Action Policy 1 are ongoing actions and statutory requirements under Part IV of the Environment Act 1995 and the Local Air Quality Management system for London (LLAQM), the three priority actions have been selected from Action Policies 2, 3 and 4.

More specifically, Actions 2.3, 3.10 and 4.2 have been set as the Council's three priority actions. The first two aim to improve accessibility to Romford, Rainham and Beam Park areas by creating and promoting a choice of sustainable transport modes for the residents. This is expected to reduce car reliance and associated emissions and will therefore deliver air quality benefits. The introduction of dedicated drop-off zones for buses and coaches outside schools is expected to reduce congestion outside schools and in surrounding local roads and therefore lead to air quality improvement on the school run.

- Targets have been set for specific actions

This change has been made in response to the GLA's recommendation (comment 2.1.3). It should also be noted that setting targets and priorities in the AQAP has been raised through public consultation as well. Setting measurable targets for all the actions was not possible, however targets have now been added, where possible, and the progress of these actions will be assessed against the targets set.

- Action 1.3 has been deleted

This change has been made in response to the GLA's recommendation (comment 2.1.5), as it was considered not to be in line with the Mayor's air quality policies.

- Action 2.4 has been deleted

This action (Promote use of public transport) was too general and already covered by other more specific actions under Action Policy 2, as such, it has been decided to delete this action.

- Action 3.11 has been deleted

This action (A1306 redesign) was already covered by Action 3.10, as such, it has been decided to delete this action.

- Action 2.3 has been deleted and replaced with a new action

This action was included in the original Draft AQAP, as the Council supported the London Riverside BID with its submission of an application for funding to provide a shuttle bus service in Rainham. However, this application was unsuccessful. Other options for improving access to the London Riverside BID will be examined as part of a TfL led initiative to commission a cross borough bus rapid transit study, therefore action 2.3 has now been replaced with a new action.

- Action 4.10 has been added

This action has been added primarily in response to the Council's Development recommendation (comment 3.3.1). Improving access into Romford town centre and addressing air pollution in the area which is one of the local "hotspots" in Havering has been raised through the public consultation as well. It has therefore been decided to undertake a feasibility study to examine the air quality implications of re-routing of bus services away from Romford town centre and look options for improving sustainable travel access.

- Action 4.11 has been added

This action has been added in response to the Council's Trading Standards recommendation (comment 3.6.1). Routine checks of the weighbridges used commercially by (usually large) vehicles across east London and Southwark are already carried out by the Council's Trading Standards. The available evidence suggests that overloaded vehicles may have higher emissions (and therefore increase air pollution), as such it has been decided to add this action to the AQAP.



## Appendix 1. Consultation Comments submitted via Survey Monkey and the Council's response

Question	Number of responses	Consultation Comments	The Council's Response
Q1: To what extent do you agree or disagree with the following statement: "Air quality is an important issue"	50	Strongly agree	Noted. No further action.
	21	Agree	
	10	Disagree	
	3	Strongly Disagree	
Q2: To what extent do you agree or disagree with the following statement: "The air quality in Havering is poor".	14	Strongly agree	Noted. No further action.
	27	Agree	
	34	Disagree	
	9	Strongly Disagree	
Q3: To what extent do you agree or disagree with the following statement: "I can take action to help improve air quality in Havering"	10	Strongly agree	Noted. No further action.
	47	Agree	
	18	Disagree	
	8	Strongly disagree	
Q4: To what extent do you agree or disagree with the following statement: "It is the responsibility of Havering Council to improve air quality in Havering"	26	Strongly agree	We hope the Air Quality Action Plan will contribute to improved air quality in Havering. No further action.
	40	Agree	
	11	Disagree	
	7	Strongly disagree	
Q5: To what extent do you agree or disagree with the following statement: "Air quality is not within our local control".	7	Strongly agree	Noted. No further action.
	13	Agree	
	36	Disagree	
	28	Strongly disagree	
Q6: To what extent do you agree or disagree with the following statement: "Poor air quality affects my health"	33	Strongly agree	Noted. No further action.
	33	Agree	
	11	Disagree	
	7	Strongly disagree	

Question	Number of responses	Consultation Comments	The Council's Response
and wellbeing".			
Q7: To what extent do you agree or disagree with the following statement: "The draft Air Quality Action Plan is easy to understand"	2	Strongly agree	Every effort has been made to keep technical details to a minimum, however we had to follow the structure and contents recommended by the GLA. No further action.
	35	Agree	
	20	Disagree	
	5	Strongly disagree	
Q8: Is the proposed approach and its pace realistic and achievable for Havering?	20	Yes	Noted. No further action.
	17	Didn't answer whether approach and pace are realistic but provided comments	Responses to suggested actions under this question are provided below.
	15	No / Probably not	We believe the approach and timescales of the AQAP are realistic and achievable, however these will be reviewed annually and the AQAP will be updated if/as necessary. No further action.
	12	Yes, but more should be done	We believe that this AQAP includes a sufficient number of actions. Further actions will be considered during progress review of the AQAP. No further action.
	8	Not sure	Noted. No further action.
	4	Possibly / I hope so	Noted. No further action.
	3	The AQAP lacks targets / priorities	Targets to specific actions and priorities have now been included. Draft AQAP updated.
	3	There are no strong direct actions / it is all about encouragement	As this is the first AQAP for Havering, we have focused on actions to raise awareness and encourage behavioural change. However, direct actions have also been included in the AQAP. No further action.
	3	Remove speed humps	This suggestion has been considered and rejected, as there is not sufficient evidence to show that the removal of speed humps would improve air quality and that this outweighs any possible public health disbenefits due to increased road injuries and fatalities. No further action.
	2	Plant more trees	Already included in the Draft AQAP. No further action.
	2	Ban / Reduce bonfires	The Council has a reactive procedure on dealing with bonfires. Banning bonfires is not considered a feasible measure. No further action.

Question	Number of responses	Consultation Comments	The Council's Response
	2	Reduce cars / HGVs / buses in Romford	Not directly within the Council's power to achieve, however a feasibility study on re-routing bus services outside Romford town centre has been added as an action (action 4.10). Draft AQAP updated.
	1	Improve pavement maintenance	This is delivered by the Council's Highways Team. No further action.
	1	Develop local high streets so that people can walk / cycle more.	This is delivered through the Council's planning policies. No further action.
Q9: Do you agree or disagree with the proposed actions for air quality monitoring and modelling? (Action Policy One)?	10	Strongly agree	Noted. No further action.
	48	Agree	
	8	Disagree	Action Policy One is considered necessary, as all actions towards improving air quality need to be based on representative and reliable data. Also the council has a legal duty to monitor and assess air quality within the borough. No further action.
	7	Strongly disagree	
<div>Page 95</div> <p>Q10: What other suggestions do you have to improve Havering's air quality monitoring? Please include here any specific locations for the best placement of future monitoring stations.</p>	35	Did not answer / Had no further suggestions / comments	No further action.
	18	Suggested actions and comments were not relevant to Action Policy One	
	13	Suggested specific locations for future monitoring	The proposed locations will be considered during expansion of the Council's air quality monitoring network, as part of actions 1.4 and 1.5. No further action.
	5	Monitor air quality around schools	Air quality is already monitored around a number of schools. Additional schools will be considered during expansion of the Council's air quality monitoring network, as part of action 1.5. No further action.
	5	Air quality monitoring is expensive / does not reduce pollution / has no impact	All actions towards improving air quality need to be based on representative and reliable data. Also the council has a legal duty to monitor and assess air quality within the borough. No further action.
	2	Air quality monitoring data should be published (e.g. Council's website, visual alerts)	Access to Havering air quality monitoring data is already provided via the Council's webpage. We are intending to update the Council's air quality webpage to further improve the degree of public information. No further action.
	1	Ensure all areas are covered	While it is not feasible to install monitoring equipment in every area within the borough, we make every effort to have a monitoring network which is representative across

Question	Number of responses	Consultation Comments	The Council's Response
Page 96			the borough. Further expansion of this network will be considered as part of actions 1.4 and 1.5. No further action.
	1	Record more accurately people with asthma	This comment will be passed to the Council's Public Health Team and will be considered as part of the AQAP progress review. No further action.
	1	Monitor air quality close to industrial estates	Many industrial sites are already required to undertake air monitoring as part of their environmental permit conditions. Industrial estates will be considered during expansion of the Council's air quality monitoring network, as part of action 1.5. No further action.
	1	Monitor air quality at sites of future developments	Already delivered through planning policies and relevant planning conditions. No further action.
	1	Residents should be more involved in air quality monitoring	As part of action 1.2 residents are encouraged to be involved in air quality monitoring. However, it should be noted that air quality monitoring is a highly specialist service and needs to be carried out properly (using appropriate equipment, carried out by people who have knowledge / experience), otherwise there is a high risk of not receiving good quality data which will lead to wrong conclusions.
	1	Air quality monitoring is not representative	While it is not feasible to install monitoring equipment in every area within the borough, we make every effort to have a monitoring network which is representative across the borough. Further expansion of this network will be considered as part of actions 1.4 and 1.5. No further action.
Q11: What is your opinion of the proposed actions for public health and awareness raising to encourage smarter travel? (Action Policy Two)?	23	Did not answer / Did not provide opinion on Action Policy Two	Noted. Responses to specific suggestions / comments are provided below. No further action.
	32	Positive opinion	
	12	Negative opinion	
	10	Further suggestions	
	5	Actions will probably have low impact	
	2	Ok	
	3	Discourage engine idling	Anti-idling is one of the key messages of Miles the Mole project (action 2.2). This action focuses on schools therefore raises awareness of the parents as well. As part of action 2.2 an anti-idling campaign will be considered in liaison with Communications Team. The outcomes of this

Question	Number of responses	Consultation Comments	The Council's Response
			campaign will be assessed and further enforcement actions will be considered as a next step in future versions of the AQAP. No further action.
	2	Improve cycle infrastructure	As part of funding that has been allocated by Transport for London, the Council is currently looking at options for improving pedestrian and cycling access along the A1306 to support the Rainham and Beam Park Housing Zone. The Council will continue to explore opportunities to improve cycling infrastructure where this supports new development. No further action.
	2	Plant more trees / green walls	Already included in the Draft AQAP. No further action.
	1	Improve pavement maintenance	This is delivered by the Council's Highways Team. No further action.
	1	Educate parents	Awareness raising actions under this Action Policy do not only target children but adults as well. No further action.
	1	Remove speed humps	This suggestion has been considered and rejected, as there is not sufficient evidence to show that the removal of speed humps would improve air quality and that this outweighs any possible public health disbenefits due to increased road injuries and fatalities. No further action.
	1	Change the flight path of planes from London City airport	This recommendation is outside of the Council's powers. No further action.
Q12: What is your opinion of the proposed actions for reducing emissions from buildings and developments (Action Policy Three)?	26	Did not answer / Did not provide opinion on Action Policy Three	Noted. Responses to specific suggestions / comments are provided below. No further action.
	36	Positive opinion	
	13	Further suggestions	
	5	Actions will probably have low impact	
	4	Negative opinion	
	4	Offer grants / subsidies to house owners to invest in energy efficiency	There are already energy efficiency schemes / grants primarily delivered by the Council's Energy Strategy Team. No further action.
	2	More renewable energy	This is delivered by the Planning and Building Control Teams and is not, strictly, an air quality issue. No further action.
	2	More solar panels	Solar panels are also part of the Council's energy efficiency schemes which are primarily delivered by the Council's Energy Strategy Team. No further action.
	1	Environmental sustainability of new developments	Already included in the Draft AQAP. No further action.
	1	New developments should meet energy efficiency targets	This is primarily delivered by the Building Control Team

Question	Number of responses	Consultation Comments	The Council's Response
			and is not, strictly, an air quality issue. No further action.
	1	The Council needs an effective Local Plan and development control system backed up by Planners, Building Control, Environmental Services and Highways.	These issues are beyond the scope of the AQAP, however a number of actions are already included aiming to better coordinate the work across Planning, Building Control, Environmental Protection and Highways.
	1	Reduce lighting	This is not an air quality issue. No further action.
	1	The AQAP should not focus only on the Council developments but private developments as well	Action Policy Three includes a number of actions focusing on private developments. No further action.
	1	Enforce existing regulations	Already included in the Draft AQAP (e.g. actions 3.3, 3.4, 3.8). No further action.
	1	Stop building new developments	Less development is counter to existing Council policy and has not been incorporated into the AQAP. No further action.
Q13: What is your opinion of the proposed actions for reducing emissions from transport? (Action Policy Four)	27	Did not answer / Did not provide opinion on Action Policy Four	Noted. Responses to specific suggestions / comments are provided below. No further action.
	25	Further suggestions	
	13	Positive opinion	
	10	Negative opinion	
	6	Positive, but more should be done / the AQAP doesn't go far enough	
	3	Actions will probably have low impact	
	4	More actions on electric vehicles (e.g. increase electric car charging points)	Already included in the Draft AQAP. No further action.
	4	Improve cycle infrastructure	As part of funding that has been allocated by Transport for London, the Council is currently looking at options for improving pedestrian and cycling access along the A1306 to support the Rainham and Beam Park Housing Zone. The Council will continue to explore opportunities to improve cycling infrastructure where this supports new development. No further action.
	3	Provide more incentives to businesses	Already included in the Draft AQAP. Further incentives will be considered as part of actions 2.6, 2.12, 4.7. No further action.
	3	Enforcement actions against polluting vehicles	Roadside emissions testing may be used by local Authorities, however such actions are generally expensive and time consuming and do not result in a marked improvement in air quality. As a result road side emissions testing has not been included as an action. No further action.

Question	Number of responses	Consultation Comments	The Council's Response
	2	Upgrade bus fleet	Not in the Council's powers to achieve, however we are working with TfL to try and upgrade the bus fleet in Havering. No further action.
	1	Use freight trains instead of lorries	Not in the Council's powers to achieve. No further action.
	1	Push diesel car manufacturers to improve cars	Not in the Council's powers to achieve. No further action.
	1	Remove speed humps	This suggestion has been considered and rejected, as there is not sufficient evidence to show that the removal of speed humps would improve air quality and that this outweighs any possible public health disbenefits due to increased road injuries and fatalities. No further action.
	1	Offer scrappage schemes	This would primarily delivered nationally if the government makes such decision. No further action.
	1	Partnership work with other boroughs	We agree that partnership work with other local authorities is important. During implementation of the AQAP, we will consider how certain actions can be implemented in partnership with other local authorities. We will also look into potential joint funding opportunities.
	1	Remove pedestrian crossings	This suggestion has been rejected, as there is not sufficient evidence to show that the removal of pedestrian crossings would improve air quality and that this outweighs any possible public health disbenefits due to increased road injuries and fatalities. No further action.
	1	Move lorries out of South Hornchurch	This comment will be considered in liaison with Transport Planning and Highways. No further action.
	1	Encourage ways to offset pollution	This is already delivered through existing planning policies. No further action.
	1	Introduce a workplace parking levy	We do not consider this action to be suitable for this AQAP, but it will be considered in future version of the AQAP.
	1	Improve public transport in Rainham	Action 2.3 has been amended to include commissioning of a cross borough bus rapid transit study which look at options for improving access to the London Riverside BID in Rainham. Draft AQAP updated.
	1	Discourage engine idling	Anti-idling is one of the key messages of Miles the Mole project (action 2.2). This action focuses on schools therefore raises awareness of the parents as well. As part of action 2.2 an anti-idling campaign will be considered in liaison with Communications Team. The outcomes of this

Question	Number of responses	Consultation Comments	The Council's Response
			campaign will be assessed and further enforcement actions will be considered as a next step in future versions of the AQAP. No further action.
	1	Ban diesel vehicles	Not in the Council's powers to achieve. No further action.
	1	Reduce population density	Not in the Council's powers to achieve and outside the scope of the AQAP. No further action.
Q14: Do you have other suggestions on what actions the Council should consider taking to improve air quality in Havering?	11	Actions to reduce air pollution arising from the school run (e.g. more encouragement to parents not to use their cars, PSPOs, parking restrictions, discourage engine idling, change school run, children should only be admitted when they live at walking distance etc.)	Anti-idling is one of the key messages of Miles the Mole project (action 2.2). This action focuses on schools therefore raises awareness of the parents as well. As part of action 2.2 an anti-idling campaign will be considered in liaison with Communications Team. The outcomes of this campaign will be assessed and further enforcement actions (e.g. pedestrian zones, parking restrictions etc.) will be considered as a next step in future versions of the AQAP. No further action.
	5	Plant more trees / greening / green walls	Already included in the Draft AQAP. No further action.
	4	Improve cycle infrastructure	As part of funding that has been allocated by Transport for London, the Council is currently looking at options for improving pedestrian and cycling access along the A1306 to support the Rainham and Beam Park Housing Zone. The Council will continue to explore opportunities to improve cycling infrastructure where this supports new development. No further action.
	4	Improve public transport (e.g. frequency, lines etc.)	This is primarily TfL's responsibility, but
	3	Remove speed humps	This suggestion has been considered and rejected, as there is not sufficient evidence to show that the removal of speed humps would improve air quality and that this outweighs any possible public health disbenefits due to increased road injuries and fatalities. No further action.
	3	Enforce parking restrictions	This will be considered as part of action 4.6. No further action.
	2	Improve traffic design (e.g. remodel junctions) to smooth out traffic flows	This comment will be considered in liaison with Highways Team. No further action.
	2	Upgrade bus fleet	Not in the Council's powers to achieve, however we are working with TfL to try and upgrade the bus fleet in Havering. No further action.
	2	Improve communication / information on air quality	Access to Havering air quality monitoring data is already provided via the Council's webpage. We are intending to



Question	Number of responses	Consultation Comments	The Council's Response
Page 101			update the Council's air quality webpage to further improve the degree of public information. No further action.
	2	Improve electric vehicles infrastructure	Already included in the Draft AQAP. No further action.
	1	Make traffic lights 'smarter'	This comment will be considered in liaison with Highways Team. No further action.
	1	Carry out cycle workshops	Already included in the Draft AQAP (action 2.9). No further action.
	1	New developments should have car charging points and cycle parking	Already delivered through planning policies and relevant conditions. No further action.
	1	Get more funding from government	We will look into funding opportunities if/as they arise. No further action.
	1	Lobby government so that green technology can be used	We are lobbying the government and other appropriate bodies to reduce pollution over which the Council has little or no control. No further action.
	1	Stop London Borough Barking and Dagenham to divert lorries from Bull Lane into Havering	This comment will be considered in liaison with Transport Planning and Highways. No further action.
	1	More coordinated work across Services and with the Councillors	We agree that coordinated work is important this is why each action has a Lead Service
	1	Stop building on open spaces	This is beyond the scope of the AQAP. No further action.
	1	Reduce development	Less development is counter to existing Council policy and has not been incorporated into the AQAP. No further action.
	1	Change flight path of planes from London City Airport	This recommendation is outside of the Council's powers. No further action.
	1	Prohibit garden bonfires	The Council has a reactive procedure on dealing with bonfires. Banning bonfires is not considered a feasible measure. No further action.
	1	Planning permission should allow less than 1 car parking space per home	This is beyond the scope of the AQAP, as car parking standards are set out in the London Plan and the Council's planning policies. No further action.
	1	Reduce population	Not in the Council's powers to achieve and outside the scope of the AQAP. No further action.
	1	Provide more incentives to businesses to reduce reliance on vehicles / upgrade their fleets	Already included in the Draft AQAP. Further incentives will be considered as part of actions 2.6, 2.12, 4.7. No further action.
	1	Extend emissions zone to Romford	Low and ultra-low emission zones are defined by the GLA. No further action.
	1	Ban vehicles in town centre	The feasibility of this proposal will be considered. No

Question	Number of responses	Consultation Comments	The Council's Response
			further action.
Q15: Do you have ideas as to how residents could support this Air Quality Action Plan and help improve air quality in Havering?	15	Reduce car use / use alternative transport modes (e.g. walking, cycling, public transport)	Noted. We will try to further improve the degree of public information and engage with the residents as much as possible during implementation of the AQAP. No further action.
	6	Engage more with the Council	
	3	Make homes more energy efficient	
	2	Have gardens / plant more	
	2	Replace polluting cars / use EVs	
	2	Reduce garden bonfires	
	1	Avoid peak times when using car	
	1	Stop idling	
	1	Keep cars serviced	
	1	Voting the right people	

DRAFT

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## Equality Impact Assessment (EIA)

### Document Control

<b>Title Of Activity:</b>	Air Quality Action Plan
<b>Type Of Activity:</b>	Action Plan
<b>Lead Officer:</b>	MarieClaire Irvine Environmental Protection & Housing Manager
<b>Department:</b>	Environment
<b>Approved By:</b>	
<b>Date Completed:</b>	27/10/2017
<b>Scheduled Date For Review:</b>	The EIA will be reviewed together with the new Air Quality Action Plan

The Corporate Policy & Diversity team requires **5 working days** to provide advice on EIAs.

<b>Did you seek advice from the Corporate Policy &amp; Diversity team?</b>	Yes
<b>Does the EIA contain any confidential or exempt information that would prevent you publishing it on the Council's website?</b>	No

# 1. EQUALITY IMPACT ASSESSMENT CHECKLIST

The Equality Impact Assessment (EIA) is a tool to ensure that your activity meets the needs of individuals and groups that use your service. It also helps the Council to meet its legal obligation under the [Equality Act 2010 and the Public Sector Equality Duty](#).

Please complete the following checklist to determine whether or not you will need to complete an EIA. Please ensure you keep this section for your audit trail. If you have any questions, please contact the Corporate Policy and Diversity Team at [diversity@havering.gov.uk](mailto:diversity@havering.gov.uk)

## About your activity

1	Title Of Activity	Air Quality Action Plan
2	Type Of Activity	Action Plan
3	Scope Of Activity	<p>The Air Quality Action Plan (AQAP) 2017 – 2022 sets out actions Havering Council is currently undertaking or looking to undertake in order to improve air quality for its residents and businesses, as required by Directive 2008/107/EC of the European Parliament and of the Council of 15 December 2004. This AQAP does not replace a previous AQAP.</p> <p>The aims of Havering Council's Air Quality Action Plan are;</p> <ul style="list-style-type: none"> <li>• To ensure compliance with EU Limit standards for Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>) as stated in Directive 2008/508EC;</li> <li>• To improve air quality in the London Borough of Havering for its residents and businesses; and</li> <li>• To improve public knowledge and understanding on the issue of air pollution and educate on steps which can be taken to reduce individual exposure.</li> </ul>
4a	Is The Activity New Or Changing?	New
4b	Is The Activity Likely To Have An Impact On Individuals Or Groups?	Yes
5	If You Answered Yes:	EIA Completed
6	If You Answered No:	

Completed by:	MarieClaire Irvine Environmental Protection and Housing Manager Public Protection
Date:	02/11/2017

## 2. Equality Impact Assessment

The Equality Impact Assessment (EIA) is a tool to ensure that your activity meets the needs of individuals and groups that use your service. It also helps the Council to meet its legal obligation under the [Equality Act 2010 and the Public Sector Equality Duty](#).

For more details on the Council's 'Fair to All' approach to equality and diversity, please visit our [Equality and Diversity Intranet pages](#). For any additional advice, please contact [diversity@haverling.gov.uk](mailto:diversity@haverling.gov.uk)

Please note the Corporate Policy & Diversity Team require **5 working days** to provide advice on Equality Impact Assessments.

Please note that EIAs are public documents and must be made available on the Council's [EIA webpage](#).

### Understanding the different needs of individuals and groups who use or deliver your service

In this section you will need to assess the impact (positive, neutral or negative) of your activity on individuals and groups with **protected characteristics** (this includes staff delivering your activity).

Currently there are **nine** protected characteristics (previously known as 'equality groups' or 'equality strands'): age, disability, sex/gender, ethnicity/race, religion/faith, sexual orientation, gender reassignment, marriage/civil partnership, and pregnancy/ maternity/paternity.

In addition to this, you should also consider **socio-economic status** as a protected characteristic, and the impact of your activity on individuals and groups that might be disadvantaged in this regard (e.g. carers, low income households, looked after children and other vulnerable children, families and adults).

When assessing the impact, please consider and note how your activity contributes to the Council's **Public Sector Equality Duty** and its three aims to:

- eliminate discrimination, harassment and victimisation;
- advance equality of opportunity, and
- foster good relations between people with different protected characteristics.

**Guidance on how to undertake an EIA for a protected characteristic can be found on the next page.**



## Guidance on Undertaking an EIA

<b>Example: Background/context</b>							
<p><i>In this section you will need to add the background/context of your activity. Make sure you include the scope and intended outcomes of the activity being assessed; and highlight any proposed changes.</i></p> <p style="text-align: right;"><i>*Expand box as required</i></p>							
<b>Example: Protected characteristic</b>							
<p>Please tick (✓) the relevant box:</p> <table border="1"> <tr> <td><b>Positive</b></td> <td></td> </tr> <tr> <td><b>Neutral</b></td> <td></td> </tr> <tr> <td><b>Negative</b></td> <td></td> </tr> </table>	<b>Positive</b>		<b>Neutral</b>		<b>Negative</b>		<p><b>Overall impact:</b> <i>In this section you will need to consider and note what impact your activity will have on individuals and groups (including staff) with protected characteristics based on the data and information you have. You should note whether this is a positive, neutral or negative impact.</i></p> <p><b><i>It is essential that you note all negative impacts. This will demonstrate that you have paid 'due regard' to the Public Sector Equality Duty if your activity is challenged under the Equality Act.</i></b></p> <p style="text-align: right;"><i>*Expand box as required</i></p>
<b>Positive</b>							
<b>Neutral</b>							
<b>Negative</b>							
<p><b>Evidence:</b> <i>In this section you will need to document the evidence that you have used to assess the impact of your activity.</i></p> <p><i>When assessing the impact, please consider and note how your activity contributes to the three aims of the Public Sector Equality Duty (PSED) as stated in the section above.</i></p> <p><i>It is essential that you note the full impact of your activity, so you can demonstrate that you have fully considered the equality implications and have paid 'due regard' to the PSED should the Council be challenged.</i></p> <ul style="list-style-type: none"> <li>- <i>If you have identified a <b>positive impact</b>, please note this.</i></li> <li>- <i>If you think there is a <b>neutral impact</b> or the impact is not known, please provide a full reason why this is the case.</i></li> <li>- <i>If you have identified a <b>negative impact</b>, please note what steps you will take to mitigate this impact. If you are unable to take any mitigating steps, please provide a full reason why. All negative impacts that have mitigating actions must be recorded in the <b>Action Plan</b>.</i></li> </ul> <p style="text-align: right;"><i>*Expand box as required</i></p>							
<p><b>Sources used:</b> <i>In this section you should list all sources of the evidence you used to assess the impact of your activity. This can include:</i></p> <ul style="list-style-type: none"> <li>- <i>Service specific data</i></li> <li>- <i>Population, demographic and socio-economic data</i></li> </ul> <p><i>Suggested sources include:</i></p> <ul style="list-style-type: none"> <li>- <i>Service user monitoring data that your service collects</i></li> <li>- <a href="#"><i>Havering Data Intelligence Hub</i></a></li> <li>- <a href="#"><i>London Datastore</i></a></li> <li>- <a href="#"><i>Office for National Statistics (ONS)</i></a></li> </ul> <p><i>If you do not have any relevant data, please provide the reason why.</i></p> <p style="text-align: right;"><i>*Expand box as required</i></p>							

## THE EIA

<b>Background/context:</b>
<p>Two European Directives set outdoor air pollution limits: Directive 2004/107/EC and the Air Quality Framework Directive 2008/50/EC. Different sets of Air Quality Regulations implement those standards in the London Borough of Havering. As of May 2016 the Greater London Authority introduced the London Local Air Quality Management (LLAQM) – the legal basis for the LLAQM system is Part IV of the Environment Act 1995, which sets out the London authorities' local air quality management functions, together with the Mayor's responsibilities and statutory guidance from the Secretary of State for the Environment, Food and Rural Affairs. The LLAQM released Policy Guidance and the accompanying Technical Guidance, which is based on the national Defra Guidance, but with a number of London specific amendments and information.</p> <p>The Air Quality Action Plan 2016 – 2019 sets out Havering Council's approach to improving Air Quality within its Borough. This AQAP does not replace a previous document.</p> <p>The aims of Havering Council's Air Quality Action Plan are;</p> <ul style="list-style-type: none"> <li>To improve Havering's air quality across the Borough via the implementation of several projects;</li> <li>To improve public knowledge on air quality, its effects on human health and actions that can be taken to reduce individuals exposure; and</li> <li>To provide the public with Havering specific air quality information and the action the Council is taking to improve it.</li> </ul>

<b>Age:</b> Consider the full range of age groups		
<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b> Those most likely to be affected by air pollution are people with asthma, lung disease, COPD or a cardiovascular disease. Those who are more susceptible to air pollution in certain life stages are unborn babies (pregnant women), children (some children are particularly vulnerable i.e. those with an underlying chronic lung condition and cystic fibrosis) and older adults. Taking this into consideration, if the Air Quality Action Plan was implemented it would have the most positive impact on children aged 0 – 13 and adults aged 50+ (which represent approximately 55% of Havering's population).
<b>Positive</b>	✓	
<b>Neutral</b>		
<b>Negative</b>		
<b>Evidence:</b>		
<b>2015</b>	<b>Number</b>	<b>Percentage of population (%)</b>
All persons	249,085	100.0
0-4 years	16,166	6.5%
5-9 years	15,170	6.1%
10-14 years	13,884	5.6%
15-19 years	14,729	5.9%
20-49 years	97,484	39.1%
50-59 years	32,943	13.2%
60-69 years	26,332	10.6%
70-79 years	18,383	7.4%
80-89 years	11,554	4.6%
90+ years	2,450	1.0%
<b>Sources used:</b> Mid-year population estimates 2015; Office for National Statistics (ONS); Produced by Public Health Intelligence.		

<b>Disability:</b> Consider the full range of disabilities; including physical mental, sensory and progressive conditions		
Please tick (✓) the relevant box:		<b>Overall impact:</b>  A potential positive impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of disability.
Positive	✓	
Neutral		
Negative		
<b>Evidence:</b> <sup>1</sup> Air pollution appears to increase the risk of several chronic diseases that contribute to the progression of disability. In multivariable-adjusted analyses, higher long-term NO <sub>x</sub> exposure was associated with significantly faster progression in disability. This data joins a growing body of evidence which suggests that exposure to Traffic-Related Air Pollution may accelerate aging-related declines in health.  <sup>2</sup> There may be a link between exposure to air pollution and dispensed medications for certain psychiatric disorders in children and adolescents even at the relatively low levels of air pollution in the study regions.  <sup>3</sup> High maternal exposures to PM <sub>2.5</sub> during pregnancy, particularly the third trimester, were associated with greater odds of a child having Autism Spectrum Disorder (ASD).  <sup>4</sup> Environmental toxicants affect the health of individuals with Developmental Disabilities across the life span. To being with, one quarter of Developmental Disabilities are wholly or partially attributable to environmental exposures. Furthermore, compared to the general population, persons with established Developmental Disabilities are more vulnerable to additional injury from subsequent exposures in part because they have less control over their exposure to and escape from toxicants.  <sup>5</sup> Ambient air pollution from traffic sources to be associated with risk of Parkinson's Disease, with a 9% high risk per interquartile range increase in modeled NO <sub>2</sub> . For participants living for ≥ 20 years in the capital city, ORs were larger than in provincial towns, whereas there was no association among rural residents.		
<b>Sources used:</b>  <sup>1</sup> Weuve, J., et al. (2016). <i>Exposure to Traffic-Related Air Pollution in Relation to Progression in Physical Disability among Older Adults</i> . Environmental Health Perspectives. Retrieved from the Environmental Health Perspectives Website: <a href="http://ehp.niehs.nih.gov/wpcontent/uploads/advpub/2016/3/ehp.1510089.acco.pdf">http://ehp.niehs.nih.gov/wpcontent/uploads/advpub/2016/3/ehp.1510089.acco.pdf</a>  <sup>2</sup> Oudin, A., et al. (2016). <i>Association between Neighbourhood Air Pollution Concentrations and Dispensed Medication for Psychiatric Disorders in a Large Longitudinal Cohort of Swedish Children and Adolescents</i> . BMJ Open Website: <a href="http://bmjopen.bmj.com/content/6/6/e010004">http://bmjopen.bmj.com/content/6/6/e010004</a>  <sup>3</sup> Raz, R., et al. (2015). <i>Autism Spectrum Disorder and Particulate Matter Air Pollution before, during and after Pregnancy: A Nested Case-Control Analysis within the Nurses' Health Study II Cohort</i> . Environmental Health Perspectives, Volume 123, No. 3. Retrieved from the Environmental Health Perspectives website: <a href="http://ehp.niehs.nih.gov/wp-content/uploads/123/3/ehp.1408133.alt.pdf">http://ehp.niehs.nih.gov/wp-content/uploads/123/3/ehp.1408133.alt.pdf</a>  <sup>4</sup> Tyler, C., et al. (2008). <i>Environmental Health and Developmental Disabilities: A Lifespan Approach</i> . Family Community Health, Volume 31, No. 4, pp. 287-304. Retrieved from the Association of University Centers on Disabilities Website: <a href="https://www.aucd.org/docs/sdh/environmental_health.pdf">https://www.aucd.org/docs/sdh/environmental_health.pdf</a>  <sup>5</sup> Ritz, B., et al. (2016). <i>Traffic Related Air Pollution and Parkinson's Disease in Denmark: A Case-Control Study</i> . Environmental Health Perspectives, Volume 124, Issue 3, March 2016. Retrieved from the Environmental Health Perspectives Website: <a href="http://ehp.niehs.nih.gov/1409313/">http://ehp.niehs.nih.gov/1409313/</a>		

<b>Sex/gender:</b> Consider both men and women		
Please tick (✓) the relevant box:		<b>Overall impact:</b>  A positive impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of sex / gender.
Positive	✓	
Neutral		
Negative		
<b>Evidence:</b>  <sup>1</sup> Poor air quality apparently affects the running times of women in marathons. PM <sub>10</sub> was associated with decrements in performance of women. For every 10µgm <sup>-3</sup> increase in PM <sub>10</sub> , performance can be expected to decrease by 1.4%.  <sup>2</sup> Ambient air pollutions were more evident in males without an allergic predisposition and more associations were detected in females with allergic predisposition.  <sup>3</sup> Long-term (annual average) exposure to increased concentrations of fine particulate air pollution was associated with an increased risk of first cardiovascular events. In addition to the increased risk of coronary heart disease an associated between long-term exposure to air pollution and the incidence of cerebrovascular disease was identified. For each increase of 10 µg per cubic meter, there was a 35% increase in the risk of cerebrovascular events and an 83% increase in the risk of death from cerebrovascular causes.  <sup>4</sup> Among women with diabetes, increased risk was statistically significant for all cardiovascular outcomes measured and across all sizes of particulate matter. For each increase of 10 micrograms per cubic meter of air pollution a woman's risk of cardiovascular disease increased by 44% if she had type 2 diabetes.  <sup>5</sup> PM <sub>10</sub> and SO <sub>2</sub> emissions were associated with mortality from respiratory diseases, which had a stronger association in women, especially among the elderly, and showed a later effect on the outcome in men as compared to women. The risk of deaths tended to increase in men as time after exposure increased, whilst the opposite was observed in women from the same age bracket.		
<b>Sources used:</b>  <sup>1</sup> Marr, L. (2010). <i>Effect of Air Pollution on Marathon Running Performance</i> . Medicine and Science in Sports and Exercise, Volume 42, Issue 3, pp. 585 – 591, March 2010. Retrieved from the Medicine & Science in Sports and Exercise Website: <a href="http://journals.lww.com/acsm-msse/pages/articleviewer.aspx?year=2010&amp;issue=03000&amp;article=00025&amp;type=abstract">http://journals.lww.com/acsm-msse/pages/articleviewer.aspx?year=2010&amp;issue=03000&amp;article=00025&amp;type=abstract</a>  <sup>2</sup> Dong, G-H., et al. (2011). <i>Gender Differences and Effect of Air Pollution on Asthma in Children with and without Allergic Predisposition: Northeast Chinese Children Health Study</i> . PLoS ONE. Retrieved from the PLoS ONE Website: <a href="http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0022470">http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0022470</a>  <sup>3</sup> Miller, K., et al. (2007). <i>Long-Term Exposure to Air Pollution and Incidence of Cardiovascular Events in Women</i> . The New England Journal of Medicine, Volume 356, No. 5, pp. 447 – 458. Retrieved from the New England Journal of Medicine Website: <a href="http://www.nejm.org/doi/full/10.1056/NEJMoa054409#t=article">http://www.nejm.org/doi/full/10.1056/NEJMoa054409#t=article</a>  <sup>4</sup> Hart, J., et al. (2015). <i>Effect Modification of Long-Term Air Pollution Exposures and the Risk of Incident Cardiovascular Disease in US Women</i> . The Journal of American Heart Association. Retrieved from the Journal of American Heart Association Website: <a href="http://jaha.ahajournals.org/content/4/12/e002301.full.pdf+html">http://jaha.ahajournals.org/content/4/12/e002301.full.pdf+html</a>  <sup>5</sup> Oliveira, M.S.de., et al. (2011). <i>Differential Susceptibility According to Gender in the Association Between Air Pollution and Mortality from Respiratory diseases</i> . Cadernos de Saúde Pública, 27(9), pp. 1827-1836. Retrieved from the SciELO Brazil Website: <a href="http://www.scielo.br/scielo.php?script=sci_arttext&amp;pid=S0102-311X2011000900016">http://www.scielo.br/scielo.php?script=sci_arttext&amp;pid=S0102-311X2011000900016</a>		

Ethnicity/race: Consider the impact on different ethnic groups and nationalities		
Please tick (✓) the relevant box:		<b>Overall impact:</b>  A positive impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of ethnicity / race.
Positive	✓	
Neutral		
Negative		
<b>Evidence:</b>  <p><sup>1</sup> To the degree that racial/ethnic minorities are concentrated in urban areas, their potential exposure to air pollution may be increased. Likewise the potential exposure of minorities will be higher if they are concentrated in regions with more severely affected air quality. The evidence is substantial that African-, Asian-, and Hispanic-American populations are disproportionately exposed to levels of air pollution that are considered injurious to health.</p> <p><sup>2</sup> Air pollution levels are generally believed to be higher in deprived areas but associations are complex especially between sensitive population subgroups. We saw higher concentrations in the most deprived 20% of neighbourhoods in England (1.5 µg/m<sup>3</sup> higher PM<sub>10</sub> and 4.4µg/m<sup>3</sup> NO<sub>2</sub>). Concentrations in both countries were higher in neighbourhoods with &gt;20% non-White (England: 3.0 µg/m<sup>3</sup> higher PM<sub>10</sub> and 10.1 µg/m<sup>3</sup> NO<sub>2</sub>) after adjustment for urbanisation and other variables.</p> <p><sup>3</sup> Recent studies suggest that stress can amplify the harm of air pollution. We examined whether experience of racism and exposure to particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) had a synergistic influence on ethnic differences in asthma and lung function across adolescence. Analyses using multilevel models showed lower forced expiratory volume (FEV<sub>1</sub>), forced vital capacity (FVC) and lower rates of asthma among some ethnic minorities compared to whites, but high exposure to PM<sub>2.5</sub>, PM<sub>10</sub> and racism. Racism appeared to amplify the relationship between asthma and air pollution for all ethnic groups, but did not explain ethnic differences in respiratory health.</p> <p><sup>4</sup> Air pollution has a disproportionate impact on low-income and ethnic minority groups. The most deprived 10% of areas in England are subject to 41% high concentrations of nitrogen dioxide from transport and industry than average. The average black-British African person in the UK is exposed to 28% high levels of the pollutant PM<sub>10</sub> than the average urban white person. Research into the impact of the London Congestion Charge shows that more deprived areas experienced greater air pollution reductions and mortality benefits compared to the least deprived areas.</p>		
<b>Sources used:</b>  <p><sup>1</sup> Nieves, L.A., and Wernette. D.R., (1996). <i>Ambient Air Pollution Exposure and the Incidence of Related Health Effects Among Racial/Ethnic Minorities</i>. Retrieved from the US Department of Energy Office of Scientific and Technical Information Website: <a href="http://www.osti.gov/scitech/servlets/purl/432915">http://www.osti.gov/scitech/servlets/purl/432915</a></p> <p><sup>2</sup> Fecht, D., et al. (2015). <i>Associations Between Air Pollution and Socioeconomic Characteristics, Ethnicity and Age Profile of Neighbourhoods in England and the Netherlands</i>. Environmental Pollution Journal, Volume 198, pp. 201 -210, March 2015. Retrieved from Science Direct Website: <a href="http://www.sciencedirect.com/science/article/pii/S0269749114005144">http://www.sciencedirect.com/science/article/pii/S0269749114005144</a></p> <p><sup>3</sup> Astell-Burt, T., Maynard, M., Lenguerrand, E., Whitrow, M., and Harding, S. (2013). <i>Effect of Air Pollution and Racism on Ethnic Differences in Respiratory Health among Adolescents Living in an Urban Environment</i>. Health and Place, 23, pp. 171-178. Retrieved from the University of Glasgow Website: <a href="http://eprints.gla.ac.uk/83063/">http://eprints.gla.ac.uk/83063/</a></p> <p><sup>4</sup> Client Earth. (2012). <i>Briefing to Association of Directors of Public Health: Air Pollution – A Key Public Health Issue</i>. Retrieved from the Client Earth Website: <a href="http://www.clientearth.org/reports/air-quality-briefing-ADPH.pdf">http://www.clientearth.org/reports/air-quality-briefing-ADPH.pdf</a></p>		

<b>Religion/faith:</b> Consider people from different religions or beliefs including those with no religion or belief	
<i>Please tick (✓) the relevant box:</i>	<b>Overall impact:</b>
<b>Positive</b>	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of religion / faith.
<b>Neutral</b>	
<b>Negative</b>	
<b>Evidence:</b>	
<b>Sources used:</b>	

<b>Sexual orientation:</b> Consider people who are heterosexual, lesbian, gay or bisexual	
<i>Please tick (✓) the relevant box:</i>	<b>Overall impact:</b>
<b>Positive</b>	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of sexual orientation.
<b>Neutral</b>	
<b>Negative</b>	
<b>Evidence:</b>	
<b>Sources used:</b>	

<b>Gender reassignment:</b> Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth	
<i>Please tick (✓) the relevant box:</i>	<b>Overall impact:</b>
<b>Positive</b>	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of gender reassignment.
<b>Neutral</b>	
<b>Negative</b>	
<b>Evidence:</b>	
<b>Sources used:</b>	

<b>Marriage/civil partnership:</b> Consider people in a marriage or civil partnership	
<i>Please tick (✓) the relevant box:</i>	<b>Overall impact:</b>
<b>Positive</b>	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of marriage / civil partnership.
<b>Neutral</b>	
<b>Negative</b>	
<b>Evidence:</b>	
<b>Sources used:</b>	

<b>Pregnancy, maternity and paternity:</b> Consider those who are pregnant and those who are undertaking maternity or paternity leave		
Please tick (✓) the relevant box:		<b>Overall impact:</b>  A positive impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of pregnancy, maternity and paternity.
Positive	✓	
Neutral		
Negative		
<b>Evidence:</b>  <sup>1</sup> The results suggest that pre-natal exposure to air pollution might be associated with high respiratory need and airway inflammation in newborns. Such alterations during early lung development may be important regarding long term respiratory morbidity.  <sup>2</sup> Based on the novel S-T model, a small statistically significant association was observed for Particulate Matter (PM <sub>10</sub> ) and small for gestational age (SGA), particularly with exposure in the first and third trimesters. Similar effects on SGA were also found for Nitrogen Dioxide (NO <sub>2</sub> ) and Particulate Matter (PM <sub>2.5</sub> ) and Carbon Monoxide (CO) in later pregnancy, but overall no increased risk was observed. Findings suggest an association between air pollution exposure and birth of a smaller for gestational age infant, particularly in the later stages of pregnancy.  <sup>3</sup> Air pollution can affect your general health during pregnancy. It can cause coughing, burning eyes and tightness in the chest. These problems can be worse if you have asthma.  <sup>4</sup> The study suggest that exposure to high levels of air pollution during early pregnancy and the full gestational period was associated with increased prevalence of Hypertensive Disorders of Pregnancy (HDP).  <sup>5</sup> The study suggests that maternal CO and SO <sub>2</sub> exposure during pregnancy may be a risk factor for pre-eclampsia and eclampsia.		
<b>Sources used:</b>  <sup>1</sup> Latzin, P., Röösli, M., Huss, A., Kuehni, C.E., and Frey, U. (2009). <i>Air Pollution During Pregnancy and Lung Function in Newborns: A Birth Cohort Study</i> . European Respiratory Journal. Volume 33, Number 3, pp. 594 – 603. Retrieved from the European Respiratory Journal Website: <a href="http://erj.ersjournals.com/content/erj/33/3/594.full.pdf">http://erj.ersjournals.com/content/erj/33/3/594.full.pdf</a>  <sup>2</sup> Hannam, K., McNamee, R., Baker, P., Sibley, C., and Agius, R. (2014). <i>Air Pollution Exposure and Adverse Pregnancy Outcomes in a Large UK Birth Cohort: Use of a Novel Spatio-Temporal Modeling Technique</i> . Scandinavian Journal of Work, Environment and Health, 40(5), pp. 518 – 530. Retrieved from the Scandinavian Journal of Work, Environment and Health Website: <a href="http://www.sjweh.fi">www.sjweh.fi</a>  <sup>3</sup> Retrieved from the March of Dimes Website: <a href="http://www.marchofdimes.org/pregnancy/air-pollution-and-pregnancy.aspx">http://www.marchofdimes.org/pregnancy/air-pollution-and-pregnancy.aspx</a>  <sup>4</sup> Xu, X., Hu, H., Ha, S., and Roth, J. (2013). <i>Ambient Air Pollution and Hypertensive Disorder of Pregnancy</i> . Journal of Epidemiol Community Health 2014; 68, pp. 13 – 20. Retrieved from the Journal of Epidemiol Community Health Website: <a href="http://jech.bmj.com/content/68/1/13">http://jech.bmj.com/content/68/1/13</a>  <sup>5</sup> Woodruff, T.J., Morello-Frosch, R., and Jesdale, B. (2008). <i>Air Pollution and Preeclampsia Among Pregnant Women in California, 1996 – 2004</i> . Journal of Epidemiology and Community Health, 67(2): pp. 147 – 152. Retrieved from the Journal of Epidemiology and Community Health Website: <a href="http://journals.lww.com/epidem/fulltext/2008/11001/Air_Pollution_and_Preeclampsia_Among_Pregnant.860.aspx">http://journals.lww.com/epidem/fulltext/2008/11001/Air_Pollution_and_Preeclampsia_Among_Pregnant.860.aspx</a>		



<b>Socio-economic status:</b> Consider those who are from low income or financially excluded backgrounds		
Please tick (✓) the relevant box:		<b>Overall impact:</b>  A positive impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Havering irrespective of socio-economic status.
Positive	✓	
Neutral		
Negative		
<b>Evidence:</b>  <sup>1</sup> The results showed the worst of the pollution is found overwhelmingly in the most deprived wards. Of the 11,400 tonnes of carcinogenic chemicals emitted to air in England in 1999 66% of carcinogen emissions are in the most deprived 10% of wards, 82% of carcinogen emissions are in the most deprived 20% of wards and only 8% of carcinogen emissions are in the least deprived 50% of wards.  <sup>2</sup> A new report by leading think tank Policy Exchange shows that children living in the worst places in London for air quality are nearly 50% more likely to be eligible for free school meals than the London average. Residents of the most polluted areas are also around 25% more likely to be on income support than the London average.  <sup>3</sup> Reliance on open fires or traditional stoves can lead to deadly indoor air pollution.  <sup>4+5</sup> Low-income households are more likely to suffer from poor indoor air quality due to small rooms, non-working/unused kitchen extract and MVHR fans, location of home – ventilating a home by opening windows and doors in areas of high level outdoor pollution and overcrowding. Homes made more ‘air-tight’ to save energy can result in higher indoor temperatures during the summer months. For those residents in polluted areas, if they try to dissipate the heat by opening windows, this will increase their exposure to external particulate matter.		
<b>Sources used:</b>  <sup>1</sup> Friends of the Earth., Policy and Research Unit. (2001). <i>Pollution and Poverty – Breaking the Link</i> . London. Friends of the Earth.  <sup>2</sup> Policy Exchange. (2012). <i>Something in the Air</i> . London. Policy Exchange. Retrieved from the Policy Exchange website: <a href="http://www.policyexchange.org.uk/images/publications/something%20in%20the%20air.pdf">http://www.policyexchange.org.uk/images/publications/something%20in%20the%20air.pdf</a>  <sup>3</sup> Key Facts: Poverty and Poor Health. Retrieved from the health Poverty Action Website: <a href="https://www.healthpovertyaction.org/info-and-resources/the-cycle-of-poverty-and-poor-health/key-facts/">https://www.healthpovertyaction.org/info-and-resources/the-cycle-of-poverty-and-poor-health/key-facts/</a>  <sup>4</sup> Arcc Network. (2015). Researchers at UCL have found that Low-Income Households are more likely to suffer from Poor Indoor Air Quality than High-Income Households. Retrieved from the Arcc Network Website: <a href="http://www.arcc-network.org.uk/wp-content/so-what/So-what-UCL-indoor-air-quality.pdf">http://www.arcc-network.org.uk/wp-content/so-what/So-what-UCL-indoor-air-quality.pdf</a>  <sup>5</sup> Shrubsole et al. (2015). <i>Impacts of Energy Efficiency Retrofitting Measures on Indoor PM2.5 Concentrations across different income groups in England: A Modeling Study</i> . Advances in Building Energy Research. Retrieved from the UCL Website: <a href="http://discovery.ucl.ac.uk/1461248/1/ABER_Final%20all%20in%20accepted%20doc.pdf">http://discovery.ucl.ac.uk/1461248/1/ABER_Final%20all%20in%20accepted%20doc.pdf</a>		



## Action Plan

In this section you should list the specific actions that set out how you will address any negative equality impacts you have identified in this assessment.

Protected characteristic	Identified negative impact	Action taken to mitigate impact*	Outcomes and monitoring**	Timescale	Lead officer
None.					

\* You should include details of any future consultations you will undertake to mitigate negative impacts

\*\* Monitoring: You should state how the negative impact will be monitored; how regularly it will be monitored; and who will be monitoring it (if this is different from the lead officer).

## Review

The EIA for the AQAP will need to be reviewed every 3 years with each new AQAP being created. The current AQAP will be adopted by the Council in Autumn 2016 and will need updating in Autumn 2019. It will be reviewed by the Environmental Protection Officer or equivalent undertaking Air Quality duties at that time.

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## CABINET

13 JUNE 2018

**Subject Heading:**

Annual Corporate Performance Report (2017/18)

**Cabinet Member:**

Councillor Roger Ramsey  
Cabinet Member for Finance and Property

**SLT Lead:**

Jane West, Chief Operating Officer

**Report Author and contact details:**

Pippa Brent-Isherwood, Assistant Director of Policy, Performance and Community  
[phillipa.brent-isherwood@havering.gov.uk](mailto:phillipa.brent-isherwood@havering.gov.uk)  
01708 431950

**Policy context:**

The report sets out annual performance against each of the strategic goals set out in the Corporate Plan

**Financial summary:**

There are no direct financial implications arising from this report. However adverse performance against some corporate performance indicators may have financial implications for the Council.

All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets, although several service areas continue to experience financial pressure from demand led services.

**Is this a Key Decision?**

No

**Is this a Strategic Decision?**

No

**When should this matter be reviewed?**

The Corporate Performance Report will be brought to Cabinet at the end of each quarter, with an annual report brought at the end of Quarter 4.

**Reviewing OSC:**

The six overview and scrutiny sub-committees (Children and Learning, Crime and Disorder, Environment, Health, Individuals, Towns and Communities) have each selected a basket of indicators that they will track performance against throughout the year. Progress against these indicators will be reported to the Overview and Scrutiny Board on a quarterly basis. Many of these will either duplicate or be “feeder” indicators for the PIs featured in the Corporate Performance Report.

**The subject matter of this report deals with the following Council Objectives**

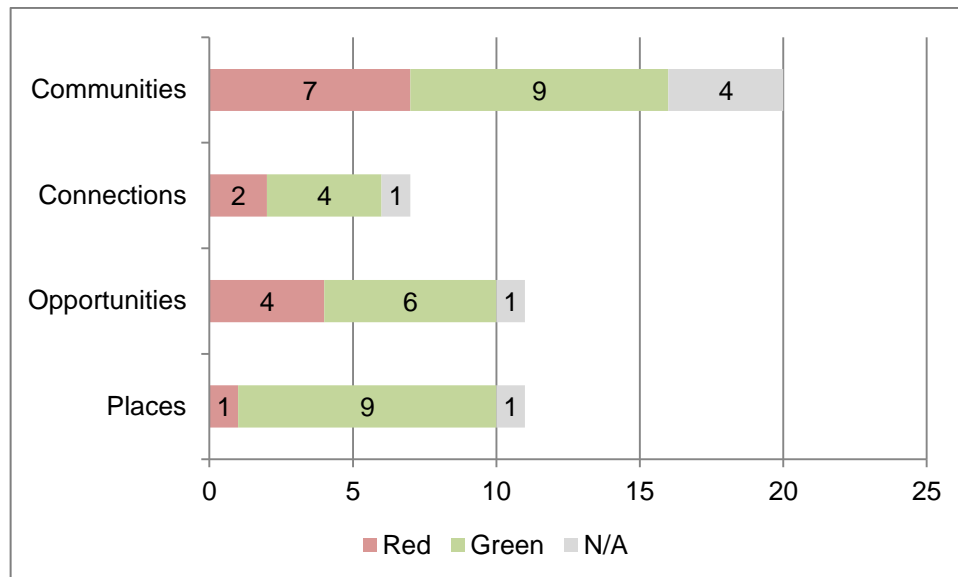
Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

<b>SUMMARY</b>
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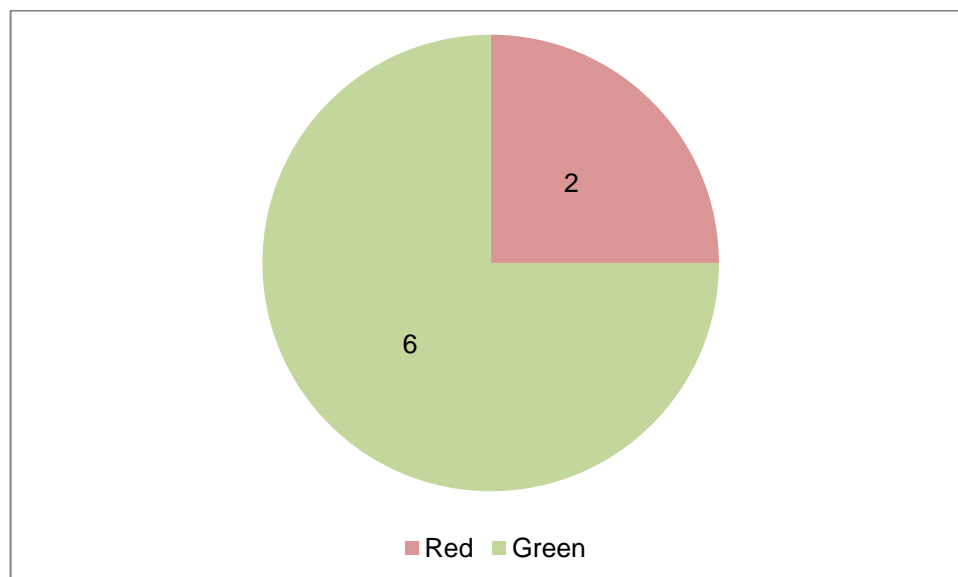
1. The Corporate Performance Report provides an overview of the Council's performance for each of the strategic goals. The report highlights areas of strong performance and areas for improvement.
2. The report identifies where the Council is performing well (**Green**) and not so well (**Red**). The definitions applied to the report are as follows:
  - **Red** = outside of the annual target, or 'off track'
  - **Green** = on or better than the annual target, or 'on track'
3. Where performance is rated as '**Red**', '**Corrective Action**' is included in the report. This highlights what action the Council will take to improve performance.
4. Also included in the report are Direction of Travel (DoT) columns, which compare:
  - Short-term performance – with the previous quarter (Quarter 3 2017/18)
  - Long-term performance – with the same time the previous year (Quarter 4 2016/17)
5. A green arrow (↑) means performance is better and a red arrow (↓) means performance is worse. An amber arrow (→) means that performance has remained the same.

6. For Quarter 4, a **Red** or **Green** status has been provided for 42 of the 49 Corporate Performance Indicators and 8 of the 18 perception / engagement indicators.

**Annual Summary – Corporate Performance Indicators**



**Annual Summary – Perception/Engagement Indicators**



7. In summary, of those PIs classified as either on track or off track:
- **28** (67%) of the Corporate Performance Indicators have a **Green** (on track) status
  - **14** (33%) of the Corporate Performance Indicators have a **Red** (off track) status

This is a slight improvement in performance compared with the position at the end of Quarter 3 2017/18, when 65% of indicators were rated **Green** and 35% were rated **Red**.

- **6** (75%) of the reported perception / engagement indicators have a **Green** (on track) status
- **2** (25%) of the reported perception / engagement indicators has a **Red** (off track) status

This is a slight decline in performance compared with the position at the end of Quarter 3 2017/18, when 80% were rated **Green** and 20% were rated **Red**, although it should be noted that performance against a greater number of indicators is reported in the Quarter 4 report.

8. The current levels of performance need to be interpreted in the context of increasing demand on services across the Council. Also attached to the report (as **Appendix 2**) is a Demand Pressure Dashboard that illustrates the growing demands on Council services and the context that the performance levels set out in this report have been achieved within. These indicators highlight:

- A significant increase in all types of contact to the Council during Quarter 4, although this was expected due to annual activities such as green waste collection renewals.
- The continued rise in demand on Children's Services. The number of contacts received by the service in 2017/18 outstripped the previous year's total by almost 4%. Whilst the proportion responded to by Early Help services was slightly higher than the previous year (at 31% compared with 29%), the proportion becoming referrals to Children's Social Care also rose (from 23% to 30%).
- The proportion of referrals becoming assessments ended the year above target and higher than previous years' outturns which, combined with the continuing fall in the proportion of assessments completed ending in no further action, suggests that a greater proportion of referrals are appropriate. The number of assessments completed rose by almost 24% compared with the previous year.
- The continued rise in the number of children on a Child in Need (CIN) Plan during Quarter 4. Greater scrutiny is now being exercised over CIN cases to ensure that they do not escalate unnecessarily. Consequently, the number of children on Child Protection Plans has continued to reduce. Havering ended the year with 25% fewer CPPs than it had at the end of 2016/17.
- A reduction in the number of children in care during Quarter 4, which brought the size of the cohort back down to the levels seen at the end of the previous year.
- Although the number of homeless decisions increased by 51% in 2017/18 compared with the previous year, preventative work with families contained the rise in acceptances at 10%, and reduced the proportion of decisions resulting in acceptances to 36% (from 49% the previous year).

## **RECOMMENDATIONS**

That the Cabinet:

1. **Reviews** the performance set out in **Appendix 1** and the corrective action that is being taken.

2. **Notes** the content of the Demand Pressures Dashboard attached as **Appendix 2**.

<b>REPORT DETAIL</b>
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## **COMMUNITIES MAKING HAVERING**

1. The Council's progress in delivering this theme of the Corporate Plan has been mixed, with performance against 56% (9 of 16) indicators being rated Green or "On Track".

**1.1 Highlights:**

- (PI 3) There has been an improvement in the proportion of people aged 65 and over who were still at home 91 days after discharge out of hospital into reablement or rehabilitation services, from 87.7% to 88.2%. During 2017/18, 272 service users were discharged from hospital into reablement or rehabilitation services, of whom 240 were still at home 91 days later. This is an increase on 2016/17's outturn, when 220 service users were discharged, of whom 193 were still at home 91 days later.
- (PI 8) The Council's focus on achieving permanency for looked after children – and particularly on them achieving permanency with their own family or close friends, where feasible - continues to bear fruit. The percentage of looked after children who ceased to be looked after as a result of permanency (Adoption and Special Guardianship Order) was above target for 2017/18 and significantly higher than the previous year. During 2017/18, 31 children ceased to be looked after due to adoption or special guardianship.
- (PI 12) The year end target for the number of volunteers supporting Council services had been exceeded by the end of Quarter 2 and continued to improve thereafter. Volunteering initiatives within Housing Services have been particularly successful this year. Quarter 4 also saw a 29% increase in the number of active volunteers within Library services due to local campaigns and promotional activity, as well as the provision of a clear link on the Council's website which makes it easier to apply directly to libraries to become a volunteer.
- (PI 16) The proportion of families assisted in finding their own housing solution / prevented from becoming homeless increased to 64% by the end of the year, compared to 60% last quarter and against a target of 40%. An increase in homelessness prevention activity means that families can remain in their accommodation or move into alternative accommodation before they become homeless. Therefore, the need for temporary accommodation, which can be costly to the council and unsuitable for the family, is reduced.
- (PI 17) There has been a significant reduction during 2017/18 in the rate of permanent admissions to residential and nursing care homes of residents aged 65+, from 700 per 100,000 population in 2016/17 to 519.01 per 100,000 in 2017/18. This represents 81 fewer admissions.
- (PI 18) There has been a marked improvement in the take-up of self-directed support (SDS) amongst adult social care service users, from 85.1% at the end of 2016/17 to 95.3% at the end of 2017/18. There are now 140 more service users in benefitting from SDS than at the same point a year ago.

**1.2 Improvements required:**

- (PI 14) The percentage of care leavers in education, employment or training remains below target. However it is important to note that the local target was set to be deliberately stretching, and that Havering performs well against this indicator compared to both the national average and other London boroughs (being ranked seventh out of 33 in a peer benchmarking exercise carried out in September 2017). There is an ongoing focus on improving the outcomes of care leavers through the Face to Face Pathways innovation programme. The Council has secured funding from the Department of Work and Pensions to create a fortnightly job club at the Cocoon which opened in February 2018. The job club provides practical support and help to unemployed young people in care and care leavers aged 16 – 24. The job club will also bring in employers, agencies and service providers to contribute their expertise, skills and training during events and workshops. More recently, a successful application has been made to the DWP's Community Budget to enable the Council to deliver a programme aimed at supporting young people to attain employment and / or embark on further education. This programme will be launched in four phases and will focus on functional skills qualifications, becoming "work-ready" and stepping into employment. In addition, Prospects is commissioned to work with schools to identify those at risk of not participating and to intervene early. Care leavers are specifically targeted for this support.

**CONNECTIONS MAKING HAVERING**

2. The Council's progress in delivering this theme of the Corporate Plan has been strong, with performance against 67% (4 of 6) indicators being rated Green or "On Track".

**2.1 Highlights:**

- (PI 21) There has been a further reduction in avoidable customer contact for Customer Services during the final quarter of the year, so the outturn for this indicator was considerably better than target, at 15.61% against a target of 25% (where lower is better). This means there are fewer customers seeking clarification of correspondence, chasing visits or the provision of services (e.g. repairs, missed waste) or the status of applications / correspondence submitted.
- (PI 24) Governance for Railway Investment Projects (GRIP) stage 3 (design stage) for Beam Park station has now been completed and circulated to stakeholders. The GLA is now leading on (a) value engineering and (b) considering options for delivery. A high level meeting has taken place between the GLA's Director of Land and Property, Network Rail's Regional Director for Anglia, the Chief Executive of C2C, and LBH to review slippage and cost escalation, and seek assurance of future delivery.

**2.2 Improvements required:**

- (PI 23) Improvement works at Harold Wood railway station remain behind schedule due to a slipped programme from a Crossrail contractor, over which the Council has no direct control. It has been agreed with Transport for London that the funding will be carried forward into 2018/19 to allow full spend and delivery of the works. Meanwhile, the supplementary works at Romford station have now been completed and the works to Gidea Park station continue to progress to schedule.



**OPPORTUNITIES MAKING HAVERING**

3. The Council's progress in delivering this theme of the Corporate Plan has been positive, with performance against 60% (6 of 10) indicators being rated Green or "On Track".

**3.1 Highlights:**

- (PI 30) The number of investment enquiries to the Borough converted into a new business or expansion significantly exceeded the target for the year, at 96 against a target of 50.
- (PI 33) Due to the continued rigorous tracking and monitoring of learners, along with effective targeting of Information, Advice and Guidance (IAG) at those learners at risk of becoming NEET, the percentage of all 16 to 18 year olds who are not in education, employment or training, or whose destination is not known, closed the year well below target (where lower is better), at 2.9% against a target of 4.3%.
- (PI 34) The planning application for the proposed new Hornchurch Sports Centre has now been approved by the Regulatory Services Committee and the decision has been referred to the Mayor of London for Stage 2 Clearance. Subject to clearance by the Mayor, and the planning conditions being discharged, it is expected works to create a temporary car park will commence in July with the main build works commencing in August 2018.
- (PI 35) The new Romford Leisure Centre has been named "Sapphire Ice and Leisure" to celebrate the sapphire jubilee of Queen Elizabeth II. Sapphire Ice and Leisure opened on 3 February 2018, with over 14,000 attendances during the opening weekend. The first month of opening saw over 60,000 visits to the new facilities.

**3.2 Improvements required:**

- (PI 28) Staffing changes at CEME meant that there were no jobs created or safeguarded through Economic Development's London Riverside Programme in 2017/18. The target of 10 was based on a two year programme which ends on 31 March 2019. The Council is working with CEME to re-profile the target and is considering how it can assist CEME to deliver the agreed outcomes within the timeframe of the contract.
- (PI 29) The total number of planning applications approved providing at least 100 sq ft of new or extended commercial floor space fell markedly short of the target (at 12 against a target of 75). This was a new performance indicator for 2017/18, so there was no trend data available to inform target-setting. Data collection for the year ahead requires refinement to ensure that all relevant applications are identified.
- (PI 35) The number of businesses expressing an interest in relocating to the Borough which have a turnover of £10m+ or international recognition was considerably below target (at 31 against a target of 150). Of the 31, 14 (45%) have taken on premises in the borough. This was a new indicator for 2017/18 and the target set was overly ambitious particularly in light of the increase in permitted development activity in the borough. The Economic Development Strategy and Master Planning for Romford Town Centre will seek to address the current retraction in commercial development to create a balanced environment going forward.

## **PLACES MAKING HAVERING**

4. The Council's progress in delivering this theme of the Corporate Plan is very strong, with performance against 90% (9 of 10) indicators being rated Green or "On Track".

### **4.1 Highlights:**

- (PI 40) The rate of non-domestic violence with injury offences has fallen by 0.7% when comparing 2016/17 to 2017/18. The level for the whole of London for the same period has increased by 0.9%, so Havering is bucking this rising trend.
- (PI 41) There has been a reduction of 794 ASB offences against last year. Havering's figure for 2017/18 is 13% lower than for the previous year, and the level of reduction seen locally exceeds the London-wide reduction of 9%. Neighbour disputes have historically accounted for a high proportion of ASB casework, which suggests that at least some of the reduction is due to effective mediation work carried out by the Community Safety and Housing services.
- (PI 43) The Local Plan was submitted to the Planning Inspectorate in March 2018. Its advice regarding Examination is awaited.
- (PI 45) The procurement standstill period for the selection of the 12 Sites Joint Venture Development Partner officially ended on 4 March 2018 and the preferred partner (Wates Construction) was formally announced on 13 March.
- (PI 46) The proportion of council homes that meet the decent homes standard increased during Quarter 4 as the capital investment programme for the year was completed. 99.8% of council homes complied with the standard at the end of the financial year.

### **4.2 Improvements required:**

- (PI 38) The number of burglary offences committed remains above target and higher than last year. Residential burglary has increased by 37% compared to the same period last year despite pre-planned targeted operations in autumn and winter to disrupt offenders. Delivery of Safe Zones will continue to increase awareness of crime prevention in areas which have historically experienced high levels of burglary and the police will continue to raise awareness of simple, proven and cost-effective products to deter burglars. The burglary problem profile is currently being refreshed, with a focus on where and when offences are committed, both with a view to informing the rollout plan for Safe Zones and also in order to target crime prevention messages. The police's Operation Mexico (which targets those suspected of committing burglary and seeks to disrupt the disposal of stolen goods) also now appears to be having a positive impact on burglary levels, as the number of burglaries committed in Quarter 4 was 11.6% higher in 2017/18, whereas the number committed in Quarter 3 exceeded the previous year's volume over the same period by some 86.5%.

5. The full Corporate Performance Report is attached as **Appendix 1**.

## **REASONS AND OPTIONS**

**Reasons for the decision:** To provide Cabinet Members with an update on the Council's performance for each of the strategic goals set out in the Corporate Plan

**Other options considered:** N/A

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

There are no direct financial implications arising from this report. However adverse performance against some Corporate Performance Indicators may have financial implications for the Council.

All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets, although several service areas continue to experience significant financial pressures in relation to a number of demand led services such as Housing and Children's and Adults' Social Care. SLT officers are focused upon controlling expenditure within approved directorate budgets and within the total General Fund budget through delivery of savings plans and mitigation plans to address new pressures that are arising within the year.

Further information on the financial performance of the Council has been reported as part of the Medium Term Financial Strategy (MTFS) report to the Cabinet in February.

### **Human Resources implications and risks:**

There are not any implications arising directly from this report that impact on the Council's workforce.

### **Legal implications and risks:**

Whilst reporting on performance is not a statutory requirement, it is considered best practice to review the Council's progress against the Corporate Plan and Service Plans on a regular basis.

### **Equalities implications and risks:**

The following Corporate Performance Indicators rated as 'Red' could potentially have equality and social inclusion implications for a number of different social groups if performance does not improve:

- (PI 5) School readiness - Percentage of children achieving a good or better level of development at age 5 (EYFSP)
- (PI 6) Percentage of children in poor or not standing schools

## **Cabinet, 13 June 2018**

- (PI 11) Carers receiving a needs assessment or review and a specific carer's service, or advice and information.
- (PI 14) Percentage of care leavers in both education, employment or training and suitable accommodation
- (PI 15) The proportion of repeat victims of domestic abuse (provisional outturn)
- (PI 27) The proportion of adults with learning disabilities in paid employment
- (PI 28) Number of jobs created and safeguarded through Economic Development's London Riverside Programme

The commentary for each indicator provides further detail on steps that will be taken to improve performance and mitigate any potential inequalities.

### **BACKGROUND PAPERS**

The Corporate Plan 2017/18 is available on the Council's website at:

[https://www.havering.gov.uk/downloads/download/575/corporate\\_and\\_service\\_plans](https://www.havering.gov.uk/downloads/download/575/corporate_and_service_plans)

RAG Rating		Direction of Travel (DOT)	
GREEN	On or better than target	↑	<b>Short Term:</b> Performance is better than the previous quarter <b>Long Term:</b> Performance is better than at the same point last year
	On track	→	<b>Short Term:</b> Performance is the same as the previous quarter <b>Long Term:</b> Performance is the same as at the same point last year
RED	Worse than target	↓	<b>Short Term:</b> Performance is worse than the previous quarter <b>Long Term:</b> Performance is worse than at the same point last year
	Off track		

Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18	Long Term DOT against Q4 2016/17	Comments		Service & Supporting Service
Communities: Healthy and Active Lives									
1	Rates of reoffending for those individual offenders completing drug and alcohol treatment referrals (measured through a follow-up 6 months after completion)	Smaller is better	14% (Alcohol) 38% (Drugs)	N/A	-	39% ATR 45% DRR	-	NEW  After Q3, the rate of those reoffending following completion of an Alcohol Treatment Requirement (ATR) was at 39%; significantly higher than our target of 14%. The re-offending rate for those completing Drug Rehabilitation Requirements (DRR) saw a better rate of re-offending at 45% compared to our target of 38%. It has not been possible to obtain an updated figure for Quater 4 from the Metropolitan Police Service as yet.  In the meantime, the Reducing Reoffending Group of the Havering Community Safety Partnership has been tasked with considering how performance in this area can be improved. Work has already taken place to strengthen relationships with the National Probation Service and Community Rehabilitation Company. The NPS has now nominated a SPOC for the group, whilst the CRC has employed a specific Interventions Manager to improve communications with the Police, NPS, Council services and commissioned providers in order to identify risks of reoffending at an earlier stage. In addition, offenders often have complex needs relating to issues such as substance misuse, mental health, financial inclusion and housing, so the Council's commissioned drug and alcohol support provider is working to develop a joint working protocol with mental health services and relevant Council services in order to help offenders develop more effective coping strategies and so reduce their propensity both to misuse substances and to offend.	Policy, Performance & Community • Public Health
2	The number of people who die from preventable causes like deprivation, accidents, and air quality – but not related to clinical care - per 100,000 population	Smaller is better	Better than England (Annual 3-year rolling period)	164 per 100,000 population (2014-2016) GREEN	-	N/A	↓	157 per 100,000 population (2013-2015)  The latest available data relates to the period 2014 - 2016. For this period, Havering's mortality rate from preventable causes (164/100,000) was lower than the England average (183/100,000) but higher than the previous reporting period (2013-2015). The observed rise from the previous period's rate of 157/100,000 is however not statistically significant.	Public Health • Environment • Adult Services • Children's Services
3	% of people (aged 65 and over) who were still at home 91 days after discharge from hospital into reablement / rehabilitation services	Bigger is better	87%	88.2% GREEN	-	N/A	↑	87.7%  There has been an improvement in performance against this indicator when comparing 2016/17 to 2017/18. During 2017/18, 272 service users were discharged from hospital into reablement services, of which 240 were still at home on the 91st day. This is an increase from 2016/17 when 220 users were discharged, of which 193 were still at home on the 91st day.	Adult Services
Communities: A good start for every child to reach their full potential									
4	% of LAC who are in long term foster placements (18 months+)	Bigger is better	65%	60.6% RED	↓	61.5%	-	NEW  The proportion of LAC in long term foster care fluctuated throughout the year but never hit the 65% target. There are currently 83/137 Looked After Children who have been in their placement for at least 18 months.  <b>Corrective Action:</b> There is a service wide focus on looked after children being cared for in a suitable and long term family environment. In the first instance consideration is given to adoption and special guardianship, however long term fostering is in the best interests of many LAC. If we combine the % of LAC in long term fostering with the % granted an SGO or adoption order, we can see that over 80% of our LAC are achieving permanency through some means. This focus on permanency will continue and there are a number of placements who will reach the 18 month marker in the coming months.	Children's Services

Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18		Long Term DOT against Q4 2016/17		Comments	Service & Supporting Service
5	School readiness - % of children achieving a good or better level of development at age 5 (EYFSP)	Bigger is better	73%	72% (2016-17) RED	-	N/A	↑	71% (2015-16 results)	Good or better levels of development at age 5 improved again this year and remain above national levels (ranked 52nd out of 152 local authorities) but did not quite reach the local target.  <b>Corrective Action:</b> The LA has applied to the Strategic School Improvement Fund (SSIF) to help improve pupil judgements. From the first round of funding, a bid for a joint venture with Redden Court and Royal Liberty Schools was successful. The second round of applications for funding shut at the end of October where a joint venture with Broadford and Mead Schools proposed a programme to raise the number of pupils achieving higher attainment levels at foundation stage. This funding bid was also successful.	<b>Learning &amp; Achievement</b> • Children's Services
6	% of children in good or outstanding schools	Bigger is better	83%	82% RED	↑	81%	↑	80%	The percentage of children in good or outstanding schools has increased during Q4 from 81% to 82% and is now just below target.  <b>Corrective Action:</b> There were additional inspections during Quarter 4, the results of which are not reflected in these figures as the reports are yet to be published publically. If these results were included, the percentage of children in good or outstanding schools would be 85% and be above target.	<b>Learning &amp; Achievement</b> • Children's Services
7	Pupil progress in 8 subjects, from the end of primary school to the end of secondary school ("Progress 8" score)	Bigger is better	-0.1	-0.04 (2016/17) GREEN	-	N/A	↑	-0.14 (15/16 Results)	The Progress 8 score improved upon last year's result to be in line with the state-funded national average (-0.03), resulting in Havering's national rank improving 42 places to 72 of 152.	<b>Learning &amp; Achievement</b> • Children's Services
Page 130	% of looked after children who ceased to be looked after as a result of permanency (Adoption and Special Guardianship Order)	Bigger is better	20%	24.6% GREEN	↓	26.7%	↑	15.9%	During 2017/18 we have seen 31 children cease to be looked after due to the granting of an adoption order or a special guardianship order, which gives us an outturn of 24.6%. This is a great improvement on our 2016/17 outturn and comfortably above our 2017/18 target of 20%. Nationally, the number of children being adopted have been decreasing since 2015, whilst the number of children ceasing to be looked after due to an SGO has increased by 33% since 2013. This trend is reflective of what we are seeing in Havering.	<b>Children's Services</b>
	% of Havering parents receiving an offer of their first preference <b>primary</b> school	Bigger is better	85%	88% GREEN	-	NEW	-	NEW	88% of parents were offered their first preference of primary school in Havering, which is better than the target and the London average (86.55%)	<b>Learning &amp; Achievement</b> • Children's Services
	% of Havering parents receiving an offer of their first preference <b>secondary</b> school	Bigger is better	80%	79% RED	-	NEW	-	NEW	79% of parents were offered their first preference of secondary school in Havering. Despite just missing the challenging target, this is the second highest ranking of all the London Boroughs.	<b>Learning &amp; Achievement</b> • Children's Services
<b>Communities: Families and communities look after themselves and each other</b>										
11	Carers receiving a needs assessment or review and a specific carer's service, or advice and information	Bigger is better	620	570.6 RED	↑	203.9	↓	594.7	There has been a significant increase in the number of carers assessed during Quarter 4, however there is a very slight decrease from 2016/17 compared to 2017/18. During 2016/17, 1,159 carers were assessed compared to 1,125 in 2017/18.	<b>Adult Services</b>
12	Number of volunteers supporting Council services	Bigger is better	1,135	1,304 GREEN	↑	1,172	-	NEW	Performance remains strong. The year end target was exceeded in Quarter 2 and performance continued to improve thereafter. The strong performance can particularly be attributed to the success of volunteering initiatives within Housing Services. The drop in volunteers seen last quarter in Library Services has been reversed, such that there has been a 29% increase in the number of active volunteers during Quarter 4. This increase can be attributed to local library campaigns, promotion at events and to family and friends of the service, along with recent changes made to the main council website by adding a clear link to make it easier to apply directly to Libraries to become a library volunteer.	<b>Policy, Performance and Community</b> • Culture and Customer Access • Housing • Children's Services • Environment
13	Placeholder: Reported outcomes for residents delivered by the community and voluntary sector	Bigger is better	TBC	N/A	-	N/A	-	N/A	This indicator remains in development by the Joint Commissioning Unit and is being co-produced with newly commissioned providers. The start of the new contracts was delayed from September to February, hence the delay in confirming the data collection methods and outturns associated with this indicator.	<b>Adult Services</b> • JCU
<b>Communities: Supporting vulnerable residents in our communities</b>										

Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18		Long Term DOT against Q4 2016/17		Comments	Service & Supporting Service
14	% of care leavers in both education, employment or training and suitable accommodation	Bigger is better	75%	58.8% RED	↑	55.5%	↑	55.2%	There are currently 90/153 care leavers who are in both education, employment or training and suitable accommodation. The % of care leavers in suitable accommodation remains above the 95% target, however the proportion of care leavers in education, employment or training did not meet the target, though it did improve during the last two months of the year. Prospects is commissioned to work with schools to identify those at risk of not participating and provide early intervention to reduce NEET levels locally. Care leavers are specifically targeted for support.  <b>Corrective action:</b> There is an ongoing focus on the outcomes of care leavers through the Face to Face Pathways Innovation Programme. Most recently, a successful application has been made to the DWP Community Budget to enable us to deliver a programme aimed at supporting young people to attain employment and / or embark on further education. The programme will be launched in four phases and will focus on functional skills qualifications, becoming 'work-ready' and stepping into employment. In addition to this, the Council has been awarded funding from the DWP to set up a Work Club at The Cocoon which officially started on 22/02/18 will operate on a fortnightly basis. To start with, the Job Club consist of drop-in sessions that provide practical	<b>Children's Services</b> • Policy, Performance and Community
15	The proportion of repeat victims of domestic abuse	Smaller is better	27%	28.2% (Provisional 2017-18 average) RED	↓	24%	↑	30.5% (2016-17 average)	When this indicator and target were set, the Mayor's Office for Policing and Crime (MOPAC) published performance data on its website. This has not been updated since September, so since then the outturn has been calculated internally through other means which may not be consistent. While the provisional figure shows that we have performed slightly better than last year by achieving an average rate of 28.2% for the financial year (compared with 30.5% for 2016/17), this is higher than our target rate of 27% or less. The MOPAC data should be updated within the next few months, and only then will we have a true figure for this PI. <b>Corrective action:</b> The Council continues to utilise its funding allocation from MOPAC to fund various services including an additional Independent Domestic Violence Advocate (IDVA), peer support groups and a helpline and other support services for male victims of DV. The Community Safety service also coordinates the Domestic Violence Multi Agency Risk Assessment Conference (DV MARAC) and provides regular training and support to an ever-expanding network of Domestic Violence Champions, as well as rolling out training to staff across the public and voluntary sectors on the Domestic Abuse, Stalking and Harrassment Risk Identification Checklist (DASH RIC).	<b>Policy, Performance and Community</b> • Adult Services • Children's Services
16	Number of families assisted in finding their own housing solution/prevented from becoming homeless per month	Bigger is better	40%	64% GREEN	↑	60%	-	NEW	An increase in prevention activity means that families can remain in their accommodation or move into alternative accommodation before they become homeless. Therefore, the need for temporary accommodation which can be costly to the Council and unsuitable for the family concerned is reduced.	<b>Housing</b>
17	Rate of permanent admissions to residential and nursing care homes per 100,000 population (aged 65+)	Smaller is better	660	519.01 GREEN	↓	356.8	↑	700	There has been a significant improvement in the outturn for this indicator. During 2017/18 there were 240 new admissions of service users over the age of 65 into long term care homes. This compares favourably to 321 in 2016/17.	<b>Adult Services</b>
18	Number of adults and older people who can choose how their support is provided to meet agreed health and social care outcomes in the year (self-directed support)	Bigger is better	86%	95.3% GREEN	↑	87.7%	↑	85.1%	There has been a significant improvement in the outturn for this indicator. During 2017/18 there were 1,875 service users who received there support via self-directed support. This compares favourably to 1,735 in 2016/17.	<b>Adult Services</b>
19	The number of instances where an adult patient is ready leave hospital for home or move to a less acute stage of care but is prevented from doing so, per 100,000 population (delayed transfers of care)	Smaller is better	TBC	5.46	↑	5.92	-	N/A	A new definition was applied to this indicator part way through 2017/18, so there is no long term trend data or target. However there has been an improvement from Q3 when there was an average of 5.92 delays compared to 5.46 in Q4.	<b>Adult Services</b>
20	Placeholder: Residents reporting good outcomes from their community service (home care service)	Bigger is better	TBC	N/A	-	NEW	-	NEW	This indicator remains in development by the Joint Commissioning Unit. The service has collected initial data, which appears largely positive, but is awaiting independent verification of these results from Healthwatch before reporting this.	<b>Adult Services</b> • JCU
<b>Connections: A digitally enabled borough</b>										

Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18		Long Term DOT against Q4 2016/17		Comments	Service & Supporting Service
21	Improved Socitm score for the www.havering.gov.uk website	Bigger is better	3	3 GREEN	➡	3	⬆	2	The Council has been awarded 3 out of 4 stars in a review of its website and the extent to which it provides quick and easy 'customer journeys'. The Better Connected survey was carried out on 416 council websites by The Society of IT Managers in the Public Sector (Socitm). As well as performance in tasks, the survey looked at the quality of a website's search function and its accessibility for mobile devices and for people with disabilities. The result puts Havering in the 'providing a good service' category and recognises the improvements taking place as part of our Customer Experience Programme to improve the way we do business with our customers. A web review project has been initiated to improve further the customer experience and start the more detailed page rewrites to eliminate any customer confusion as they transact with us. The Socitm report highlighted Adult Social Care as being in need of an improved journey and as such a dedicated working group has formed to bring Carepoint content onto the Havering website whilst overhauling the entire ASC offering on the site.	Culture and Customer Access / Transformation • OneSource (ICT)
22	Avoidable customer contact for Customer Services	Smaller is better	25%	15.61% GREEN	⬆	18.28%	-	NEW	Performance against this PI is monitored monthly within a two hour sample window period. During Quarter 4 Customer Services handled 99,324 calls, 15,504 (15.61%) of which were avoidable calls that could be classed as unnecessary. This constitutes a reduction in avoidable contact being recorded by the Contact Centre. The main reasons for avoidable contact are customers seeking clarification of correspondence issued, chasing visits or service provision (e.g. repairs, missed waste) and the status of various applications / correspondence they have submitted.	Culture and Customer Access / Transformation • OneSource (ICT)
Connections: Capitalising on our location and connectivity										
23	Delivery of public realm improvements at the borough's three Crossrail stations	N/A	Improvements delivered	Off Track	➡	Off Track	-	NEW	Romford Crossrail supplementary works have now been completed. Gidea Park works are on track and progressing well. The Harold Wood scheme is not on track due to a slipped programme from a Crossrail contractor, over which Havering has no direct control.  <b>Corrective Action:</b> It has been agreed with TFL to carry forward funding to 2018/19 to achieve full spend and deliver the works. Consequently the end date has now changed to accommodate the delay.	Development
24	Completion of Governance for Railway Investment Projects (GRIP) stage 3 at Beam Park station by November 2017	N/A	GRIP stage 3 achieved	Completed	⬆	Off Track	-	NEW	The programme slipped from November 2017 for GRIP 3 completion due to gas pipeline issues and a delay to design sign off by C2C. The GRIP 3 AFC Formal Cost Plan Report was completed and circulated to stakeholders in March and the GLA has now converted the additional funding required to complete the GRIP 3 process to a non-repayable grant. A high level meeting has taken place between the GLA's Director of Land and Property, Network Rail's Regional Director for Anglia, the Chief Executive of C2C and LBH to review slippage and cost escalation, and seek assurance of future delivery. The GLA is leading on (a) value engineering and (b) considering options for delivery. The service area is waiting for the outcome of the GLA's work in this area.	Development
Connections: Fast and accessible transport links										
25	Improve air quality in the borough by reducing the level of NO2	Smaller is better	40 µgm-3	N/A	-	NEW	-	NEW	The draft Air Quality Action Plan was given approval at Cabinet, and the consultation ended on 18/03/18 with over 80 responses. These are currently being collated for review to then make any necessary updates to the document. The proposed final AQAP is on the Forward Plan for Cabinet for June 2018.  The Council has also had conversations with the GLA for major investment in transport infrastructure to provide residents with better and more suitable transport choices. These will inevitably contribute to meeting this Performance Indicator resulting in lower emissions.	Environment • Development
Connections: Access to jobs and opportunities										
26	Proportion of adults in contact with secondary mental health services in paid employment	Bigger is better	7.2%	8.5% GREEN	⬇	8.7%	⬆	7.9%	There has been an improvement in performance against this indicator in 2017/18 compared to 2016/17 from 7.9% to 8.5%. At the end of March 2018 there were 45 people in contact with secondary mental health services in employment.	Adult Services • Policy, Performance and Community



Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18		Long Term DOT against Q4 2016/17		Comments	Service & Supporting Service
27	Proportion of adults with learning disabilities in paid employment	Bigger is better	8.3%	8.1% RED	↑	4.3%	↑	7.9%	There has been an improvement in performance against this indicator compared with the previous financial year (with the number of adults with learning disabilities in paid employment increasing from 40 to 42), however performance did not quite meet the target. The Joint Commissioning Unit will be reviewing the provision of employment support in 2018/19 to ensure that there is appropriate support available for all adults with learning disabilities.	<b>Adult Services</b> • Policy, Performance and Community
<b>Opportunities: First class business opportunities</b>										
28	Number of jobs created and safeguarded through Economic Development's London Riverside Programmes	Bigger is better	10	0 RED	→	0	-	NEW	The PI encourages strategic growth in London Riverside by supporting CEME in increasing workspace and providing relevant support to young businesses in a prominent sector for the borough. The PI complements the corporate priority identified in the Corporate Plan as "Opportunities making Havering" by maximising opportunities for businesses in the borough.  <b>Corrective Action:</b> The target is based on a 2 year programme, which ends on 31/03/19. CEME and LBH are re-profiling the outcomes because of staff changes within CEME impacting on delivery, and LBH is investigating ways to assist CEME in achieving the outcomes within the timeframe of the contract.	<b>Development</b> • Policy, Performance and Community
29	Total number of planning applications approved for new or extended commercial floor space, providing at least 100sq ft of floor space.	Bigger is better	75	12 RED	-	NEW	-	NEW	This target measures the number of planning applications which are approved each year for the development type described in order to support businesses in making applications which are likely to be supported. Granting permission for new buildings or extensions to existing commercial floor space enables local businesses to establish or remain in the Borough. This benefit is evidenced through increased NNDR income and employment opportunities for Borough residents.  <b>Corrective Action:</b> The Planning Team offers a pre-application advice service whereby proposals can be explored before a formal submission is made. This advice is offered on a face to face or written basis, depending on the proposal. This target was new for 2017-18. During the year, 12 applications were approved against a target of 75 overall. Data collection for the year ahead requires refinement to ensure that all relevant applications are identified. Equally, in the absence of proposals being submitted which are captured by this PI, then performance against this target will be difficult to achieve.	<b>Development</b>
	Number of investment enquiries to the Borough converted into a new business or expansion	Bigger is better	50	96 GREEN	↑	81	-	NEW	There were 15 new/safeguarded businesses in Q4. The overall total for the year was 96 new businesses/safeguarded, which exceeds the target annual target of 50.	<b>Development</b> • Communications
<b>Opportunities: High-quality skills and careers</b>										
31	Number of apprentices (aged 16-18) recruited in the borough	Bigger is better	770	680 (provisional 2016/17) RED	-	N/A	-	N/A	The introduction of the Apprenticeship Levy has seen an impact on the number of apprenticeships starts. Nationally there has been over a 60% drop in starts. The introduction of the new funding reforms put the emphasis on employers to deliver the apprenticeship strategy of 3 million apprentices by 2020.	<b>Learning &amp; Achievement</b> • Policy, Performance and Community
32	Number of apprentices (aged 19+) recruited in the borough	Bigger is better	1330	1330 (provisional 2016/17) GREEN	-	N/A	-	N/A	Employers have fed back to the department on a number of issues ranging from lack of appropriate frameworks/standards to the 20% off the job training time required contributing to the increased cost of the new requirements.	<b>Learning &amp; Achievement</b> • Policy, Performance and Community
33	% of 16-18 year olds who are not in education, employment or training or not known	Smaller is better	4.3%	2.9% GREEN	↑	4.2%	-	NEW	Prospects (the commissioned service provider) has continued the rigorous tracking and monitoring of learners in Havering and those resident in Havering and educated out of borough. The strong partnership with local education providers has continued to target Information, Advice and Guidance (IAG) support to those learners at risk of becoming NEET. The young people's education and skills team continues to host the annual 'raising the participation age and parent and learner apprenticeship' event to ensure all young Havering residents have access to a sufficient breadth and offer of post-16 education opportunities.	<b>Learning &amp; Achievement</b> • Policy, Performance and Community
<b>Opportunities: Dynamic development and infrastructure</b>										

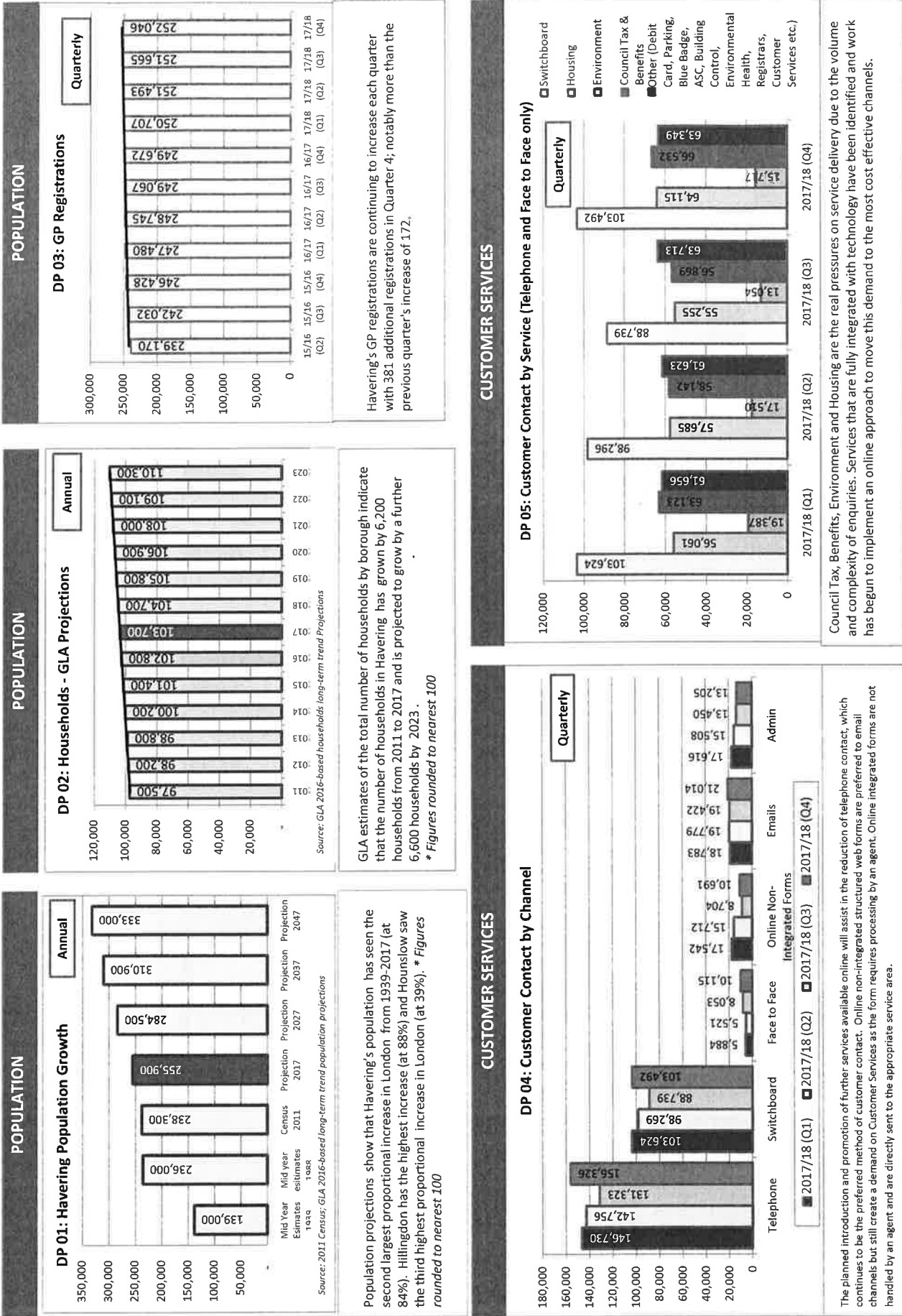
Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18		Long Term DOT against Q4 2016/17		Comments	Service & Supporting Service
34	New Hornchurch Sports Centre planning application approved and contract given to build the new centre	N/A	Timescale achieved	On Track	↑	Off Track	-	NEW	The planning application for the proposed new Hornchurch Sports Centre has been approved by Regulatory Services Committee. The decision is now referred to The Mayor at the GLA for Stage 2 Clearance. Subject to clearance by The Mayor, and the planning conditions being discharged, it is expected works to create a temporary car park will commence in July with the main build works commencing in August 2018.	Culture and Customer Access
35	New Romford Leisure Centre opened by Spring 2018	N/A	Facility opened	Facility Opened	→	On Track	-	NEW	The new Romford Leisure Centre has been named "Sapphire Ice and Leisure" to celebrate the sapphire jubilee of Queen Elizabeth II. Sapphire Ice and Leisure opened on 3 February 2018, with over 14,000 attendances during the opening weekend. The first month of opening saw over 60,000 visits to the new facilities.	OneSource (Asset Management) • Culture and Customer Access
<b>Opportunities: A thriving local economy</b>										
36	The number of businesses expressing an interest to relocate to the Borough with a turnover of £10m+ or international recognition.	Bigger is better	150	31 RED	↑	20	-	NEW	11 enquiries were received expressing an interest in relocating to the borough during Quarter 4. Four of these businesses have moved into the borough and are recorded as inward investment conversions elsewhere. This target is not realistic, principally because the borough does not currently have sufficient high quality commercial property, particularly of significant size.  <b>Corrective Action:</b> The service is currently working on a Economic Development Strategy and through this we should agree the level of ambition in relation to the level of intervention in the property market, and develop an offer we can promote through inward investment and marketing.	Development • Communications
Page 134	Proportion of businesses showing employment growth	Bigger is better	79,790 (+1% growth)	83,000 (2016) GREEN	-	N/A	↑	79,000 (2015)	This indicator measures the total employee count in Havering and is only available annually using Business Register and Employment Survey data.  The data for 2016 has now been released. However the methodology of counting employees has changed and therefore the old (2012-2015) data is not comparable. Solely PAYE based businesses are now included in the count. The new methodology has also been applied to 2015 data so it is possible to continue to set a target of 1% growth. The target has been exceeded.	Development
	38 Developments approved with an obligation requiring a Skills and Training Plan	Bigger is better	100%	N/A	-	NEW	-	NEW	Data is only available on an annual basis with collection beginning once the Employment, Skills and Training Planning Advice Note, which will set out basis for when a skills and training plan is needed, has been published. The note is being progressed alongside the Local Plan. A Skills and Training Plan will be secured via the planning process in connection with major development proposals. Each plan will ensure that employment opportunities are available to local people during the construction and end-user phases of developments, thereby securing investment in the local workforce. This will benefit household incomes and employment rates within the Borough. Where on site opportunities cannot be secured in connection with the development granted planning permission, a financial contribution will be secured as an alternative towards a job brokerage scheme and / or other employment and skills initiatives. To date, the Planning Advice Note has yet to be adopted for day to day use through the planning process as the Local Plan has only recently been submitted for Examination to the Planning Inspectorate.	Development • Policy, Performance and Community
<b>Places: A clean, safe environment for all</b>										

Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18		Long Term DOT against Q4 2016/17		Comments	Service & Supporting Service
39	The number of burglary offences	Smaller is better	1,812	2,310 RED	↓	1,775	↓	1,849	<p>When broken down into the two categories of burglary, burglary of a dwelling has increased by 37.3%; while burglary other than dwelling is 5.6% higher than the end of last financial year. Despite pre-planned operations in the autumn and winter, the number of burglaries of a dwelling during October, November and December in isolation increased by 86.5% compared to last year (326 crimes in Oct-Dec 2016/17 against 608 crimes in 2017/18). This rise played a large part in the increase on year-end figures seen locally; although Operation Mexico has contributed to managing burglary levels, causing Q4 as a whole to be just 11.6% higher than Q4 in 2016/17.</p> <p><b>Corrective Action:</b> The Metropolitan Police's Operation Mexico continues to target those suspected of burglary and disposal of stolen goods. The Havering Community Safety Partnership also continues to deliver Safe Zones in response to persistent burglary problems, with the Havering Park ward (Dominion Drive and Victoria Avenue) visited in February and the Hylands (Candover Road, Fairfield Close and Dorian Road) and Brooklands (Pretoria Road and Mildmay Road) wards visited in March. The burglary problem profile is being refreshed, with a focus on locations and times, both with a view to reviewing the rollout plan for Safe Zone and also in order to target crime prevention messages.</p>	Policy, Performance and Community
40	The level of waste per head of population presented to the East London Waste Authority (ELWA)	Smaller is better	441.01 kg per head	437.43kg (provisional) GREEN	↑	340.05 kg per head (provisional)	-	NEW	<p>This PI measures the total waste delivered to the ELWA. This includes collected household waste, waste from the reuse and recycling centre and municipal waste from Highways and Parks management activities. As expected lower tonnage was seen in February and March allowing us to reach target for the year.</p> <p>Various waste prevention campaigns focusing on home composting, reuse and "Love Food Hate Waste", particularly through the Sainsbury's funded food waste reduction activities and through the Rewards and Incentives Scheme's Food Waste Challenge have assisted in meeting our target. We are also reviewing operations in Highways and Grounds Maintenance to reduce waste and, with the ELWA, are considering strengthening policies targeting potential commercial waste entering the domestic waste stream at the household reuse and recycling centre. Without restrictions on the amount of waste we collect through the household waste collection service containing and reducing tonnages is very challenging and relies on attitudinal change.</p>	Environment • Communications
41	The number of non-domestic violence with injury offences	Smaller is better	1,311	1,296 GREEN	↓	1,002	↑	1,305	<p>The rate of non-domestic violence with injury offences has fallen by 15.8% when comparing Q4 2016/17 against Q4 2017/18. When comparing against the year as a whole, we have seen 0.7% fewer offences than we had experienced at the end of Q4 2016/17; with two quarters experiencing reductions compared to last year, and two quarters seeing higher levels. The level for the whole of London has increased by 0.9% against the end of year figure for 2016/17, so Havering is bucking this rising trend.</p> <p>A strand of work with the Portman Group will aim to improve co-ordination between existing town centre services to provide safer havens which aim to further reduce the strain on emergency services.</p>	Policy, Performance and Community • Children's Services (YOS) • Culture and Customer Access (Youth Services)
42	The number of anti-social behaviour (ASB) offences	Smaller is better	6,100	5,368 GREEN	↓	4,187	↑	6,162	<p>There has been a reduction of 794 ASB offences against last year. Our figure for the financial year 13% lower than at the same point last year. The level of reduction seen locally is greater than the London-wide reduction of 9%.</p>	Policy, Performance and Community • Children's Services (YOS) • Culture and Customer Access (Youth Services)
43	Local Plan progressed and successfully adopted in accordance with the timeframe set out in the Local Development Scheme	N/A	Timescale achieved	On Track	→	On Track	-	NEW	<p>The Local Plan was submitted to the Planning Inspectorate in March 2018 in accordance with corporate requirements. Advice is awaited from the Planning Inspectorate regarding Examination</p>	Development
44	Making Safeguarding Personal: % of cases where desired outcomes were expressed and these were either partially or fully met	Bigger is better	90%	TBC		96.2%		92.1%	<p>Data not available until early June 2018.</p>	Adult Services
Places: High-quality homes										

Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18	Long Term DOT against Q4 2016/17	Comments		Service & Supporting Service	
45	Delivery partner selected for the HRA regeneration programme by March 2018	N/A	Delivery partner selected	On Track	➡	On Track	-	NEW	The procurement standstill period for the selection of the 12 Sites Joint Venture Development Partner officially ended on Sunday 4th March 2018. The announcement of the preferred partner (Wates Construction) took place on Tuesday 13th March 2018. The formation of the new JV company is scheduled for early 2018/19. However, an exact date is still to be determined.	Housing
46	% of council homes that meet the decent homes standard which ensures standards of fitness, structure, energy efficiency and facilities in council properties.	Bigger is better	98%	99.8% GREEN	⬆	99.2%	⬆	99.2%	The number of council homes which meet the decent homes standard has increased during Quarter 4 as the capital investment programme for the year has completed.  The focus of the programme for 2018/19 will be to increase further the percentage of decent homes and to prevent other homes, by virtue of the age of their components, becoming non-decent during the course of the year.	Housing
Places: Award-winning parks and open spaces										
47	% of parks supported by a "Friends" group	Bigger is better	17%	17% GREEN	➡	17%	-	NEW	17 out of 100 parks and green spaces continue to be supported by a Friends Group	Environment • Policy, Performance and Community
48	Number of Green Flag Awards	Bigger is better	13	13 GREEN	➡	13	⬆	11	The Green Flag Award is the benchmark national standard for publicly accessible parks and green spaces. Havering has been awarded a further two awards from last year increasing the total to 13. The parks that currently hold the award are: Harrow Lodge Park, Haynes Park, Raphael Park, Bedfords Park, Cottons Park, Harold Wood Park, Hylands Park, Lawns Park, Lodge Farm Park, St. Andrew's Park, Upminster Park, Rise Park and Central Park.	Environment • Policy, Performance and Community
Places: A vibrant cultural and leisure destination										
49	Deliver the Romford Market Transformation Support Programme for 2017/18	N/A	Transformation support programme delivered	On Track	➡	On Track	-	NEW	The Romford Market Transformation Support Programme is progressing. A business plan and brief is being prepared setting out the short, medium and long term objectives of the programme.  The revised action plan and business plan is being prepared. Planning is taking place for this year's events programme in the Market Place.	Development
Perception / Engagement Pls										
Police public attitude survey	% of respondents worried about ASB in the area	Smaller is better	15%	19% (12 months up to September 2017) RED	⬇	15% (Q4 16-17)	⬇	14% (Q1 16-17)	The borough has seen an increase in the proportion of residents concerned about anti-social behaviour compared with the same time last year, however local levels of concern are lower than the London-wide figure, which is currently at 27% having risen gradually over recent quarters from 20% a year ago. The Strategic Assessment highlighted a discrepancy between local and national reporting rates which shows that, although concerns about ASB are higher in Havering than the national average, the rate of incidents reported is lower than average and has actually reduced by 12.9% over the past 12 months. This suggests either that the level of worry is based on a wider perception rather than just issues which residents have actually experienced and reported to police and / or that residents lack confidence that action will be taken if they report incidents to the police.  <b>Corrective Action:</b> Reducing this figure relies upon disseminating the right messages to the public (including those demonstrating the successes of the partnership in tackling ASB) to attempt to overcome these fears and to demonstrate that the area is relatively safe. This will form the basis of the community safety aspect of the communications	Policy, Performance and Community
	% of respondents worried about crime in the area	Smaller is better	28%	28% (figure covers 12 months up to September 2017) GREEN	⬆	29% (12 months to June 2017)	⬆	32% (12 months to Sep 2016)	This figure has been falling steadily since March 2017 and is now on target.  Reducing this figure further relies upon disseminating the right messages to the public to attempt to overcome these fears and demonstrate that the area is relatively safe. This will form the basis of the community safety aspect of the communications plan for the year ahead	Policy, Performance and Community
1 / Populus Survey	Satisfaction with the way Havering Council runs things	Bigger is better	65%	N/A	-	N/A	-	61% (2016)	Performance against this PI is measured biennially. This survey is due to take place in 2018/19.	Communications
	Satisfaction with Havering as a place to live	Bigger is better	88%	N/A	-	N/A	-	88% (2016)		Communications
	Strength of belonging to the local area	Bigger is better	80%	N/A	-	N/A	-	79% (2016)		Communications

Line.no	Indicator and Description	Value	2017/18 Annual Target	2017/18 Q4 Performance	Short Term DOT against Q3 2017/18		Long Term DOT against Q4 2016/17		Comments	Service & Supporting Service
LG	Trust in Havering council	Bigger is better	70%	N/A	-	N/A	-	70% (2016)		Communications
Housing Status Survey	Satisfaction with the service provided by LBH Housing Services	Bigger is better	85%	N/A	-	N/A	-	N/A	The 2017/18 survey has been sent to residents and the responses are being collated and analysed. Results are expected to be available next quarter. No survey was completed in 2016/17. The outturns for 2015/16 were 85% and 73% respectively. The feedback received will be collated into our CIH 2017/18 Action Plan. The survey data will also be built into the new Open Housing system when it goes live in June.	Housing
	Satisfaction that LBH Housing Services listens to tenants' views and acts upon them	Bigger is better	75%	N/A	-	N/A	-	N/A		Housing
Adult Social Care Survey	% of respondents reporting control over their daily life	Bigger is better	71%	77% GREEN	-	N/A	↑	75.5%	There has been an improvement in the outturn for this indicator from 75.5% in 2016/17 to 77% in 2017/18	Adult Services
	Overall satisfaction with the care and support services received	Bigger is better	61%	60% RED	-	N/A	↓	62.4%	There has been a slight decrease in the percentage of service users who are satisfied with the care and support services they receive from 62.4% in 2016/17 to 60% in 2017/18, bringing performance very slightly below target.	Adult Services
	% of respondents reporting feeling safe	Bigger is better	68%	71% GREEN	-	N/A	↑	69%	There has been an improvement in outturn for this indicator from 69% in 2016/17 to 71% in 2017/18	Adult Services
Carers Survey	Overall carers' satisfaction with the support or services carers and service users have received from Social Services in the last 12 months	Bigger is better	35%	N/A	-	N/A	-	34.2% (Annual 16-17)	The Carers Survey is completed biennially. The last survey was completed last year, and is therefore not scheduled to be completed again until 2018/19.	Adult Services
	% carers reporting that, over the last 12 months, they have been involved or consulted as much as they wanted to be in discussions about the support or services provided to the person they care for	Bigger is better	66%	N/A	-	N/A	-	71.4%		Adult Services
	% carers reporting that, over the last 12 months, they have found it easy to find information and advice about support, services or benefits	Bigger is better	67%	N/A	-	N/A	-	66%		Adult Services
Early Help Service	Proportion of families who show continued overall progress after their initial assessment	Bigger is better	50%	66% GREEN	↓	67%	-	N/A	Performance against this indicator is measured through the 'Outcome Star Family Star Plus Assessments' used by practitioners with families in Early Help. Performance has decreased by 1% compared to last quarter but is still above target	Children's Services
Public Health Outcomes Framework	Percentage of respondents scoring 0-4 in response to the question "Overall, how happy did you feel yesterday?"	Smaller is better	Better than England (8.8%)	7% (2015/16) GREEN	-	N/A	↑	9.8% (2014/15)	The most recent data available from Public Health England is for the period 2015/16. Havering's outturn of 7% is better than England's (8.8%, where smaller is better) and better than the year before.	Public Health
	Percentage of respondents scoring 6-10 in response to the question "Overall, how anxious did you feel yesterday?"	Smaller is better	Better than England (19.9%)	17.7% (2016/17) GREEN	-	N/A	↑	21% (2014/15)	The most recent data available from Public Health England is for the period 2016/17. Havering's outturn of 17.7% is better than England (19.9%, where smaller is better) and better than the year before.	Public Health
Annual Resident Survey	Questions to cover Environment services (TBC)	N/A	TBC	N/A	-	N/A	-	N/A	The Council has plans to undertake a full residents' survey which will include questions covering Environment services. The survey is planned for early 2018/19.	Environment & Communications

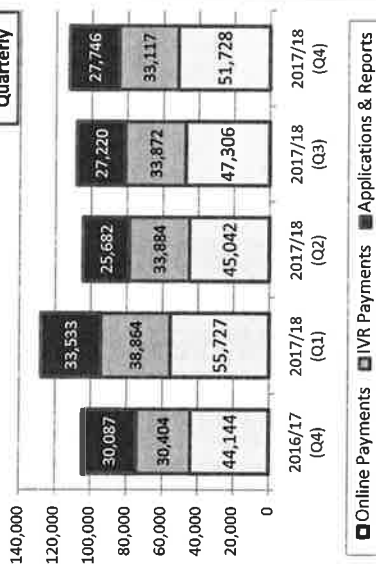
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## CUSTOMER SERVICES

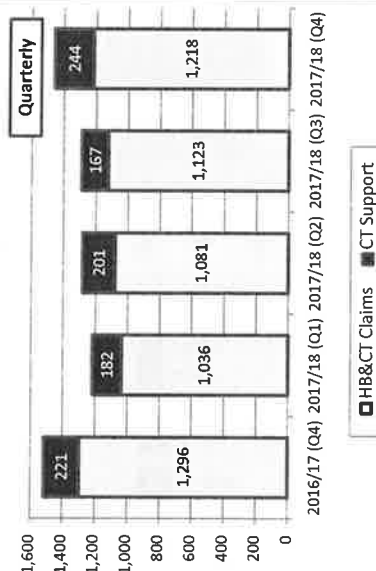
### DP 06: Online Transactions



There has been an increase in online transactions compared to last quarter and the same period last year

## HOUSING BENEFIT

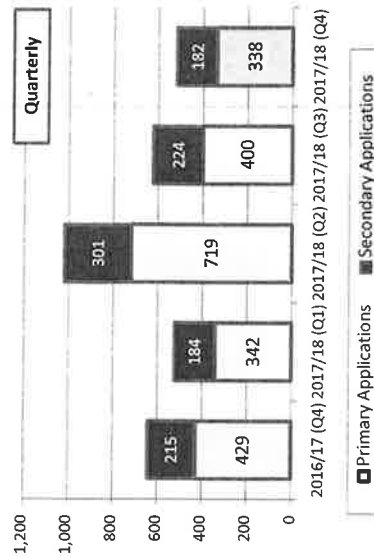
### DP 07: New Housing Benefit/Council Tax Claims



The total number of applications has increased by 13% from Q3 2017/18 to Q4 2017/18 but is slightly less than the same period last year (-4% compared with 2016/17 Q4). The Universal Credit (UC) rollout did not significantly affect numbers of claims given that new customers will claim UC instead of Housing Benefit and UC is

## SCHOOL APPLICATIONS

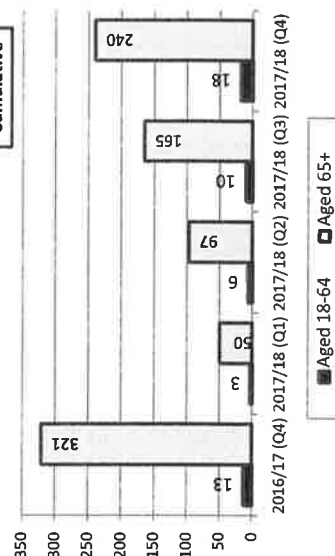
### DP 08: School Applications



The total number of applications has decreased by 17% compared with Quarter 3 and 19% compared with the same period the previous year.

## ADULT SOCIAL CARE

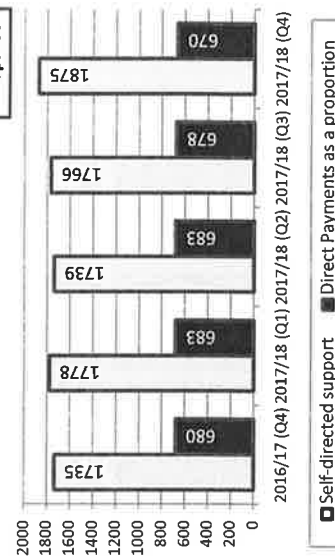
### DP 09: Permanent admissions to residential and nursing care homes



By the end of Quarter 4, there had been 108 adults aged 18-64 in council-supported permanent admissions to residential and nursing care, which is an increase on Quarter 4 in 2016/17. There had been 240 adults aged over 65 in council-supported permanent admissions, whereas in 2016/17 there were 321, a decrease of 81.

## ADULT SOCIAL CARE

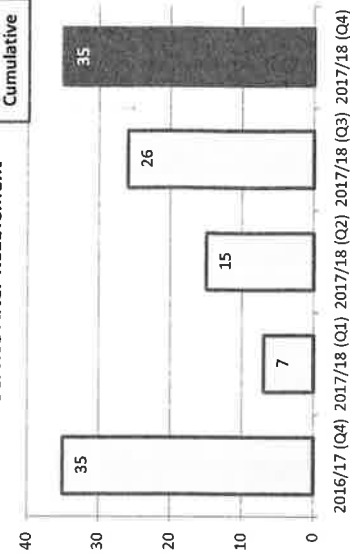
### DP 10: Self Directed Support and Direct Payments as a Proportion



At the end of Quarter 4, there were 1,875 service users receiving self directed support, compared to 1,735 at the same stage last year (an 8% increase). There was, however, a 1.5% reduction in the take-up of direct payments as at the end of March 2017 compared to March 2018.

## ADULT SOCIAL CARE

### DP 11: Residents Requiring On-going Service After Reablement

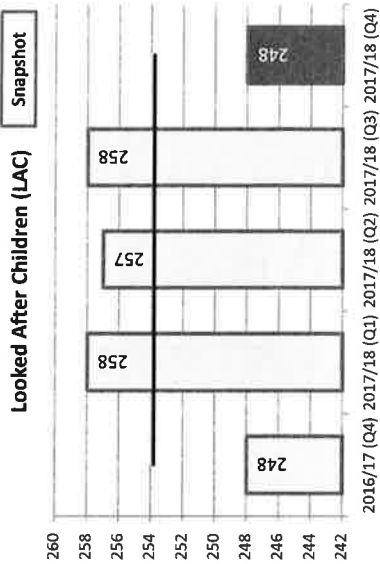


The number of service users requiring long term services after a successful reablement episode has been sustained with 35 service users returning by the end of March 2018, the same as at March 2017. However, it should be noted that the number of service users using reablement has increased, so the number returning now represents a lower proportion.



## CHILDREN'S SERVICES

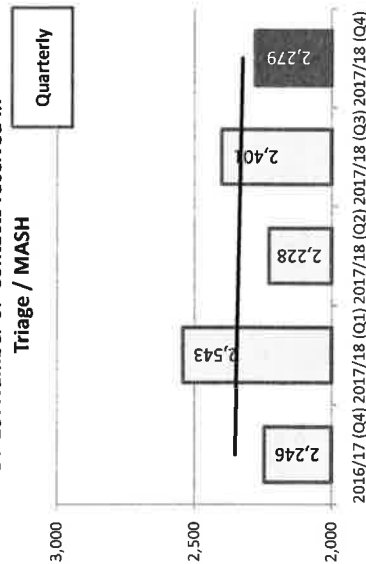
DP 12: Number of Looked After Children (LAC)



The number of looked after children in Q4 (at 248) is the same as at the same point last year. However the size of the cohort has decreased when compared with Q3, and with the 2017/18 peak of 261 (seen in July 2017).

## CHILDREN'S SERVICES

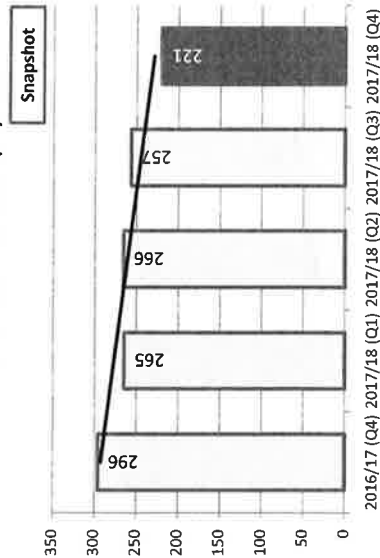
DP 15: Number of Contacts received in Triage / MASH



There were 2,279 contacts received in Triage / MASH in Q4 2017/18, a reduction of 122 (-5.1%) on Q3. However we have seen a slight increase of 33 (1.5%) when compared to the same period last year.

## CHILDREN'S SERVICES

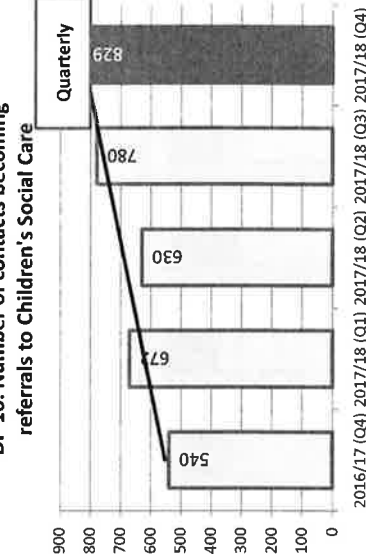
DP 13: Number of Child Protection (CP) Plans



The number of children subject to Child Protection Plans has fallen by a further 16% during Quarter 4. The number of children on CPs was 25% lower at the end of 2017/18 than at the end of 2016/17, and is currently at the lowest point seen for some time.

## CHILDREN'S SERVICES

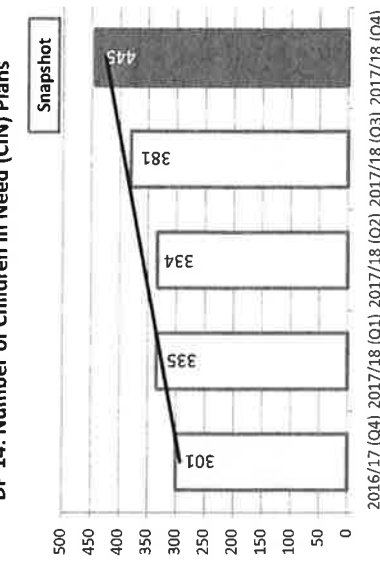
DP 16: Number of contacts becoming referrals to Children's Social Care



There were 829 contacts that became referrals in Q4 2017/18. Overall activity has increased compared with the previous two quarters. This increase has led to a significant rise (53.5%) when compared to the Q4 2016/17 outturn.

## CHILDREN'S SERVICES

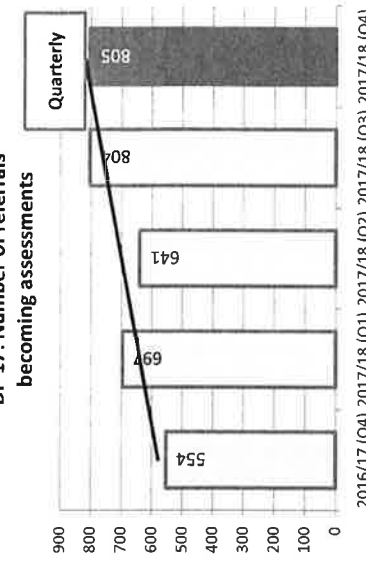
DP 14: Number of Children in Need (CIN) Plans



The number of CIN plans has seen another sharp increase in Q4 and is currently the highest Havering has ever seen. This rise is likely to be linked to the stabilisation of the LAC population and reduction in the number of CP Plans.

## CHILDREN'S SERVICES

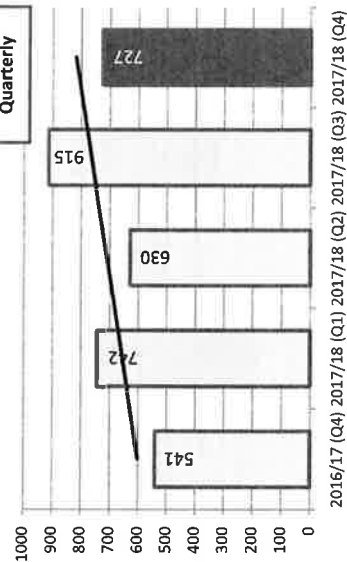
DP 17: Number of referrals becoming assessments



There were 805 referrals that became assessments in Q4 of 2017/18, which is no real change on the previous quarter but a large increase (of 45.3%) compared to the same period last year. This correlates with a higher number of contacts becoming referrals during 2017/18.

## CHILDREN'S SERVICES

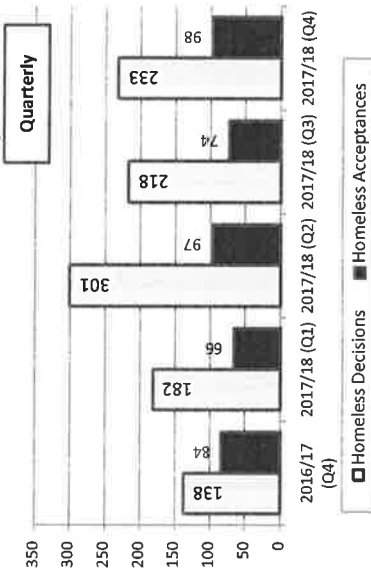
DP 18: Number of contacts referred to Early Help



After Q3's increase, the number of contacts referred to Early Help has seen a sharp decrease to 727 (-20.5%) in Q4. However, we have seen an increase of 186 (34.4%) contacts referred to Early Help when compared to Q4 2016/17.

## HOMELESSNESS

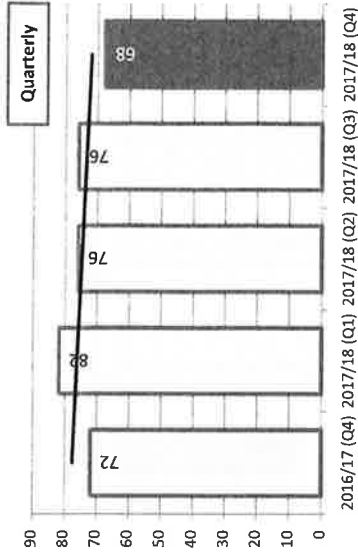
DP 19: Homeless Decisions and Acceptances



The number of homeless decisions and acceptances continues to increase. However, whilst the proportion of acceptances rose in Quarter 4 compared with Quarter 3, the proportion for the year as a whole was lower than for the previous year.

## COMMUNITY SAFETY

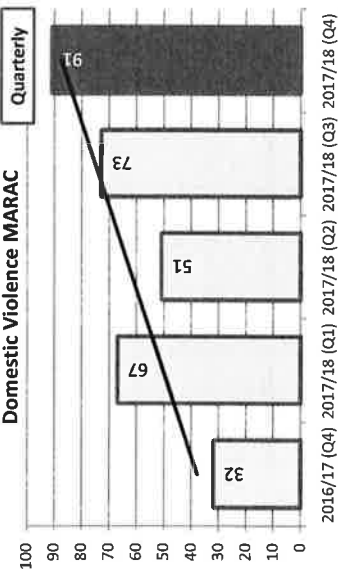
DP 20: Offenders supported through IOM



This figure has seen a gradual decline throughout 2017/18. The ideal capacity of the group is 80 persons. Despite being slightly lower than same period last year, a cohort of 68 persons at the end of Q4 demonstrates both that there is demand for the service, and that effective work can be carried out with current resources.

## COMMUNITY SAFETY

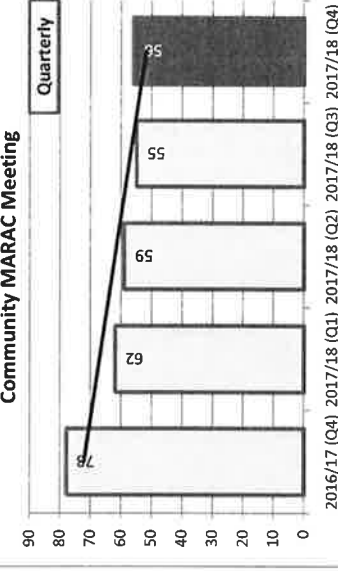
DP 21: Number of cases referred to the Domestic Violence MARAC



Referrals increased significantly in Q4 after work was carried out to raise awareness of the process in an effort to ensure everyone who needs support is referred to the panel.

## COMMUNITY SAFETY

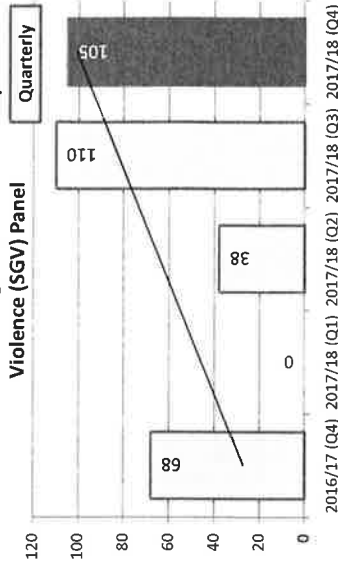
DP 22: Number of cases referred to the ASB & Community MARAC Meeting



This figure experienced a steady decline throughout 2017/18. Q4 also demonstrates a decrease with the same period last year. The ASB Panel and Community MARAC meetings were combined in January 2016 to reduce duplication of cases being represented at both panels.

## COMMUNITY SAFETY

DP 23: Cases coming to the Serious Group Violence (SGV) Panel



SGV meetings were not held in Q1 due to a problem with receiving data from the Police. This has now been rectified, and monthly meetings have resumed, with an emphasis on quality discussion of risk subjects rather than quantity.

## CABINET

**Subject Heading:**

Main Insurance Contract Award

**Cabinet Member:**

Cllr Roger Ramsey - Cabinet Member for Finance & Property

**SLT Lead:**

**Jane West**

**Report Author and contact details:**

**Paula McLoughlin,**

Principal Risk & Insurance Manager, 01708 432116, paula.mcloughlin@onesource.co.uk

**Policy context:**

Insurance/Risk Management

**Financial summary:**

The contract is estimated to be worth £13.9m over the full available contract term of nine years ie the six year term plus extension up to a further three years.

The recommended award of this contract amounts to a first annual premium of £1.255m and will achieve a reduction in premium of £0.127m based on the expiring contract. This is estimated to amount to a reduction of premium of £1.4m over the full nine years.

It is recognised that the recommended award of the contract would result in a headline reduction in contract fee of approximately £0.100m in 2018-19. The effect on the general fund is yet to be quantified.

**Is this a Key Decision?**

Yes:

(a) Expenditure or saving (including anticipated income) of £500,000 or more

**When should this matter be reviewed?**

June 2019

**Reviewing OSC:**

O&S Board

**The subject matter of this report deals with the following Council Objectives**

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

<b>SUMMARY</b>
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The report seeks approval to award of the main insurance contract following an OJEU open tender process. This was jointly tendered with the London Borough of Bexley and split into four lots of Lot 1) Property, Lot 2) Casualty & FG, Lot 3) Motor and Lot 4) PA Group Travel. The contract period is six years from 1<sup>st</sup> July 2018 plus an option to extend for up to three years.

In accordance with the agreed process each lot is to be jointly awarded to the bidder providing the overall best value based on price and quality.

Four bidders responded, Bidder A, B, C & D. It is proposed that Lots 1,2 & 3 are awarded to Bidder B and Lot 4 is awarded to Bidder A and the best alternative option, Quote 1, be awarded for the property terrorism cover.

## **RECOMMENDATIONS**

That the Cabinet

1. **Agree** the award of Lot 1) Property (excluding terrorism), Lot 2) Casualty & FG and Lot 3) Motor, to Bidder B on the basis set out in the report detail.
2. **Agree** the award of Lot 4) PA Group Travel to Bidder A on the basis set out in the report detail
3. **Agree** the award of the terrorism element of Lot 1 Property to the supplier providing the alternative Quote 1, as set out in the detail of the report. This exercises the right reserved in the Invitation to Tender not to award to the successful bidder under Lot 1.
4. **Note** the contract award Notices will need to be issued and the Insurance Team will need to mobilise to ensure a smooth transition where the award of a Lot is to a new insurer. New insurance schedules and certificates will need to be received and notification sent to relevant parties, including schools.

## **REPORT DETAIL**

1. The council sought bids in an OJEU open tender process jointly with the London Borough of Bexley for provision of the insurance covers required to protect the council's assets and liabilities.
2. Bids were invited for a contract period of six years from 1<sup>st</sup> July 2018 with an option to extend for up to three years and split into lots as follows:
  - **Lot 1) Property**, with an option to separately award terrorism cover
  - **Lot 2) Casualty & FG**,
  - **Lot 3) Motor** and
  - **Lot 4) PA Group Travel**.

### **Responses**

3. Tender responses were received from four bidders.
  - Bidder A responded on Lots 1, 2, 3 & 4
  - Bidder B responded on Lots 1, 2, 3 & 4
  - Bidder C responded in respect of Lot 3 only
  - Bidder D responded in respect of Lot 4 only.
  - Three alternative options were received for terrorism cover
4. Responses were anticipated from a further two bidders but they did not respond within the timeframe required.
5. There is a limited insurance market supplying local authority insurance and taking into account the current market conditions the bids received are very competitive.

### **Market Conditions**

6. Insurance market conditions are proving challenging for local authorities currently. The insurance market is being affected by global and weather events which are affecting the reinsurance market, which in turn impacts on premium rating.
7. The recent reduction in the discount rate, which allows credit for anticipated investment income for large claims settled for long term care, is significantly increasing claim estimates. This impacts insurers who pay claims over and above the typical self insured retention levels of a local authority programme. We have seen evidence where insurers are consequently applying premium levies mid contract resulting in minimum increases of 15% to casualty premiums.
8. The local authority insurance field is also seeing greater demands on insurance provisions with historical claims, safeguarding issues generally and evolving case law (such as vicarious liability for foster parents). The Grenfell Tower fire is also having an impact on the insurance market for local authorities.

### **Evaluation**

9. Bids were evaluated on a combination on 60% price and 40% quality and scored in accordance with the matrix published to bidders.
10. In accordance with the agreed process each lot is to be jointly awarded to the bidder providing the overall best value based on price and quality in each lot on the basis of the preferred option available and detailed in **Appendix A**.

11. All recommended winning bidders scored highest both overall and on price alone and in respect of the preferred options also provided the best price individually for Havering.

12. The evaluation results determine that the highest scoring bidders are as follows:

<b>Lot</b>	<b>Winning Bidder</b>
1) Property excluding terrorism	Bidder B
2) Casualty & FG	Bidder B
3) Motor	Bidder B
4) PA Group Travel	Bidder A
Terrorism	Alternative quote 1)

### **Outcome**

13. Based on the prices quoted by the winning bidders and detailed in **Appendix A** this amounts to a first total annual premium for Havering of £1.255m which equates to a reduction in premium spend of £127k in the first year.

14. It is recognised that the recommended award of the contract would result in a headline reduction in contract fee of approximately £0.100m in 2018-19. The effect on the general fund is yet to be quantified. Once the actual saving on the general fund is known Cabinet will be informed.

15. The contract price also represents some enhancements in cover as well as reductions in deductible levels, which will reduce the amount the council pays towards claims.

16. The policy terms will allow for inflationary increases year on year to reflect increased rebuilding values of properties and Average Weekly Earnings (AWE) increases.

17. Taking these factors into account it is estimated that the value of the contract over the full nine year period (Including permitted extensions) would amount to £13.9m.

18. Other changes in risk would also proportionally affect premium e.g. new buildings or acquisitions, new functions etc. outside of this estimated cost.

19. In challenging market conditions, when premium increases were potentially anticipated, this represents an excellent result of an estimated £1.4m reduction in premium spend over nine years and has been achieved by a full and detailed ITT being presented to market which fairly presented the risk.

**REASONS AND OPTIONS**

**Reasons for the decision:**

20. The council needs to have insurances in place to meet legal requirements or provide compulsory insurances and to adequately protect the council's assets and liabilities.
21. The most cost effective way to achieve this is to procure insurance cover and combine this with appropriate self insured retention levels under a risk and financial management insurance programme.
22. Based on the level of risk and claims experience, options for alternative quotes on reduced deductible levels were sought. The rationale was supported by the findings of an actuarial fund review conducted prior to tendering.
23. Other options were factored in to seek quotes to enhance cover or provide alternative options

**The options were:**

**Lot 1 Property**

- the right reserved not to award terrorism and seek alternative options
- each council can award independently

**Lot 2 Casualty & FG**

- reduce self-insured retention level from £170k to £125k
- extend Fidelity Guarantee (FG) cover to include crime

**Lot 3 Motor**

- reduce self insured retention level from £170k to £25k

The financial impact of these is detailed in **Appendix A.** and recommended award includes all these alternative options. The reason for the following reasons

24.

**Lot 1 Property**

- The bidders under Lot 1 have offered quotes via Pool Reinsurance Company Ltd "Pool Re", the government backed scheme
- Pool Re offers cover only on a fully comprehensive basis i.e. all properties
- Recent terrorist events may have influenced a significant increase in premium under Pool Re
- Alternative quotes have been obtained on a "First Loss" basis i.e. capped exposure on the basis such an event would be localised rather than borough wide.
- Havering can award independently and this is not impacted by Bexley's preference.

The alternative quotes for terrorism cover have been provided based on a first loss basis of £150m sum insured and for a three year agreement.



**Lot 2 Casualty & FG**

- The claims experience and number of claims falling between the difference in deductible levels makes the additional premium quoted cost effective.
- The addition of crime cover extends the Fidelity Guarantee cover to include actions of a third party as well as employees.

**Lot 3 Motor**

- The claims experience and number of claims falling between the difference in deductible levels make the additional premium quoted cost effective.

**Other options considered:**

25. Havering to tender alone – This was rejected as collaboration with a oneSource partner borough enabled the sharing of best practice and efficiency savings in aligning programmes.

26. To further collaborate in a shared tender with Newham – this was rejected as Newham's programme does not lend itself to alignment at the current time with incompatible contract periods. The contract period has been set however to allow flexibility to facilitate further collaboration in the future if this is to the advantage of the oneSource partner boroughs.

27. Utilise an existing framework – this was rejected as this would have limited the contract period available to us, would have required the appointment of a broker via the framework initially and would incur the additional fee of 0.75% on the value of the contract.

<b>IMPLICATIONS AND RISKS</b>
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**Financial implications and risks:**

The annual cost of the expiring contract is £1.400m. The premium includes approximately £0.200m charge to Commercial Properties/specific recharges and £1.200m charged to the Insurance Fund within the General Fund which includes £0.150m in respect a of balance of risks cover for schools.

The full year Insurance General Fund budget is £1.200m for 2018-19, as set at Council in February 2018.

As a result of extending the expiring contract in 2018-19 for three months to the 1<sup>st</sup> July 2018, £0.300m will be charged to the Insurance Fund and the rest of the budget will be utilised to fund the remaining 75% of the new annual contract.

The recommended award would result in a headline reduction in contract fee of approximately £0.100m in 2018-19, however the effect on the general fund is yet to be quantified but should be favourable.

**Legal implications and risks:**

Officers seek to award the services as detailed within the lot information in this report. The Council has power under section 1 of the Localism Act 2011 to agree the recommendations in this report.

The value of the proposed procurement is above the threshold for services and officers have procured through an advertised open OJEU procedure compliant with Part 2 of the Public Contracts Regulations 2015.

The recommendations in this report are in line with the requirements of the Councils constitution and Contract Standing Orders.

**Human Resources implications and risks:**

There are no HR implications or risks arising directly that impact on the Councils workforce from this report.

**Equalities implications and risks:**

There are no equality or social implications regarding the awarding of this contract and an Equality Impact Assessment is not considered necessary, as confirmed by the Corporate Equality Advisor.

<b>BACKGROUND PAPERS</b>
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None

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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