

Sustainable Development Select Committee		
Title	Progress on the Implementation of Air Quality Action Plan 2016 – 2021	
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Class	Part 1 (open)	14 June 2017

Reason for lateness

Statutory guidance requires that Councils take particular care in periods of “heightened sensitivity”. The Council is required to take precaution in the pre-election period to avoid the publication of reports that deal with a particular topic which may be controversial or aligned to a particular party policy. Accordingly, it has been decided that the publication of this report should be delayed until after the general election on 8 June.

1. Summary

- 1.1. Mayor and Cabinet approved the Air Quality Action Plan 2016-2021 in December 2016.
- 1.2. The Sustainable Development Scrutiny Committee commended the draft AQAP and made recommendations to the Mayor and Cabinet on 25th October 2016, which were all incorporated within the approved AQAP.
- 1.3. The recommendations with the response from the Mayor and Cabinet were as follows:
- 1.4. Referral 1
The Committee commends the air quality action plan. However, it believes that an additional point should be added to the plan, which tasks Lewisham’s political leadership with championing the issue of air quality inside and outside of the borough.

Response

An additional action was added to the Air Quality Action Plan and Cllr Onikosi, will take responsibility for progressing this on behalf of the Mayor and Cabinet Committee and consider implementation dates and progress which will be reported to the Greater London Authority (GLA) through the Annual Status Report (ASR).

1.5. Referral 2

The Committee welcomes the proposed increase in charging points for electric vehicles. The Committee recommends that the Council carries out a campaign to encourage usage.

Response

An additional Action was added to the Air Quality Action Plan for carry out such

a campaign and this will be timed to coordinate with the increase of Electric Vehicle Charging Points (EVCPs) planned for March 2017. The Council will report back to the GLA through the ASR on feedback to the campaign and monitor increases in numbers of residents using EVCPs.

1.6. Referral 3

The Committee also recommends that there be a proactive and high profile anti-idling campaign, which sets out the importance of good air quality to the whole community.

Response

An additional Action was added to the Air Quality Action Plan for carrying out a Council wide anti-idling campaign, discouraging unnecessary idling by vehicles, with a date being considered in the summer, potentially coordinating this with a summer school campaign already proposed. The Council will report back to GLA through the ASR on the review and outcome of campaign.

2. Purpose

- 2.1. The purpose of this report is to provide information on the progress made with the AQAP 2016-2021, particularly in relation to the recommendations referred to the Mayor and Cabinet Committee. In addition the committee has requested further specific information in relation to sustainable school and workplace travel plans/commuter strategies and the Low emission transport strategy

3. Recommendations

- 3.1. That the Committee is asked to review the Action Plan progress over 2016 submitted to the GLA in April 2017 as part of the Council's statutory required Annual Status Report (Appendix A) along with the additional information required by the Committee and presented in the Narrative.

4. Policy context

- 4.1. The AQAP supports the Clean, Green and Liveable Council priority and the Sustainable Community Strategy 2008-2020.

5. Narrative

- 5.1. The Committee recommends that Lewisham's political leadership will championing the issue of air quality inside and outside of the borough.
- 5.2. In addition to Cllr Onikosi, having cabinet member responsibility for air quality, the Mayor in April of this year appointed Cllr McGeevor as the Air Quality Champion. A senior management and Councillor team was set up and tasked by the Mayor to raise the profile of air quality, promoting action being taken by the Council and campaigning to bring change within the borough.
- 5.3. The results of this team's work will be presented to the Mayor and Cabinet in

July 2017

- 5.4. The Committee recommends that the Council carries out a campaign to encourage usage of electric vehicles. The Committee also requested an update on a Low Emission Transport Strategy.
- 5.5. The date for the campaign was originally for May 2017, which has been delayed for the following reasons. With a specific communication strategy being proposed as part of the Mayor's campaign, dates will be considered as part of the overall strategy to maximise the impact of the message. Also the installations of new Electric Vehicle Charging Points has required Traffic Orders and legal considerations around lease agreements on the Highway, with the supplier Blue Point and it is now anticipated installation will not be complete until Autumn 2017.
- 5.6. In the interim the Council's, transport Team in February of 2017 commissioned a consultant to work on a Low Emission Transport Strategy for the Council. The findings of their work is still being considered but it is likely that this will results in the Council providing alternative Electric Vehicle supply options, increasing the numbers of points through street light installations and also identifying locations for Rapid Charging Points, for TfL to install and maintain.
- 5.7. It is anticipated that the Low Emission Transport Strategy will be available at the beginning of July and along with updated information on the Cycling strategy this will be communicated at People's Day
- 5.8. The Committee also recommended that there be a proactive and high profile anti-idling campaign, which sets out the importance of good air quality to the whole community.
- 5.9. Lewisham has joined other London boroughs in a [vehicle idling action behaviour change campaign](#) which will include at least 3 events held in Lewisham over this coming year. There are plans to promote this at schools, with volunteers on event days approaching vehicles that are idling to educate and inform. This will be considered as part of the Mayor's communication strategy being developed for the year.
- 5.10. The Committee requested information on sustainable school and workplace travel plans/commuter strategies. The Council has been encouraging schools to join TfL STARS accredited travel planning programme for many years. In 2015/16 80% of total schools within the Borough are now accredited. With all new major development planning applications a condition is included for workplace and residential travel plans, an example wording of which is:

No part of the development hereby approved for _____ shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.

There is no overall strategy for this. The Council is guided by good practice advice produced by TfL which it promotes through Planning and Sustainable Transport.

- 5.11. In addition to the Annual Status Report (ASR) Action progress presented in Appendix A, the progress report to the GLA for the London Mayor Air Quality Funding (MAQF) bid for £200,000 for the production, implementation and monitoring of a Framework Construction Logistic Plan along the Evelyn Corridor over three years is presented in Appendix B. On the basis of this report the GLA agreed funding for 2017/18.
- 5.12. To be successful in any future bids for MAQF money we must maintain our Cleaner Air Borough Status (CABS). The criteria for CABS is grouped under six themes: political leadership; taking action; leading by example; using the Planning system; informing the public; integrating air quality into the public health system. It requires a continued commitment to air quality monitoring. The actions against this were report to the GLA through the ASR and is detailed in Appendix A.
- 5.13. The GLA are still to review the Annual Status Report and on that basis will determine whether we continue to be a Cleaner Air Borough.

6. Financial implications

- 6.1. Costs will be funded from the original budget, with additional funding for the campaign currently being considered.

7. Legal implications

- 7.1. Section 82 of the Environment Act 1995 provides that every local authority is under a duty to review the air quality within its area. Section 83 of the 1995 Act requires local authorities to formally designate an air quality management area (AQMA) where air quality objectives are not being achieved, or are not likely to be achieved within the relevant period, as set out in the Air Quality (England) Regulations 2000.
- 7.2. Following designation of an AQMA, an air quality "Action Plan" should be completed. With the newly adopted London Local Air Quality Management process, London Boroughs are to provide Annual Status Reports to the GLA on progress with Air Quality Actions and reporting on air quality monitoring. Previously Progress Reports were submitted to DEFRA.
- 7.3. In the Mayor of London's Policy Guidance 2016 (LLAQM.PG (16)) it states the following: 'The establishment of the LLAQM system reflects the fact that the Mayor has broad powers of intervention under section 85 of the 1995 Act... Specifically, under section 85(5), the Mayor may give directions to boroughs requiring them to take such steps specified in the directions as he considers appropriate for the implementation of any European Union air quality obligations (e.g. under relevant EU directives). This is particularly relevant in the context of the current breach of NO₂ air quality objectives and limit values under the EU Ambient Air Quality Directive (2008/ 50/ EC) in parts of London.' Also the Localism Act 2011, enables

the Government, if a fine is imposed on the UK by the European Court of Justice, to require public bodies it considers responsible for the infraction to pay a financial penalty. The Mayor of London's Policy Guidance states: 'Proper participation in the LLAQM system and compliance with the relevant Mayoral advice and guidance should render statutory intervention by the Mayor unnecessary.'

8. Crime and disorder implications

8.1. There are no crime and disorder implications associated with this report.

9. Equalities implications

9.1. The majority of the AQMAs declared are to the north of A205, encompassing all of the north of the borough.

9.2. Poor air quality is often associated with areas of deprivation and consequently tends to disproportionately affect the health of the most disadvantaged. There is no data on the specific households affected by the exceedences of NO₂ within the AQMAs but the Index of Multiple Deprivation suggests that there are many areas to the north of the borough that are deprived which fall within an AQMA.

9.3. The AQAP will apply across the areas designated as AQMAs. Measures aimed at tackling poor air quality however tend to have wider benefits and actions introduced will also improve air quality throughout the borough. Therefore, there are no adverse equalities implications associated with this report.

10. Environmental implications

10.1. The approval of the Air Quality Action Plan will allow the local authority to fulfil its statutory obligations under the Environment Act 1995 which are aimed at improving air quality.

10.2. An Air Quality Action Plan will have positive benefits for the environment. A synergy exists between actions aimed at improving the quality of the air we breathe locally and tackling carbon emissions and improving public health and well-being.

11. Conclusion

11.1. The Mayor's air quality campaign proposals will be presented to Mayor and Cabinet in July 2017, and any comments/recommendations of the committee will be considered.

Background documents and originator

Appendix A – Table of Air Quality Action Progress reported as part of the Annual Status Report to the GLA

Appendix B – Progress Report for the MAQF, 2016/19

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