



Notice of Non-key Executive Decision

Subject Heading:	Application for submission of bid under the Mayor's Air Quality Fund (Project: Anti-idling campaign).
Cabinet Member:	Councillor Viddy Persaud Cabinet Member for Public Protection and Safety.
SLT Lead:	Caroline Bruce Director of Neighbourhoods
Report Author and contact details:	MarieClaire Irvine Public Protection Programme Manager Tel. 01708 432649
Policy context:	The proposed project links to the councils Air Quality Action Plan to improve air quality in the borough.
Financial summary:	This is a pan London project open to all boroughs. The total bid amount is still to be confirmed, but it will not exceed £500,000, as this is the maximum grant for a joint bid. Match funding will consist of officer time and purchasing consumables for the idling action days. TfL's Local Implementation Plan (LIP) funding for air quality projects can cover these costs.
Relevant OSC:	Environment OSC
Is this decision exempt from being called-in?	No

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

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input type="checkbox"/>

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

The Mayors Air Quality Fund (MAQF) is designed to assist London boroughs with the delivery of evidence-based effective local measures to cut pollution and exposure to pollution. The MAQF Round Three was launched in October 2018 and will provide circa £6 million over three years (April 2019-2022) to London boroughs to improve air quality.

The Anti-idling project is for a 3-year campaign to be led and co-ordinated by City of London and LB Camden. The project will focus on behaviour change, and awareness raising with an educational approach, with enforcement to be used as a final action for persistent offenders. This approach has been effective in previous anti-idling projects carried out in joint initiatives also funded by the MAQF and coordinated by City of London.

As part of the MAQF Round Three, the Greater London Authority (GLA) have invited an application for a pan-London project scheme, coordinated by City of London and LB Camden who will provide the service on behalf of the other London Boroughs in liaison with local officers responsible for this function.

In line with the Council's Air Quality Action Plan (AQAP) 2018-2023, it is proposed to participate in the joint funding application for the Anti-idling campaign.

It is recommended that the proposed application for submission of bid under the MAQF be approved.

AUTHORITY UNDER WHICH DECISION IS MADE

Part 3, Section 3.3 (Powers of Members of the Senior Leadership Team):

Members of the Senior Leadership Team (SLT) have delegated authority to act as follows within the assigned service service/portfolio of responsibilities, subject to the general provisions and limitations set out in section 3.1 above.

Financial responsibilities

(c) In consultation with the relevant Cabinet Member to apply for, accept and manage external funding up to a limit of £500,000 per grant in support of any function within their Directorate provided that any financial contributions by the Council are made from within existing budget.

STATEMENT OF THE REASONS FOR THE DECISION

1 Introduction and background.

- 1.1 Idling vehicles can produce up to twice as many exhaust emissions as an engine in motion. This clearly affects the local air quality and the air we breathe, particularly affecting children and other vulnerable groups.
- 1.2 The council receives numerous complaints about idling vehicles around schools. The recent Public consultation responses around the AQAP also reflected residents' concerns about this with significant comments fed back regarding the problem of idling vehicles.
- 1.3 Havering currently implements a School Public Space Protection Order (PSPO) scheme around four schools. This Project can be seen as complimentary to the PSPO Scheme where, together they will help to improve air quality and road safety around schools, protect children and promote active travel.
- 1.4 The project would work with trained volunteers and council staff to engage and educate motorists and passers-by about the effects of idling on local air quality using a friendly and non-judgemental approach. The project will focus on anti-idling events and awareness raising, targeting idling hotspots such as schools and hospitals. This method, when used in other boroughs has over 80% of drivers switching off engines and making "pledges" to give up the idling habit for good. In the recent Public consultation around the AQAP, 23% of residents cited idling of vehicle engines around schools as a major concern.
- 1.5 Anti idling is part of the message delivered by Miles the Mole our educational air quality champion. During visits to schools and events such as Havering show, Miles delivers the message to switch off engines to reduce emissions. This proposed project will build on this message using a consistent approach and will have the advantage of working with other boroughs.

2 Description of the proposed project

- 2.1 The proposed project is to be led by City of London and LB Camden, the aims are to :
 - Reduce unnecessary engine idling in all vehicles including buses and raise the profile of air quality and idling engines as a source of air pollution.
 - Obtain support of local communities, businesses and organisations to help with campaign days and train volunteers;
 - Engage with drivers to educate and encourage behaviour change.

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2.2 The scheme will hire 2 project managers working with 22 boroughs each (based on numbers of boroughs who have expressed interest) to deliver on the following:

- Anti-idling action days – up to 12 per year per borough with a period of a couple of months at the beginning of the project to focus on volunteer recruitment and event organisation.
- School assemblies with pupils designing an anti-idling banner to hang outside the school, training parents/staff to speak to idling drivers ongoing, potentially including some route to school exposure monitoring -5 per borough per year.
- Targeting fleets – designing and delivering short training sessions for companies with fleets focusing especially on bus depots, borough fleets, and delivery companies.
- Research project – building upon the recent monitoring study carried out with Kings College, potentially also including a study with drivers to see if we can influence behaviour change.
- Enforcement – there is a requirement from the GLA that all boroughs who join the project commit to adopting the powers to carry out enforcement on idling and issuing penalties (to be done by the borough not the project officers). The project officers will collate examples/produce templates for fixed penalty notices (FPN's), Traffic management orders etc. to help with this. Use of good PR and engagement with drivers will mean that in the vast majority of cases, issuing a FPN will not be necessary except for persistent offenders. Guidelines issued by the department of Transport as to when a FPN could be issued after several minutes and not issued under the certain circumstances such as
 - if the driver is elderly to keep warm;
 - if the vehicle is a recovery vehicle carrying out a recovery and needing to run lights off the engine; or
 - to help defrost a windscreen in very cold weather.
- Communications strategy – project officers to develop and deliver a wider communication strategy to promote the issue with advertising across London and working with borough Communications Teams to promote the scheme.

2.3 The approach of the campaign is to focus on engaging with offenders and educating them as to why they should switch off their engines and advising that idling is causing pollution and causing harm to children and vulnerable adults such as asthma sufferers. This approach when used by other boroughs has had

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an 80% success rate with drivers switching off and making pledges to stop idling in the future. We could also look at specific areas when complaints are received from residents.

2.4 AQAP actions that this project is linked to are :

- 2.1 Promote walking and cycling,
- 2.2 Our Air Quality Champion to visit schools (includes action on anti idling)
- 4.6 Review parking charges policy

2.5 Timescales

April – recruitment
June – new officers start
June/July – volunteer recruitment
Sept – project delivery commences

OTHER OPTIONS CONSIDERED AND REJECTED

Option 1: Do Nothing: This option has been considered and rejected, as the MAQF is an important source of funding and an opportunity for Havering to financially support actions towards improving air quality in the borough.

Option 2: Submit funding applications for other projects: The MAQF bidding guidance sets out specific focus areas / categories for applications under which projects will be considered. These categories are the following:

- 2.1 Low Emission Neighbourhoods (LEN): A LEN is an area based scheme that includes a wide range of measures focused on reducing emissions. These measures involve traffic management changes, changes to highways infrastructure etc. and some of the changes can be difficult for communities to adopt. Furthermore, there is a requirement for at least equal match funding to be provided, which is a significant amount (up to £0.500m) and unlikely to be covered by the Council's existing budget, given the current economic conditions. It has therefore been decided to reject this option at this point in time.
- 2.2 Supporting the uptake of Ultra Low Emission Vehicles (ULEVs) and supporting businesses to reduce emissions: As part of the Council's AQAP, a feasibility study on Electric Vehicle charging infrastructure will be undertaken. Until this study has been completed, it has been decided to not progress projects in relation to ULEVs. Furthermore, the scope of a partnership with the

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London Riverside BID, in relation to micro-consolidation services, has been examined and it has been concluded that in order to proceed with such project a feasibility study should be undertaken. Therefore, this option has been rejected at this point in time.

- **2.3 Exceptional projects:** The option to commission the use and installation of a "SmogStop Barrier" which has been shown to reduce NOx using Photocatalytic Oxidization was examined, however the GLA's feedback was negative, and therefore this option was rejected.
- **2.4 Pedestrianisation, road closures and car free days:** A 'School Streets' project which falls under this category is considered in a separate Executive Decision.

PRE-DECISION CONSULTATION

As part of the adoption of the Council's AQAP 2018-2023, a consultation process was undertaken for 10 weeks between the 3rd January and 15th March 2018, 23% of residents cited idling of vehicle engines around schools as a major concern.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: MarieClaire Irvine

Designation: Public Protection Programme Manager

Signature: *Mc Irvine*

Date: 21/12/2018

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

In June 2018 the Council adopted its AQAP 2018-2023 to comply with its statutory duties under Part IV of the Environment Act 1995 and the London Local Air Quality Management (LLAQM) framework. As part of the Council's AQAP, actions aiming to reduce emissions from transport and awareness raising will be taken over the next five years.

Whilst this project is primarily an awareness raising campaign, there is a requirement from the GLA that all boroughs who bid for funding commit in writing to adopting the enforcement powers under the Road traffic (vehicle emissions) Fixed Penalty (England) Regulations 2002. The legislation gives power to Local Authorities to issue Fixed Penalty Notices (FPN's) to drivers who allow their vehicle engines to run unnecessarily while the vehicle is parked. Although FPN's are a deterrent, Guidance issued by the Secretary of State for Transport in 2002 under section 88 of The Environment Act 1995 states FPN's should be issued in limited circumstances and as a last resort. For example FPN's would only be issued to persistent offenders and not be issued to elderly drivers who had the engine idling to keep the heating on. A separate Cabinet report will need to seek approval to introduce and issue the FPN's and charge including delegation of the above powers to the appropriate Officer level. There are no other terms and conditions of the grant, though milestones will be set and monitoring will be undertaken by the project managers (not Havering employees) to determine progress against these milestones, funding would not be withdrawn if for any reason the targets are not met.

Intellectual Property rights must be assigned to TfL for any tools, trials or outputs developed under the programme.

Cleared by: Mandeep Mehat, Principal Lawyer, on 20/12/2018

FINANCIAL IMPLICATIONS AND RISKS

The full amount of funding which is to be split between the participating boroughs is currently being determined by City of London.

City of London and LB Camden will submit the bid as well as receive and manage the funding on behalf of all the participating boroughs including LB of Havering.

From April 2019 match funding will be required from each partner borough and will consist of officer time and purchasing consumables for , the wider advertising campaign (such as leaflets, posters, high visibility vests for action days). Havering will use funding from the TfL's Local Implementation Plan (LIP) for air quality projects for this.

There are no other terms and conditions of the grant, though milestones will be set

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and monitoring will be undertaken by the project managers (not Havering employees) appointed by City of London and LB Camden who will be leading the project. Funding would not be withdrawn if for any reason the targets are not met. There are also requirements for annual and quarterly progress reports, as well as responding to ad hoc requests for specific information from the GLA and TfL

There is no expectation of self-funding after the grant has finished. Boroughs are able to carry on and self-fund if they decide they wish, but there would be no obligation to continue the project.

Cleared by: Rita Bacheta, Finance - Strategic Business Partner, on 04/12/2018

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

On the days of action some Council staff would assist with the events and possible enforcement. Staff would be fully briefed and if necessary training will be provided prior to any activity.

Cleared by: Geraldine Minchin, Strategic HR Business Partner, on 11/12/2018

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

An Equality and Health Impact Assessment has been attached to this Executive Decision. No negative impacts to the protected characteristics have been identified. The project is expected to help reduce local air pollution levels, and therefore have positive impacts on people's health and wellbeing.

Cleared by: Vernal Scott, Corporate Diversity Advisor, on 5/12/2018

BACKGROUND PAPERS

Appendix 1. Equality and Health Impact Assessment

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Appendix 2. Letter titled 'Mayors Air Quality Fund (MAQF) Pan London Anti-Idling bid'

London Borough of Havering Air Quality Action Plan 2018-2023

Mayor's Air Quality Fund Round Three 2019/20 – 2021/22 Bidding Guidance

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Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Delete as applicable

Proposal NOT agreed because

Details of decision maker

Signed



Name: Caroline Bruce

Cabinet Portfolio held:

CMT Member title: Director of Neighbourhoods

Head of Service title

Other manager title:

Date: 14/01/19

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

14/1/19.

Signed _____

A. H. [Signature]

