

<p style="text-align: center;"><b>London Borough of Hammersmith &amp; Fulham</b></p> <p style="text-align: center;"><b>COMMUNITY SAFETY, ENVIRONMENT AND RESIDENTS SERVICES POLICY &amp; ACCOUNTABILITY COMMITTEE</b></p> <p style="text-align: center;"><b>28 June 2017</b></p>	
<p><b>Progress Tackling Air Pollution</b></p>	
<p><b>Report of the Cabinet Member for Environment, Transport and Residents Services</b></p>	
<p><b>Open Report</b></p>	
<p><b>Classification: For Policy &amp; Accountability Committee Review &amp; Comment</b></p> <p><b>Key Decision: No</b></p>	
<p><b>Consultation:</b> <i>Highways, Transport, Planning, Housing, Parks</i></p>	
<p><b>Wards Affected:</b> All</p>	
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## 1. EXECUTIVE SUMMARY

- 1.1. This report summarises the progress being made by the Council in implementing the recommendations made by the resident led Air Quality Commission as well as other projects and actions to tackle air pollution. The report also discusses air quality data for the borough and what actions the Council plans to take in the future.

## 2. RECOMMENDATIONS

- 2.1. That the Committee notes the progress the Council is making implementing our Air Quality Action Plan
- 2.2. That the Committee notes the requirements and schedule for implementing an updated Action Plan

- 2.3. That the Committee recommends any actions the Council should include in our revised Action Plan
- 2.4. That the Committee notes the status of the current Mayor's Air Quality Fund projects

### **3. REASONS FOR DECISION**

- 3.1. Poor air quality has a significant negative impact on human health and a recent report by King's College London (Understanding the Health Impacts of Air Pollution in London, KCL, July 2015) has estimated that approximately 203 early deaths are attributable to NO<sub>2</sub> and fine particulate matter (PM<sub>2.5</sub>).
- 3.2. Public Health England has identified the fraction of all-cause adult mortality attributable to PM<sub>2.5</sub> as one of its key indicators within the Public Health Outcomes Framework (PHOF 3.01) which is currently 6.1% based on 2015 values (down from 7.9% based on 2010 PM<sub>2.5</sub> modelled data in the borough).
- 3.3. A recent UK Supreme Court judgement could lead to possible national fines for breaches of the nitrogen dioxide limits which have been occurring since 2010. The former Mayor of London estimated that the fines could potentially be £300 million per annum in London alone; these fines could be passed onto Local Authorities and both Defra and the GLA have written to the Council stating this and reminding us of our duties to address poor air quality in our area.
- 3.4. The new London Local Air Quality Management Framework requires the Council to update our current Air Quality Action Plan.
- 3.5. The Hammersmith and Fulham resident led Air Quality Commission has made recommendations to the Council to improve air quality which will need to be reflected in an updated Action Plan.
- 3.6. The Administration's manifesto aims and objectives are for the Council to drive forward improvements in air quality within the Borough.

### **4. PROPOSAL AND ISSUES**

#### **Air Quality Commission**

- 4.1. The Council is continuing to make progress with the recommendations made by the resident led Air Quality Commission. A Progress Report on these recommendations are provided in Appendix A.
- 4.2. The Commission's recommendations will be imbedded in the Council's updated Air Quality Action Plan.

### **Air Quality Action Plan Progress**

- 4.3. The Council has been progressing our Air Quality Action Plan. The 2016 report on the Council's progress is included in Appendix B. The Council's 2017 report is not yet finalised as we are awaiting input, as are a number of Local Authorities, from an external consultant.
- 4.4. The measures described in the Council's status report are in the following broad categories:
- Reducing emissions at source: encouraging the uptake and provision of alternative fuel; encouraging active travel like cycling and walking; reducing pollution from construction sites; reducing emissions (mainly from gas boilers) from domestic and commercial properties; controlling emissions from industrial premises.
  - Reducing the need to travel: improving town centres, facilities, and employment areas; reducing the air quality impact of new development
  - Encouraging a switch to less polluting forms of transport: promoting, along with TFL, bus services and other forms of public transport, walking and cycling – including the reduction of car use for school and work journeys; controlling the provision of off-street parking; encouraging sustainable freight transport; encouraging car sharing;
  - Other measures to reduce traffic emissions: reducing the amount of traffic in residential areas and town centres; promoting the use of trees to improve local air quality; reducing A4 and A40 traffic
  - Raise awareness of links between air quality and health: providing people with information on how to make informed choices about travel behaviour; continuing to monitor air quality and make that information available. This includes the promotion of AirTEXT – a subscription service which provides air quality forecasts and alerts via app, text, e-mail or telephone message. The Council also promotes the use of Walkit, a website where low pollution routes for walking or cycling can be mapped, much like TfL's Travel Planner.

### Air Quality Monitoring

- 4.5. The Council maintains an air quality monitoring station in Shepherd's Bush (see Figure 1) which continually monitors nitrogen dioxide and particulate matter (PM10) as well as a network of 35 nitrogen dioxide diffusion tubes across the borough; this was increased in February of this year from just 15 tubes to provide better coverage of the borough and to target the area around schools. The Council are currently considering increasing the number of continuous monitors across the borough and monitoring for additional pollutants including PM2.5 and Ozone.



Figure 1 Continuous Air Quality Monitoring Station

- 4.6. The locations of these nitrogen dioxide diffusion tubes are provided in Figure 2 below:

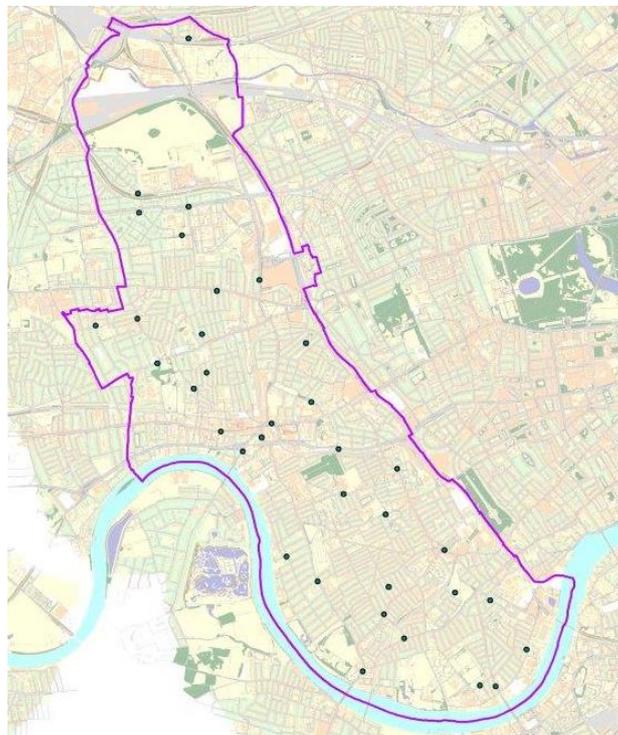


Figure 2 - Diffusion Tube Locations

4.7. The London Atmospheric Emissions Inventory provides the Council with a breakdown of air pollution sources in the borough as well as maps showing the levels of air pollution experienced across the borough.

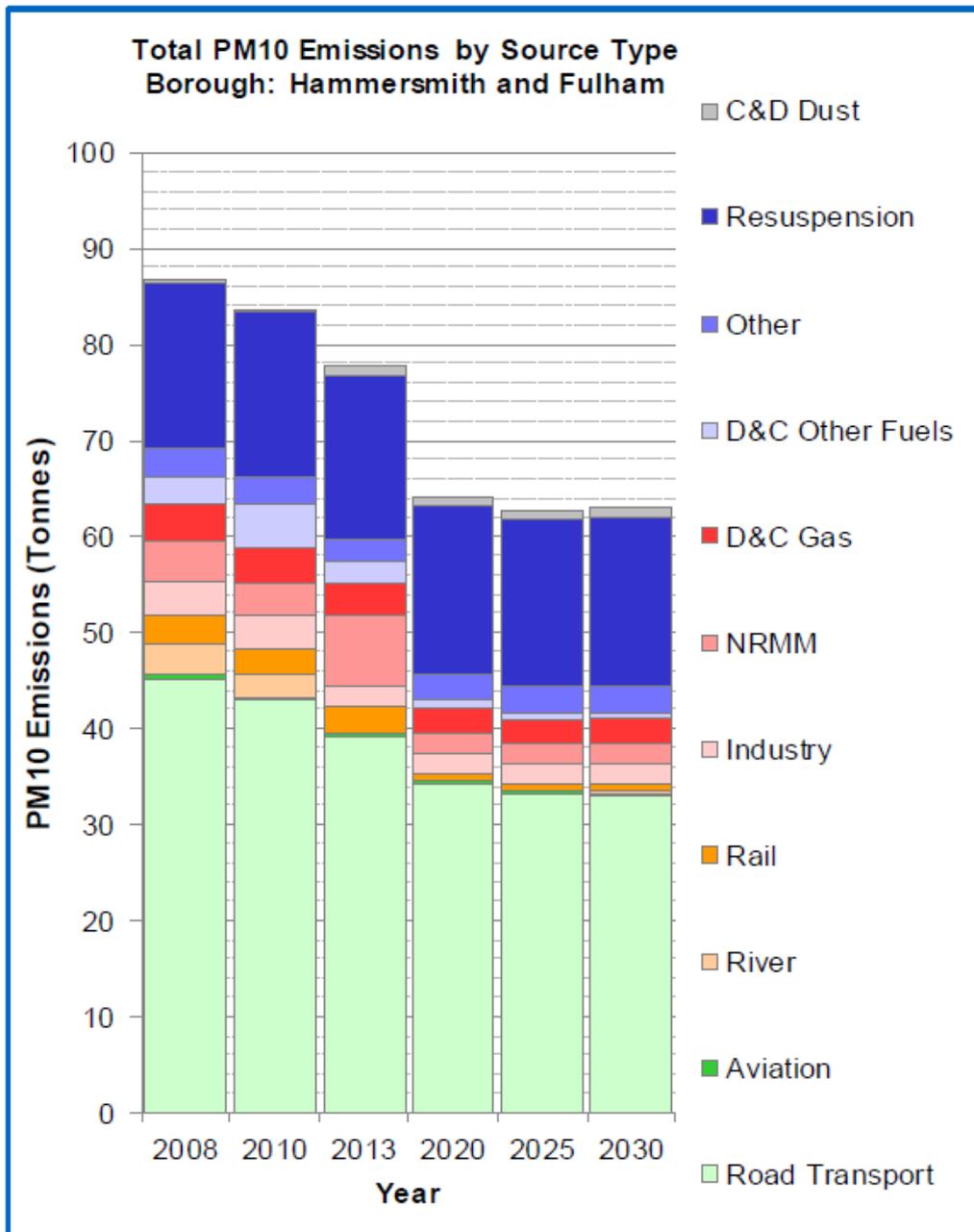


Figure 3 - Particulate Matter in Hammersmith and Fulham

**Notes:**

D&C = Domestic and Commercial  
 C&D = Construction and Demolition

- **Industry:** is the total emission from Part A and Part B industrial processes, combined.
- **Non-Road Mobile Machinery (NRMM):** is the total emissions from construction and industrial off road machines, combined.
- **Other:** is the total emission from a number of small sources including: agriculture, outdoor fires, garden emissions, forests, waste and waste transfer sites, combined.

4.8. The most recent inventory was undertaken in 2013. Figures 3 and 4 provide a breakdown of pollution by source for particulate matter (PM10) and nitrogen dioxide (NO2) including data from the LAEIs for 2008, 2010 and 2013 as well as current predictions for 2020, 2025 and 2030.

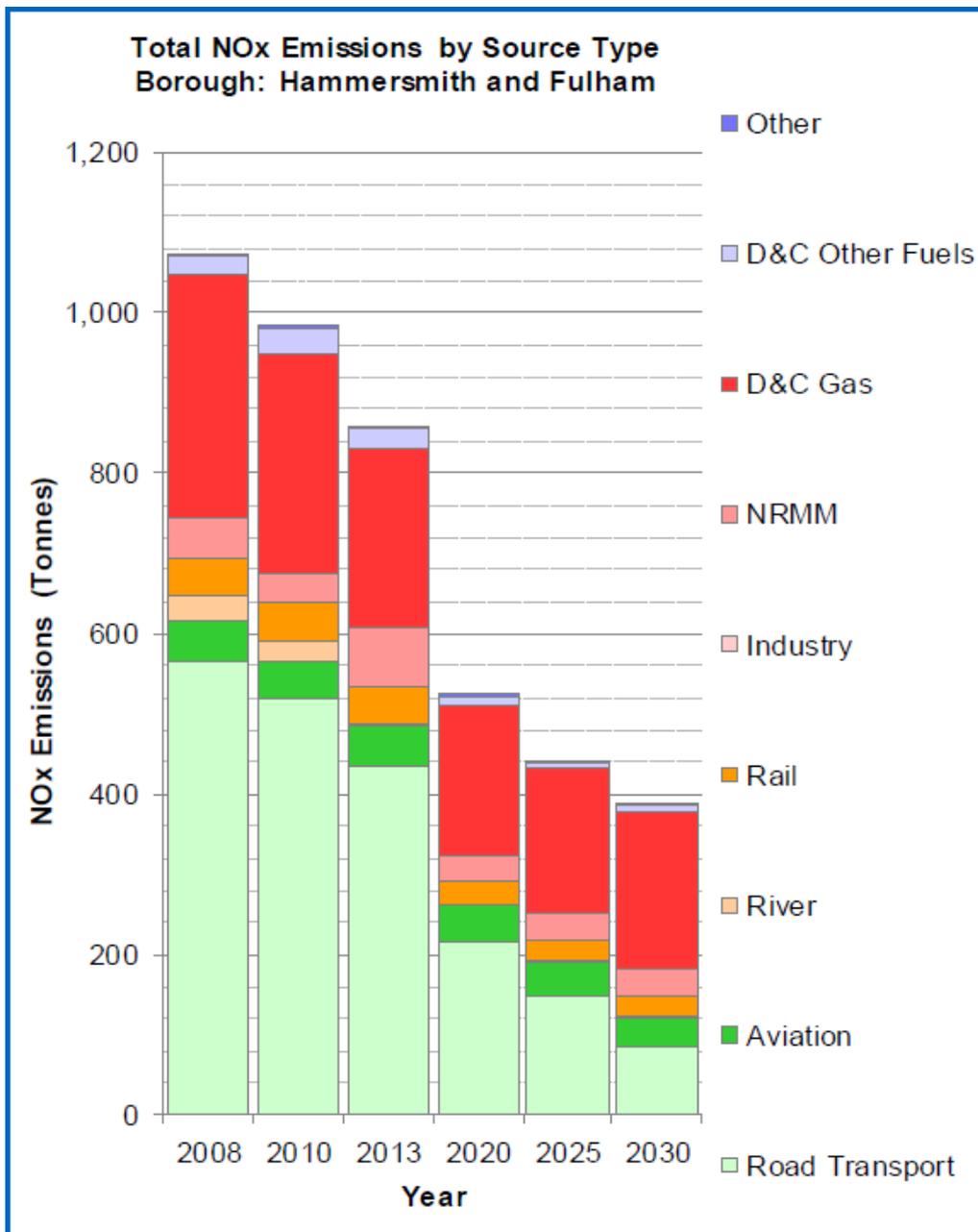


Figure 4 - Nitrogen oxide in Hammersmith and Fulham

**Notes:**

D&C = Domestic and Commercial

- **Industry:** is the total emission from Part A and Part B industrial processes, combined.
- **Non-Road Mobile Machinery (NRMM):** is the total emissions from construction and industrial off road machines, combined.
- **Other:** is the total emission from a number of small sources including: agriculture, outdoor fires, garden emissions, forests, waste and waste transfer sites, combined.

4.9. Maps showing the annual mean concentrations of NO<sub>2</sub> and PM<sub>2</sub> and shown in figures 5 and 6 respectively.

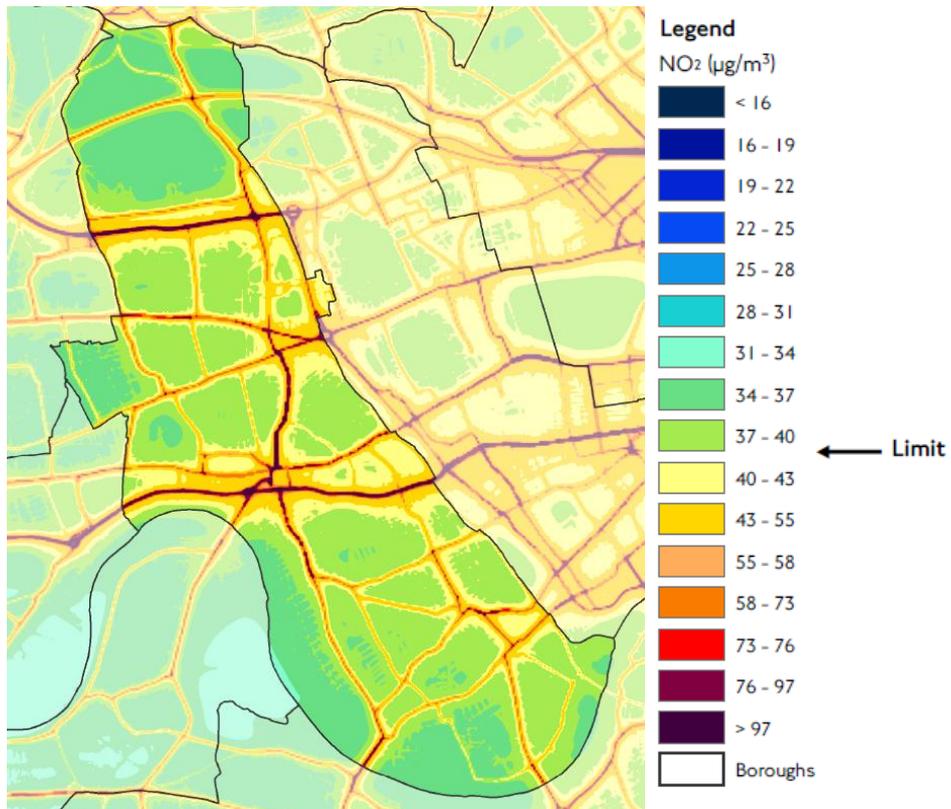


Figure 5 - Nitrogen Dioxide

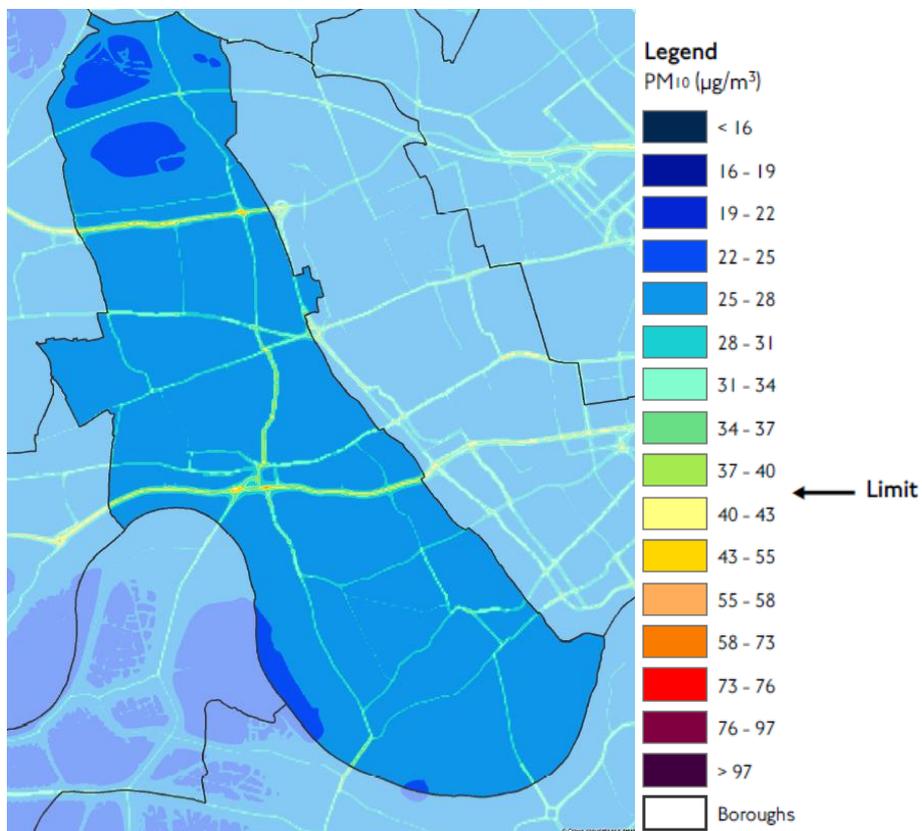


Figure 6 - Particulate Matter (PM<sub>10</sub>)

### **Mayor's Air Quality Fund Project Progress**

4.10. As part of the 2016 annual report submitted by the Council, we must demonstrate that we are working towards meeting the criteria to have Cleaner Air Borough (CAB) status, a prerequisite to apply for the London Mayor's Air Quality funding (MAQF). The Council have achieved this status and have successfully bid for MAQF funding on a number of projects to tackle poor air quality. These include:

- Scrubs Lane Dust Suppressant trial: This project trials the use of dust suppressants in the area of various industrial sites in the north of the borough in the area of Scrubs Lane, particularly the waste transfer station. This project is looking at the optimum location for using dust suppressants in the area of such works: at the works themselves; on internal industrial roadways; or on the road outside of the properties and walkways used by residents. Active monitoring of particulate matter is a part of this project. This project is being run in cooperation with the Environment Agency and King's College London.
- Clean Air Better Business programme: this project is coordinated by the Cross Rivers Partnership and is also being run across multiple boroughs. The focus of this project is to mitigate pollution from taxi and freight industries and to work with local businesses to reduce their emissions via awareness raising initiatives, improving work travel plans, increasing the uptake of less polluting travel modes and embedding sustainable procurement.
- Low Emission Logistics: this freight consolidation project is extended across multiple boroughs and aims to minimise the transportation needed to supply councils with external goods and services. This rolls out a successful pilot project in Camden where 4,258 deliveries were cut annually. This project also works with local businesses to achieve similar results.
- Idling engine awareness: this project is across multiple boroughs and aims to raise the public's awareness about the pollution attributable to idling engines, how this impacts on health, and what they can do to make a positive difference. Air Quality Champions, comprised of volunteers from the community, along with officers will go out select action days to speak directly with drivers about this issue and hand out informational material. These action days complement the Mayor's Breathe Better Together Days for maximum publicity. Six action days were progressed across the borough last year with a further four planned this year as part of the project's second phase. This second phase will include liaising with and getting cooperation from local businesses to take action on idling engines.
- London Low Emission Construction Partnership: this project is being run across multiple boroughs in partnership with King's College London, the council and the construction sector. In LBHF, the project is being progressed at the Earls Court Development site with the contractor,

Keltbray. The project aims to help the construction industry better understand their impact on local air quality and encourages them to undertake the best possible pollution abatement measures particularly targeting non-road mobile machinery which is a major source of pollution on demolition and construction sites.

- Greening of Talgarth Road: a green 'screen' of tall grass has been planted along the stretch of the Talgarth Road between Shortlands and Butterwick along the pavement. The aim of this project is to reduce the exposure of pedestrians and cyclists using this stretch of road. Active air quality monitoring has been on-going to determine how well this screen is working.

### **Updating the Council's Air Quality Action Plan**

- 4.11. The borough is an Air Quality Management Area (AQMA) for nitrogen dioxide and particulate matter. As required by the Environment Act, the Council must have an Action Plan to improve air quality in an AQMA. The current Air Quality Action Plan has been in place to address these pollutants since 2003.
- 4.12. The Council report our progress implementing that plan annually to Defra and the GLA for their approval; our reports have been accepted every year since the Action Plan was put into place.
- 4.13. Up through 2015, our action planning and reporting was governed by Defra's Local Air Quality Management (LAQM) framework, but, from 2016, the Council must adhere to a London specific framework published by the Mayor of London and known as the London LAQM (LLAQM).
- 4.14. The LLAQM also requires annual reporting in the form of an Annual Status Report (ASR) on the progress the Council is making implementing the Action Plan as well as monitoring air pollution across the borough. The Council submitted an ASR in 2016 to Defra and the GLA which was accepted; it is now published on our website and is provided in Appendix B.
- 4.15. The LLAQM includes an Air Quality Action Plan template which specifies actions which all London local authorities are required to report on. Although there are still many overlaps between the Council's 2003 Action Plan and those on the LLAQM template, an update to the Council's Action Plan will be necessary to incorporate all relevant actions.

## **5. OPTIONS AND ANALYSIS OF OPTIONS**

- 5.1. The Council will update the current Air Quality Action Plan. The revised plan will take account of the Air Quality Commission's Recommendations and the LLAQM template.
- 5.2. The revised action plan will be finalised in July and put out to public consultation for three months. It will then be finalised taking account of the consultation responses and approved by full Cabinet.
- 5.3. The revision of the Action Plan notwithstanding, the Council will continue to implement the Commission's recommendations as well as the Actions in the current Action Plan and the MAQF projects.
- 5.4. Recommendations from this Committee on any actions that should be considered or on the manner in which the updated report is to be consulted upon will also be taken forward.

### **LIST OF APPENDICES:**

*Appendix A: Air Quality Commission Recommendations: Progress Report*

*Appendix B: London Borough of Hammersmith and Fulham Annual Status Report*