



## Environment Overview & Scrutiny Sub-Committee 20 February 2019

**Subject Heading:**

Air quality Action Plan –Progress report

**SLT Lead:**

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**Policy context:**

The 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:**

A budget of £0.125m is 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.

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

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

X[]  
[]  
X[]  
X[]

### SUMMARY

This report outlines the progress made on the AQAP- a 5 year strategic programme to improve air quality within Havering under the 4 themes of:

- Modelling and monitoring

- Public Health & awareness raising to encourage smarter travel
- Emissions from Buildings and development
- Emissions from transport.

Appendix 1 graph shows the actions and progress plan.

## RECOMMENDATIONS.

That Environment Overview and Scrutiny committee note the report.

## REPORT DETAIL

The key action areas within the Air Quality Action Plan (AQAP) document include;

### 1. Air quality monitoring and modelling

1.1. Monitoring assists with air quality objectives, and helps evaluate the effectiveness of policies and projects within the council's AQAP, (see attached tracker appendix 1). The AQAP implementation is also monitored on Execview, the council's project management tool. Monitoring also provides information to Havering's residents, workers and visitors when pollution levels are moderate or high.

1.2. Detailed air quality modelling was undertaken for three locations in 2017: Marsh Way, Gallows Corner, and Roneo Corner comparing estimated pollution levels for 2013 and 2020. Public Protection has also recently commissioned Kings College London to develop an interactive map which shows predicted NO<sub>2</sub>, and particulate matter (PM) for 2013 and 2020 and enables selection of any area / location in the borough to obtain an image of the local air quality.

1.3 Additional diffusion tubes have also been installed at the North Street roundabout to support the Romford Ring Road scheme, led by the Regeneration Team.

1.4 Modelling for major schemes is also undertaken by developers as part of the air quality assessments which are required for major developments as part of the planning process, which is an ongoing requirement.

1.5 The use of the “Air Text” subscription allows residents to sign up to receive alerts about air quality.

1.6 The Power BI air quality page is also now published, will be regularly updated and was recently used to assist the Regeneration Team to provide advice on the position of a proposed primary school in Bridge Close Romford.

1.7 Monitoring has also taken place around schools. The table below shows the results. The annual mean results for 2018 are still being ratified. The figures in red show NO<sub>2</sub> levels of 40  $\mu\text{g}/\text{m}^3$  The EU Directive Limit. Gidea Park and St Marys are located on roads with high volumes of traffic.

Location	NO <sub>2</sub> Annual Mean Concentration ( $\mu\text{g}/\text{m}^3$ )			
	2014	2015	2016	2017
Gidea Park Primary School (Main Road)	36.8	37.4	43	41.6
Ravensbourne School	25.8	26.6	28.3	30.4
Mawney School	32.3	31.4	31.7	31.6
Upminster School	35.0	38.2	35.9	35.6
Ardleigh Green School	37.7	37.1	37.9	36.7
St. Marys School RC	37.2	35.7	40.7	37.7
Rainham Village School	32.9	31.3	34.5	33
Parkland School	27.3	28.4	30.7	37.8
Newton's School	29.1	26.8	27.9	28
St. Edwards School	26.5	24.3	24.1	24.9

## 2 Public Health & awareness raising to encourage smarter travel

2.1 These actions promote walking and cycling linked to public health and sustainable travel outcomes and is led by Sports Development and Transport Planning. Actions include:

- “Bikeability” training for school children, and between April to September: 1,487 children in schools and 153 children with Bike Wise programme were trained- a total of 1,640 children. By the end of the financial year 2,049 children will have received training.
- In May, 9 staff signed up to cycle to work scheme, in November 14 members of staff also joined the scheme. The number is small but the council can try to lead by example.
- The Sustainable Transport Team is in discussion with two businesses to receive business grants to promote sustainable travel.
- Miles the Mole our Air Quality Champion has visited 40 schools so far this year covering topics such as anti-idling, planting and walking to school. Officers are also looking at other educational performance artists for senior schools.

2.2 Idling of vehicles is an area of focus, and we have submitted as part of a pan London bid to the Mayors Air Quality Fund, for an anti-idling campaign focusing on schools. The campaign works 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. 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, 23% of residents cited idling of vehicle engines around schools as a major concern.

### **3. Reducing emissions from Buildings and Developments**

3.1 New major developments are required to be air quality neutral as a minimum via the Planning process. Progress of this action will be assessed annually by monitoring the number of planning applications with these conditions applied. 10 schemes have had air quality neutral conditions applied in the last 2 years.

3.2 Public Protection actions to improve air quality include identifying unknown premises that require pollution, prevention and control permits (PPC).

To combat pollution from construction sites (particularly smaller sites where the air quality neutral conditions are not applied), Havering will be part of a London wide bid to the Mayors Air Quality Fund (MAQF) to support enforcement of the non-road mobile machinery (NRMM). This will reduce dust and emissions from sites. £4K

match funding is required for a 3 year project covering 2019-2022, this money will be available from the annual LIP Programme and confirmation has been received from TfL.

#### **4. Reducing emissions from transport**

4.1 Road Transport is the greatest contributor to NO<sub>x</sub> emissions in Havering. A high level feasibility study has been commissioned by Transport Planning to identify a light rail link route between the north and south of the borough to support the two housing zones and across further north to Harold Hill to help reduce emissions by offering an alternative mode of transport.

4.2 Transport for London (TfL) have advised that buses they run in the geographical area of Havering, such as routes 66, 86 and N86 have been retrofitted to comply with Euro VI emission standards. The remaining routes will be retrofitted by September 2020. However, TfL have advised that they are working to deliver ahead of this date.

4.3 With Regard to Havering sprinter buses, 27 out of 65 have been converted to Euro VI for the school assistance programme and the remainder are due to be converted or replaced.

4.4 A feasibility study on the delivery of an electric vehicle (EV) charging point infrastructure across the borough is to be carried out this year. An increase in EV charging points was a common theme suggested by residents in the recent public consultation. Funding from the LIP programme is ring fenced for this study (£25K) which is being progressed.

4.5 To improve air quality around schools, we have submitted the following bid to the Mayors Air Quality Fund (MAQF) a "Schools Streets" pilot project with restricted access at drop off/ pick up times. Settle Road and Benjamin Close have been identified as suitable locations.

#### **5. Further actions to ensure we are lobbying and influencing behaviour to ensure that the most polluting vehicles are prevented from increasing pollution levels.**

5.1 Jacobs Consultants or other, to carry out feasibility work on a scheme for a Clean Air Zone or similar whereby the most polluting vehicles are charged a fee to enter the zone such as buses and HGV's

- 5.2 Further develop Greenways/Quiet routes for walking and cycling, liaising with Sustrans -sustainable transport charity on this.

Appendix 1 is a graph showing progress on actions within the AQAP

## IMPLICATIONS AND RISKS

### 6. Financial implications and risks:

- 6.1 There is a budget of £0.125m allocated to Havering from the TfL Local Implementation Plan (LIP) funding stream for the financial year 2018/19. Future similar levels of funding will be subject to TfL approval through the LIP on an annual basis.

Lack of adequate funding may result in non-delivery of the Air Quality Action Plan, 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.

### 7 Legal implications and risks:

- 7.1 The AQAP was approved by Cabinet in June 2018

7.2 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 Environmental 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 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.

7.3 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.

7.4 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.

7.5 A public consultation was undertaken in respect of the AQAP in accordance with the requirements of the Environmental Act 1995.

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

8.1 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 is now funded through the LIP 2018/19-2022 to work solely on managing the AQAP and its projects.

## **9. Equalities implications and risks:**

9.1 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:

9.2 (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

9.3 (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;

9.4 (iii) foster good relations between those who have protected characteristics and those who do not.

9.5 Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment. 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.

9.6 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

9.7 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.

9.8 EIAs were also completed for Mayors Air Quality fund bids