

# Review of Air Quality in Hillingdon

## Updating the Air Quality Action Plan



### **A review by the Residents' and Environmental Services Policy Overview Committee 2017/18**

#### **Councillors on the Committee:**

Michael White (Chairman), Michael Markham ( Vice - Chairman), Lynne Allen, Tony Burles, Patricia Jackson, Kuldeep Lakhmana, Allan Kauffman, Judy Kelly and Brian Stead

**2017/18**



**HILLINGDON**  
LONDON

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## Chairman's Foreword

# Review of Air Quality in Hillingdon

## Updating the Air Quality Action Plan



Air quality is a significant issue across all areas of the capital and the London Borough of Hillingdon is no exception. The matter of air quality is attracting more attention on a daily basis with many neighbouring Boroughs opting for different solutions to attempt to manage this rising global issue. Although the Council has come a long way in terms of recognising the triggers and regulating air quality, there is still work to be done to meet the changing demands of technology and community concerns. On behalf of the Residents' and Environmental Services Policy Overview Committee, I am therefore pleased to present this report recommending ideas to incorporate into the upcoming review of the Council's Air Quality Action Plan.

The Committee heard from a number of expert witnesses that specialise in air quality which allowed the Committee to undertake a full and informed review of the current ways of working and to recommend areas for improvement. The Committee also recognised the positive work already undertaken by the Council to seek to mitigate air pollution. It is hoped that our findings will be supported by Cabinet in the upcoming review of the Air Quality Action Plan for Hillingdon.

I would like to offer my sincere thanks to all the witnesses and to the Members of the Committee who have been fully engaged in this review, with the interests of residents first and foremost in their mind.

**Councillor Michael White**

**Chairman of the Residents' and Environmental Services Policy Overview Committee 2017/18**

## Summary of recommendations to Cabinet

Through the witnesses and evidence received during the detailed review by the Committee, Members have agreed the following recommendations to Cabinet:

<b>A</b>	<b>Welcome the upcoming review of the Council's Air Quality Action Plan in 2018 and the positive and comprehensive work being undertaken by the Council to tackle air quality issues locally.</b>
<b>B</b>	<b>Note that in support of this, the Committee has examined the topic of Air Quality and makes the following recommendations to Cabinet, for consideration as part of the wider review as follows:</b> <ol style="list-style-type: none"><li><b>1. The Action Plan should maintain a strong focus on Hillingdon school travel plans. It should prioritise work with schools most affected by air pollution, particularly to explore measures to tackle car/coach idling emissions.</b></li><li><b>2. Further promotion of the Air Text service/pollution alerts for Borough residents should be considered.</b></li><li><b>3. Explore ways in which the Council can work with businesses to help them and their employees improve air quality in the Borough.</b></li><li><b>4. Review the air quality monitoring networks across the Borough to ensure that there is appropriate coverage, particularly in Air Quality Focus Areas.</b></li><li><b>5. As the whole Borough is designated a Smoke Control Area, that the Council explores further ways to make businesses and residents aware of their responsibilities.</b></li><li><b>6. That existing work by the Council to promote healthier and greener alternatives to driving, such as cycling and walking and other practical ways to reduce pollution be integrated into the Action Plan along with ways to evaluate their impact in helping to reduce emissions.</b></li></ol>

## Background to the review

### Aim of the review

In scoping and agreeing the review's Terms of Reference, which are set out in the appendices, the Committee sought to gain an in-depth understanding of how the Council currently managed air quality in the Borough. The Committee sought to ascertain the extent of air pollution in Hillingdon, the way that the Council has managed air quality since the last Air Quality Action Plan (AQAP) was agreed in 2004 and to assist in the development of a revised AQAP for the Council during 2018, which the Council is obliged to undertake.

### Setting the scene

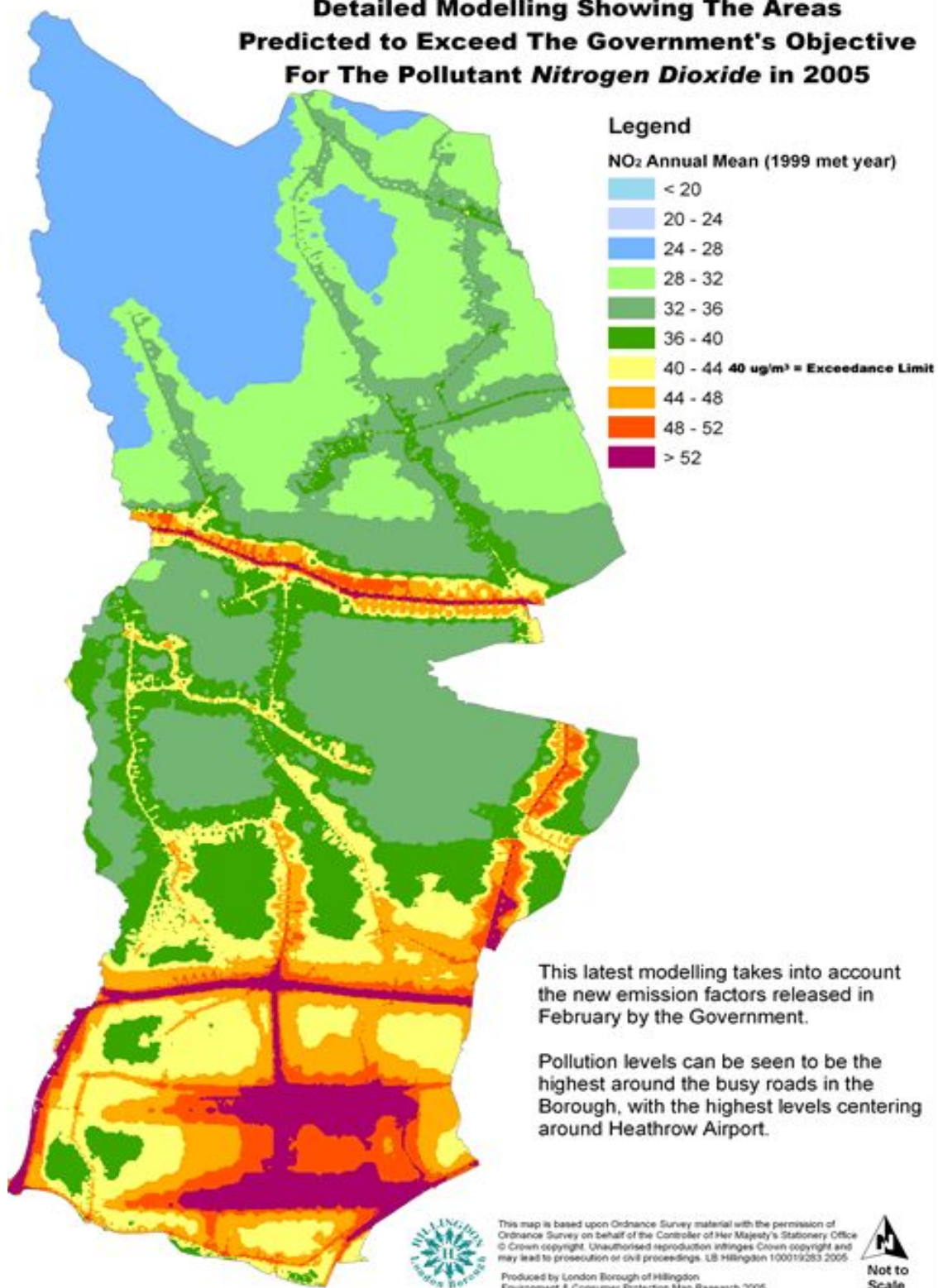
The Committee was given a detailed background to air pollution in Hillingdon.

Poor air quality has been described as the largest environmental risk to public health in the UK, known to have a particularly severe effect on vulnerable groups, for example the elderly, children and people suffering from poor health such as respiratory diseases (para 3, Department for Environment Food & Rural Affairs (DEFRA) Air Quality Plan, 2017). Recent research has also suggested that every Londoner is breathing in dangerous levels of toxic air particles.

The Environment Act 1995 obliged Central Government and local administrations to produce a national air quality strategy, which contains standards, objectives and steps adopted to manage air quality. In Hillingdon, the Council has a specific duty to protect its local area from air pollution and to produce a Local Air Quality Strategy to work towards improving those areas where the pollution is above the recommended limits. To do this, pollutants are monitored to establish the levels in the Borough. The review of Hillingdon's AQAP during 2018 provides an opportunity to incorporate measures that will not only reduce pollution but, in doing so, will also bring about improvements to health.

In 2003 detailed assessments, as required in the legislation set by the Environment Act 1995, were carried out. Members were informed that these assessments identified that the national air quality standard for the pollutant nitrogen dioxide was predicted to be above the recommended limit level across areas of the Borough. This was most notable in the south of the Borough around Heathrow Airport, in areas associated with the major road networks such as the M4, the A312, the A40 and the A4 and on busy parts of Hillingdon's road network which passed through the Borough's towns. This original pollution information is displayed in the map below.

**Detailed Modelling Showing The Areas Predicted to Exceed The Government's Objective For The Pollutant Nitrogen Dioxide in 2005**



Using this information, the Council declared an Air Quality Management Area (AQMA) for the pollutant nitrogen dioxide. The AQMA boundary was chosen to ensure it covered all the areas

that had been predicted to have levels of pollution above the recognised health limit for nitrogen dioxide when measured as a yearly average. The AQMA covered approximately the bottom two thirds of the Borough.

Following on from this declaration, in 2004 an AQAP was developed which explored measures that could be taken to improve air quality. The plan recognised that this would require input and actions from a range of sources including the Council itself, residents, businesses and employees in the Borough, together with action by other organisations and businesses whose operations influenced the levels of pollution, but over which the Council had no direct control.

The plan was divided into seven packages which reflected the sources of pollution which needed to be tackled in order to bring about reductions in pollution:

- Switching to cleaner transport modes
- Tackling through traffic
- Promotion of cleaner vehicle technology
- Measures specific to Heathrow
- Measures concerning local businesses and industry
- Improvements through the planning system
- Working with regional and central government

It was reported that, in accordance with the legislative requirements, the Borough has continued to produce annual air quality progress reports for submission to DEFRA and the Greater London Authority (GLA). These include an annual update of the air quality monitoring carried out in the Borough and an update on the actions taken within each year to address air quality. All of this information is publicly available.

## Progress to date

The Committee heard that many mechanisms have been put in place to improve air quality. The GLA was one of the first regional powers to declare a Low Emission Zone across the whole of London which has restricted access to polluting lorries, buses and coaches. In addition to this, best practice guidance has been published to reduce emissions from large construction sites together with technical guidance for assessing potential pollution impacts from new developments. Improvements have also been made in terms of promoting the use of cleaner technologies in buses, lorries, taxis and cars, including the installation of plug in electric charging points across London.

In Hillingdon, the implementation of measures, via the AQAP, has influenced actions across the Council. For example, all schools in the Borough now have travel plans; there are more dedicated cycle and walking paths; new developments are required to produce air quality assessments and include mitigation to reduce their impact on pollution levels; residents and people working in the

Borough are able to sign up to a free service, AirText, which alerts users to when a pollution episode is predicted to allow them to take appropriate action; pilot projects have been undertaken in regards to the use of green infrastructure to protect vulnerable receptors from pollution, and there is now Borough-wide enforcement against idling vehicles. Regrettably, despite continued actions by regional and local government over the years, the air quality levels in certain areas still remain above the recommended limits.

It is now recognised that the assumed dramatic reduction in emissions as a result of improved road vehicle technology, which the Government has relied upon for a number of years as being the solution to the pollution problem, has, in reality not materialised. Data from air quality monitoring stations, confirmed by those within Hillingdon, demonstrate that, although newer vehicles have been used on the roads in more recent years, the pollution levels have remained more or less static and show few signs of a dramatic reduction.

Evidence from the increased use of diesel vehicles, along with the "Dieselgate Scandal" regarding falsification of the actual emissions being emitted by diesel vehicles, is now accepted as being one of the major causes of the lack of improvement in air pollution in urban areas.

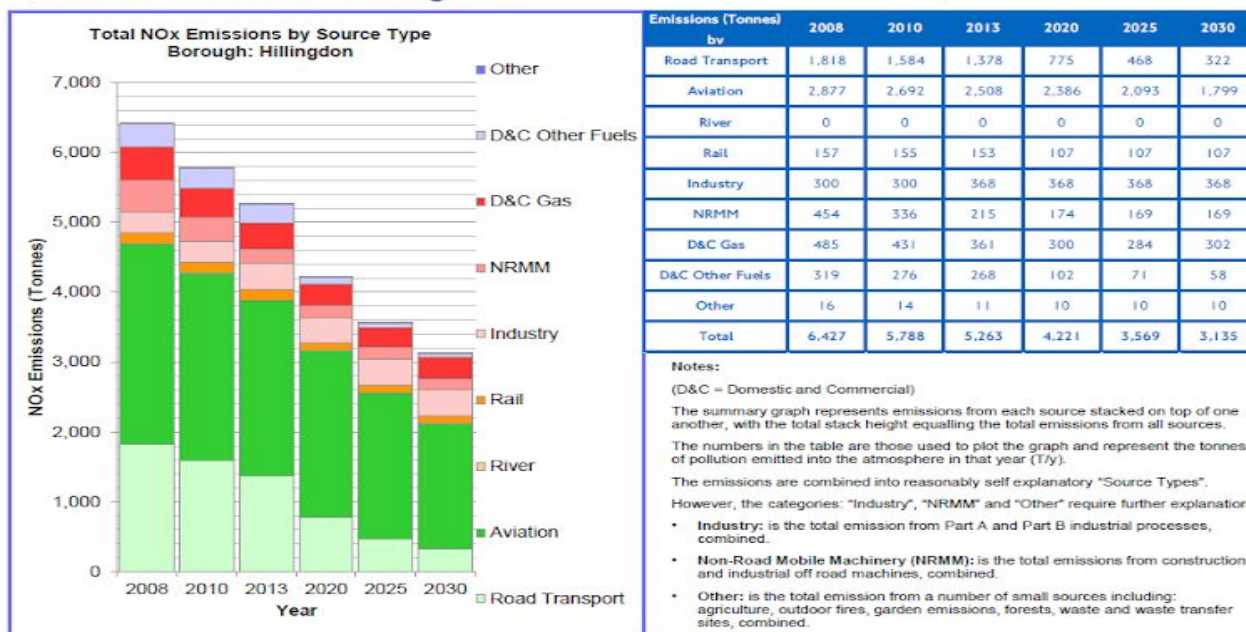
### New pollution information: Hillingdon specific

The GLA has provided updated information for each London Borough which includes a breakdown of the sources of pollution. For Hillingdon, this information demonstrated that road transport emissions, airport-related emissions, industrial emissions and domestic and commercial heating all contributed to the pollution levels found in the Borough.



# London Atmospheric Emissions Inventory

## NOx Emissions - Hillingdon



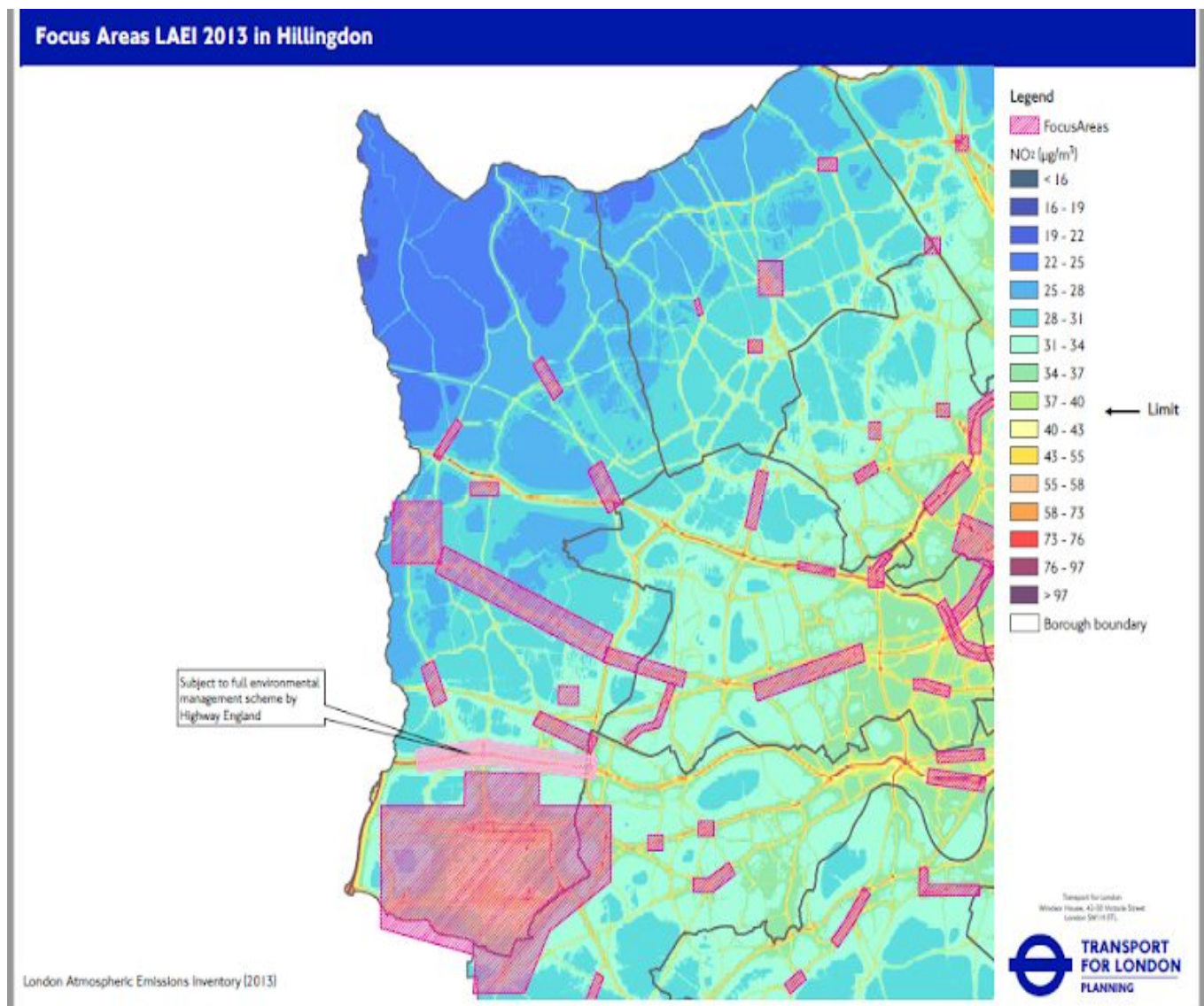
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In addition to this information, the Committee was provided with the latest pollution map for the Borough. This updated map indicates the same distribution of pollution as that predicted back in 2004, as shown in map 1, for the original Action Plan. The higher levels are found to the south of the Borough, with Heathrow airport an easily identifiable pollution hotspot. The operation of the road network through the Borough such as the A40, the A312, M4, A4, Uxbridge Road, continues to contribute significantly to the pollution levels with congested high streets and road junctions adding to local levels of pollution.

Alongside the new pollution map, the Committee was informed that the GLA had introduced the concept of Air Quality Focus Areas. A Focus Area is defined as being an area where there are higher levels of pollution alongside a greater number of people exposed; hence is an area where action should be prioritised. Map 2 below shows the new pollution modelled map with the Air Quality Focus Areas for Hillingdon superimposed.



Using the updated pollution information, the GLA now expects each borough to take the opportunity to review their AQAPs. The Committee was informed that each borough was required to consider the following six areas for taking action:

- Emissions from developments and buildings
- Public health and awareness raising
- Delivery servicing and freight
- Borough fleet actions
- Localised solutions
- Cleaner transport

Whilst these areas are similar to the packages outlined in the Borough's original action plan, Hillingdon is impacted by a number of sources outside its direct control, which detrimentally

impact on the air quality in the Borough. As such this will require the consideration of additional areas for inclusion, for example, specific liaison with Heathrow Airport and with the GLA, to ensure measures to improve air quality within Hillingdon are a priority for these organisations. In addition, the Borough is impacted by a number of decisions taken by national Government such as hard shoulder running on the M4, the construction of High Speed 2 and a proposed expansion of Heathrow Airport. The Action Plan would need to include a mechanism by which the Council's concerns can be brought to the attention of national Government.

## Responsibilities with regard to the AQAP

In recognition of the importance the Council affords to the issue, the development of a revised AQAP, in addition to this Committee's efforts, will also include consultation with the Health and Wellbeing Board to ensure air quality and health improvements are integrated in terms of their approach to bring about reductions in pollution. This approach is in line with the new London local air quality management guidance which requires that, in updating the Council's AQAP, the relevant Directors responsible for Public Health and Transport be involved in approving the Plan; in addition to ensuring strong political support by submitting the Plan for final Cabinet approval.

The Committee also considered that achieving air quality improvements would require commitment across the Council, across businesses and residents in the Borough and from the major stakeholders whose actions influence the pollution levels experienced in the Borough. The Committee was in no doubt that good air quality not only benefited businesses but could reduce the risk of health problems amongst staff. Some of the improvements could be achieved via the provision of information and guidance to enable an informed change in behaviour; however, other improvements would require the enforcement of legislation to bring about reductions, while some would need a coordinated approach with other stakeholders to bring about improvements.

## Evidence & Witness Testimony

During its information gathering sessions, the Committee considered it vital to take into account a wide range of views from expert witnesses. The following sections will outline the evidence received and the witness testimony.

### Impact of poor air quality

The Committee heard from the Council's Environmental Specialist who explained that poor air quality has been described as the largest environmental risk to public health in the UK. The Committee was informed that it is known to have had more severe effects on vulnerable groups, for example the elderly, children and people already suffering from poor health such as respiratory disease.

It was reported that in Hillingdon, the Public Health team had undertaken an assessment which highlighted that respiratory diseases were the third highest causes of death in Hillingdon and that air pollution was a risk factor which has been linked to 1,100 life years lost due to matters such as exacerbations of asthma and Chronic Obstructive Pulmonary Disease (COPD) leading to emergency admissions to hospital. The health effects of air pollution were distributed unequally across the population with the heaviest burden borne by those with the greatest vulnerability and/or exposure.

The Committee heard evidence regarding The National Institute for Health and Care Excellence (NICE) guidelines on "Air Quality: outdoor air quality and health". This Report provided information on road traffic related air pollution and its links to ill health. The paper provided details on steps that could be taken to improve air quality which would in turn help to prevent a range of detrimental health conditions from worsening and would contribute to improvements in the numbers of life years lost.

The Committee was advised that Air Text is a service provided by Cambridge Environmental Research Consultants (CERC Ltd) where alerts of high pollution are predicted based on forecasts of expected air quality over three days. It is a free service provided to the public, providing air quality alerts by text message, email and voicemail, detailing forecasts of air quality, pollen uv and temperature across Greater London. Member local authorities pay a small annual subscription to be a part of the service which enables predictions to be given out specific to their Borough. In this Borough there are currently only 145 subscribers to Air Text which signified to the Committee the current lack of awareness and knowledge of this service. It was reported that an additional benefit of Air Text was that it would help reduce traffic build up in congested areas as it would encourage people to opt for healthier and less congested routes. Many residents and

businesses were unaware that the service existed and knew nothing of the benefits it would bring. Suggestions to improve the status quo included active engagement, adverts in Hillingdon People, leaflets and increased publicity on the Council's website.

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## Background to the Clean Air Act

The Committee was informed that the Clean Air Act 1956 was enacted in response to the "Great Smog" of London in 1952. The Act introduced a number of measures which aimed to reduce air pollution, including the introduction of "smoke control areas" where only smokeless fuels could be burned. By shifting the sources of heat in homes towards cleaner coals, electricity and gas, the amount of smoke pollution and sulphur dioxide from household fires was reduced.

Members noted that Hillingdon was a smoke control area which meant that, under the Clean Air Act, the whole Borough was subject to regulations when burning substances such as coal or wood in domestic fireplaces. In fact, it is an offence to do so, and offences carry fines.

The Committee was aware that the GLA had also recently highlighted the increased use of wood and coal burning stoves as a major concern in London. In January 2017, pollution from wood burning was a major contributor to the highest levels of pollution recorded in London since 2011, resulting in a winter smog lasting nine days.

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## How the Planning System could improve Air Quality

The Council's Head of Planning, Transportation and Regeneration attended a witness session and provided the following evidence.

In order to address air quality matters in terms of planning, the Committee was informed that major developers are being requested to incorporate a low emissions approach to their schemes. This ensures improved air quality measures to minimise public exposure are incorporated within the design. Some of the measures adopted included:

- Setting back residential buildings from main roads;
- Siting play areas away from roads;
- Energy provision in developments to use low emission technologies;
- Provision of easy access to public transport;
- Adequate, appropriate and well located green space and infrastructure.

Examples were given of good practice where these measures had worked well and were successful: At stage 3 of the Stockley Park Development, "green walls" were constructed which

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helped soak up the air pollution; At St Helens School, which was a National Eco School, revolutionary eco measures had been included such as solar panels, green roofs, natural lighting and ventilation.

In addition, where further mitigation is required, the use of planning conditions and obligations can be used where these are relevant to the particular development. For example a condition stipulating the use of low emission vehicles to and from the site, enforcement of no idling policies within the site, a targeted travel plan to reduce car movements and, where appropriate, financial obligations to take forward actions within the Air Quality Action plan to improve air quality in the surrounding area.

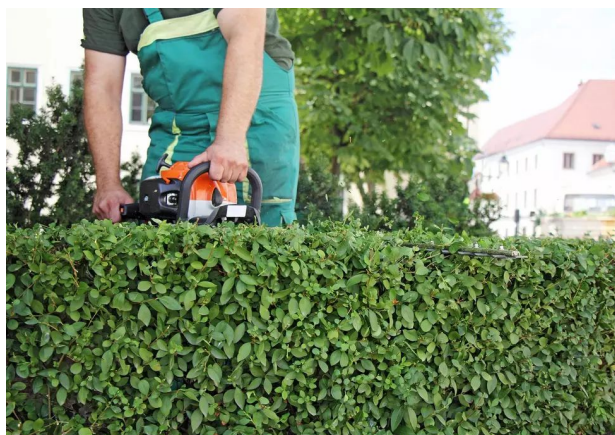
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## School Travel Plans and Road Safety Education, Training and Publicity team

The Committee heard evidence from the Council's Transport and Projects Senior Manager. The Committee was provided with details of the work carried out by the Team in relation to School Travel Plans and on Road Safety Education, Training and Publicity. As a means of engaging with young people, there were 140 Junior Road Safety Officers, 47 Mini Road Safety Officers and 50 Youth Travel Ambassadors.

The Committee was keen to explore the possibility of addressing the issue of air quality by working closely with schools and engaging with representatives of school children in order to raise awareness of the issue and use it as a tool to educate and help change travel habits. The Committee discussed the possibility that this could include exploring ways to enforce no idling or introducing stop and go areas in more schools in the Borough. For example, keeping engines running whilst parking or waiting had the potential to create elevated levels of localised pollution close to the school areas where children congregate. Given the increased health risks such as asthma and heart disease from exposure to air pollution, school air quality champions could be appointed, and School Travel Plans updated, to enable them to be more effective in reducing pollution in the areas in close proximity to the schools.

The Committee bore in mind the evidence it heard from the the Council's Environmental Specialist in which it was reported that a good example of a school taking mitigation measures in relation to poor air quality was Botwell Primary School. Said school, in conjunction with the Council and with funding from the GLA, took part in a pilot project called Cleaner Air for Schools. Part of the initiative included creating a green wall infrastructure to provide a denser barrier between the playground and the road to reduce exposure to pollution in the playground. Devices were also used to monitor nitrogen dioxide levels and other initiatives, such as adding solar film for use on windows, were implemented to reduce emissions from the building by lowering the requirement for energy to keep the classrooms at a more even temperature.



Encouraging greener walls, hedges, screens and vegetation can all contribute to reducing pollution. The Committee was keen to explore ways to develop and promote this.

## No Idling

The issue of idling vehicles has become increasingly recognised as a potential cause of pollution in localised areas. This was supported by the recent guidance from Public Health England (PHE) and NICE, June 2017, which recommends that restricting the time spent with an engine idling should be investigated by local authorities, especially in areas where vulnerable groups could be impacted such as close to residential housing, near schools and near hospitals.

In Hillingdon, the problem of idling vehicles was noted some time ago following numerous complaints from residents in the areas near Heathrow Airport who were being negatively impacted by emissions from idling vehicles, especially private hire minicabs associated with pick-ups from Heathrow Airport. As a result of this, the Council chose to run a pilot in the Heathrow Villages ward to combat this form of pollution. Using powers under the Anti Social Behaviour Crime and Policing Act 2014, s59, the Council enforced a Public Space Protection Order (PSPO) which included "leaving the engine of a stationary or parked vehicle running" as an offence enforced by the issuing of Fixed Penalty Notices (FPN). FPNs give the perpetrator the opportunity to discharge liability for prosecution by paying a penalty of £80 within 14 days; an early discount of £50 is applied if payment is made within 10 days.

Following the success of this pilot, the Council undertook a public consultation exercise and, on 19 April 2017, the PSPO condition relating to idling vehicles was applied across the Borough. Since August 2016, the following number of FPN's have been issued for breaches of the PSPO condition relating to idling vehicles:

Month Number of FPN's Issued	
August 2016	15
September 2016	30
October 2016	18

November 2016	35
December 2016	6
January 2017	20
February 2017	20
March 2017	14
April 2017	65
May 2017	96
June 2017	58
Data source - Contractor - Apcoa Parking	

Heathrow Villages remains the ward where Environmental Enforcement officers are witnessing the highest volume of idling vehicles. Officers patrol this ward three times per day to address breaches of PSPO conditions; this also includes eight operations per month working with TFL Enforcement and On Street Operations Team

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## Other forms of travel and reducing emissions from road vehicles

### Cleaner public transport

In relation to Public Transport, Members were informed that the Council was working with Transport for London (TfL) and London Buses on moving to the use of lower emission buses. Members were advised that TfL had started to deliver on their plan to rollout Ultra Low Emission buses throughout London. In Hillingdon, there are low emissions buses being used on routes along the Uxbridge Road and on the 222 bus route which passes through the Borough from Uxbridge to Hounslow. This employment of cleaner technologies, combined with measures to encourage residents to use public transport and reduce the number of cars on the road, would significantly improve air quality.

The Committee was conscious that reducing the number of diesel vehicles on the roads would help in terms of reducing the emissions of damaging air pollutants and consideration by the Government of a fully-funded diesel scrappage scheme could assist in this endeavour. The Committee was informed that residents would be able to identify, and avoid buying, the dirtiest



diesel and most polluting petrol cars and vans with a new emissions scoring scheme introduced by the GLA. This is a new online 'cleaner vehicle checker' which would include test results for new car and van models on the market. This could encourage residents who were purchasing vehicles to check emissions and be actively involved in terms of reducing emissions and enabling them to make an informed choice.

### **Promotion of cleaner vehicle technologies and active travel**

It was reported that some local authorities employ differentiated car parking charges for different vehicle types. There were several local authorities with different schemes ranging from free parking permits for low emission vehicles to increased surcharges for diesel vehicles. Officers outlined details of the work carried out in Merton Council, the Merton Air Quality Parking Project. Some of the changes introduced in this project included residents or businesses being subjected to a surcharge via the parking permits system if they were registering a diesel vehicle. A reduced fee was also being introduced for permits for residents who were registering electric vehicles.

It was acknowledged that Hillingdon was home to a range of businesses that used diesel vehicles for their operation and there were also likely to be a number of residents who owned diesel vehicles. The Committee viewed such changes in charging schemes as more of an issue to be dealt with nationally. There was also a concern that residents on low incomes would be adversely affected as they may not be able to afford to replace a diesel car.

The Committee heard evidence that the promotion of safer cycling, in order to help increase the numbers of people cycling as opposed to driving, would be a useful measure to reduce car use and improve air quality. The Committee was informed that working alongside the Road Safety Team, officers worked with a company called '2WheelsLondon', which went into workplaces to promote safety for those riding powered two wheels and those riding pedal cycles. Reference was made to the possibility of using footpaths for cycling and Members were informed that footpaths had to be of a sufficient width to make this viable. In addition there needed to be work carried out in terms of potential conflicts of pedestrians and cyclists on particular footpaths. Reference was also made to the potential to increase the use of canal towpaths for cycling.

Furthermore the Committee was informed about the Liveable Neighbourhoods programme which gave London boroughs the opportunity to bid for funding for long-term schemes that encouraged walking, cycling and the use of public transport. Grants were provided of between £1m and £10m for a wide range of community-supported projects, which included creating green spaces and cycling infrastructure, redesigning junctions and widening of walking routes. These initiatives would reduce car trips and promote active travel which would both help mitigate poor air quality and improve residents' health.

In terms of minimising public exposure to pollution from roads, reference was made to the work carried out at Hayes Parade whereby trees were used as green screens. It was suggested that

these types of practical solutions, such as the use of appropriate screening by vegetation and hedges on highly polluted roads in the Borough could be a useful mechanism to protect pedestrians and create a healthier walking environment. Such an action would also provide protection for communities and vulnerable receptors, such as schools, located close to highly trafficked roads. It was noted that such an action could be incorporated into new developments to help improve air quality.

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## Focus areas and monitoring strategies

The Committee heard evidence from Dr Ana Grossinho - an independent air quality expert. The Committee was provided with detailed information on air quality monitoring around the Borough. It was reported that whilst the south of the Borough had the most continuous automatic monitoring units, a method that is also used to monitor air quality is through the use of diffusion tubes. These smaller devices are placed around the Borough in potential pollution hotspots.

The introduction of the concept of Air Quality Focus Areas was discussed using examples of Hayes, Uxbridge and Ruislip Town Centres. Information about the air quality in focus areas is shared with the planning and the transport teams. Air quality improvements in such areas will involve working across several Council departments to deliver measures to reduce pollution and minimise public exposure. The Council will be required to review the current air quality monitoring regime to ensure there is appropriate coverage in the Focus Areas to allow the Council to monitor the effectiveness of improvement measures.

There was a general consensus that securing improvements in air quality needed to be managed nationally, with the Government and vehicle manufacturers working together to ensure future vehicle technologies actually delivered pollution emission reductions. There was recognition that Hillingdon, on its own, could not solve the issue of poor air quality, but the Council would ensure it had robust strategies in place to make improvements and help manage pollution.

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## Local Authority Pollution, Prevention and Control

The Committee heard that, with regards to the industries in the Borough, there was legislation in place for the relevant authorities to regulate and enforce emissions to air arising from the industrial processes operating within the Borough. In the case of very large facilities, for example the Heathrow Energy Centre, the Environment Agency is the regulating authority. For other industries, the local authority is the regulating authority. It was reported that the local authority authorised the issuing of permits for specific industrial processes in the Borough and that the

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permits are issued to set controls and emission standards to minimise pollution from these industrial activities. The types of industrial processes regulated by the local authority include roadstone coating plants, car re-sprayers, crematoria, petrol stations and dry cleaners. An example was given regarding dry cleaners, where the main source of toxic air pollutants was the solvent used in the cleaning process. Details were provided about perchloroethylene and how it polluted the environment.

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## Council's Fleet of vehicles and reductions in energy

The Committee was provided with information on the Council's fleet of vehicles and reductions it was making in regards to emissions from the buildings it operated. For example, the Council spent approximately £500k on electricity in the Civic Centre. In June, LED lighting was implemented in the Civic Centre which replaced 1,100 fittings. This has been projected to save the Council £29k per annum and will reduce emissions in terms of a reduction in energy use..

## Findings & Conclusions

The Committee acknowledged that air quality is an important issue for the Council, its residents, businesses and the local environment. It was clear that since 2004, technology, legislation and society have all changed considerably. The issues affecting Hillingdon still exist or have increased in terms of public exposure given the population increases since 2004 in the Borough. Therefore, the threat of unacceptable air pollution continues. In light of this, the Committee welcomed the upcoming review of the Council's AQAP in 2018 and hoped that the matters considered in this review could be incorporated into the plan to further enhance the quality of life of the residents in the London Borough of Hillingdon.

Therefore, the Committee is pleased to present the following finding:

**A**

**Welcome the upcoming review of the Council's Air Quality Action Plan in 2018 and the positive and comprehensive work being undertaken by the Council to tackle air quality issues locally.**

However, notwithstanding the positive actions already undertaken and the upcoming review of the AQAP, the Committee also considered a number of areas that could be strengthened. Members considered that improvements could be made by taking small steps together with our partners, businesses and residents to understand both the impact of air pollution and our collective responsibility. To this end, the Committee has made some recommendations as set out below:

**B**

**Note that in support of this, the Committee has examined the topic of Air Quality and makes the following recommendations to Cabinet, for consideration as part of the wider review as follows:**

- 1. The Action Plan should maintain a strong focus on Hillingdon school travel plans. It should prioritise work with schools most affected by air pollution, particularly to explore measures to tackle car/coach idling emissions.**



- 2. Further promotion of the Air Text service/pollution alerts for Borough residents should be considered.**
- 3. Explore ways the Council can work with businesses to help them and their employees improve air quality in the Borough.**
- 4. Review the air quality monitoring networks across the Borough to ensure that there is appropriate coverage, particularly in Air Quality Focus Areas.**
- 5. As the whole Borough is designated a Smoke Control Area, that the Council explores further ways to make businesses and residents aware of their responsibilities.**
- 6. That existing work by the Council to promote healthier and greener alternatives to driving, such as cycling and walking and other practical ways to reduce pollution be integrated into the Action Plan along with ways to evaluate their impact in helping to reduce emissions.**

## Terms of Reference of the review

The following Terms of Reference were agreed by the Committee from the outset of the review:

1. To understand the Council's responsibilities on air quality, examine how air quality in Hillingdon has been managed by the Council since 2004, why expected improvements are not as large as predicted and what is now required with the GLA's air quality regime in terms of reviewing the AQAP.
2. To consider the options available for reducing pollution, including actions that can be taken directly by the Council, and identify the best means by which the Council can influence other organisations whose activities detrimentally impact on the air quality in Hillingdon.
3. In terms of the Council, examine the interactions that will be necessary between departments in order to bring about improvements in pollution levels and make a positive contribution to securing improvements to health.
4. To consider how the Council should prioritise air quality improvements, for example, Air Quality Focus Areas, on Borough-wide initiatives, directed towards at-risk/vulnerable groups.
5. To look at measures to best inform residents and local businesses in the Borough of the actions required to reduce air pollution.
6. To advise on the development of the Air Quality Action Plan before its submission to Cabinet for approval.

## Witnesses and Committee activity

The Committee received evidence from the following sources and witnesses:

<p><b>Witness Session 1</b></p>	<ul style="list-style-type: none"> <li>● Val Beale - LBH Environmental Specialist</li> <li>● James Rodger - LBH Head of Planning, Transportation and Regeneration</li> <li>● Dr Mike Holland - Member of the Committee on the Medical Effects of Air Pollution (COMEAP)</li> </ul>
<p><b>Witness Session 2</b></p>	<ul style="list-style-type: none"> <li>● David Knowles - LBH Transport &amp; Projects Senior Manager</li> <li>● Bill Hickson - LBH Anti-Social Behaviour and Environment Team Manager</li> <li>● Val Beale - LBH Environmental Specialist</li> </ul>
<p><b>Witness Session 3</b></p>	<ul style="list-style-type: none"> <li>● Bill Hickson - LBH Anti-Social Behaviour and Environment Team Manager</li> <li>● Dr Mike Holland - Member of the Committee on the Medical Effects of Air Pollution (COMEAP)</li> <li>● Dr Steve Hajioff - LBH Director of Public Health</li> <li>● Perry Scott - Deputy Director, Infrastructure, Procurement, Waste Services</li> <li>● Dr Ana Grossinho - Executive Director at Air Quality Experts Global Ltd</li> <li>● Val Beale - LBH Environmental Specialist</li> </ul>

## References

Link here:

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