

A CONSOLIDATION OF THE MINUTES RELATING TO THE REVIEW

Minutes from 17 October 2017:

RESIDENTS' & ENVIRONMENTAL SERVICES POLICY OVERVIEW COMMITTEE - MAJOR REVIEW 2017/18 - REVISION OF THE AIR QUALITY ACTION PLAN FOR THE LONDON BOROUGH OF HILLINGDON

The Committee was provided with additional papers to help in the review.

The National Institute for Health and Care Excellence (NICE) guidelines on "Air Quality: outdoor air quality and health" provided information of road traffic related air pollution and its links to ill health. The paper provided details on how to improve air quality and so prevent a range of health conditions and deaths.

Other documents provided to Members were

- "Improving Air Quality in the City of London" which provided a practical guide for City businesses
- "What is a Low Emission Neighbourhood"
- "Clean Air for Schools" - case studies of pilot projects, which Hillingdon was one of the three partners in the pilot.
- Mayor of London's Healthy Streets Initiative
- Selborne Road Air Quality Improvement Scheme

Dr Mike Holland, Member of the Committee on the Medical Effects of Air Pollution and the Council's Head of Planning and Enforcement attended the meeting to provide evidence to Members

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, especially by introducing "smoke control areas" in some towns and cities in which only [smokeless fuels](#) could be burned.

By shifting homes' sources of heat towards cleaner coals, electricity, and gas, this reduced the amount of [smoke pollution](#) and [sulphur dioxide](#) from household fires.

Members were informed that this legislation was an important milestone in the development of a legal framework to protect the environment.

Reference was made to the impact on health of poor air quality and to studies which had proved that exposure to poor air quality resulted in cancers, respiratory problems such as asthma.

Poor air quality had been described as the largest environmental risk to public health in the UK, known to have more severe effects on vulnerable

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groups, for example the elderly, children and people already suffering from poor health such as respiratory disease.

Reference was made to the development of the Air Quality Action Plan which would ensure that improvements to health were an important objective in terms of the outcomes of the actions to be included.

2004 Air Quality Action Plan

Dr Holland outlined to the Committee details of the 2004 Plan which was divided into the following areas:

- Switching to cleaner transport modes
- The tackling of through traffic
- Promoting cleaner vehicle technology
- Measures specific to Heathrow Airport
- Measures concerning local businesses and industry
- Making improvements through the planning system
- Working with regional and central government

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The Committee was informed that overall there had been improvements made to air quality as a result of the Action Plan.

For example, all schools in the Borough now had travel plans; there had been an increase in the number of dedicated cycle and walking paths. New developments were required to produce air quality assessments and include mitigation to reduce their impact on pollution. Reference was made to "AirText" which was a free service which residents and people working in the Borough could sign up to, whereby users were alerted to when a pollution episode was predicted.

Highways and Road Network

There had been focus on transport and traffic with mitigation measures detailed in the plan. Reference was made to the impact of Heathrow Airport and the Committee noted that Hillingdon had no direct control over the airport; however liaison should continue to ensure that Heathrow Airport considered the introduction of measures to improve air quality as a priority.

Members were informed that the Highways Agency did take into consideration Air Quality when undertaking highways and road works. Reference was made to the introduction of the M4 Smart Motorway and the air quality mitigation measures which had been requested.

Members were provided with pollution maps which indicated the same distribution of pollution as that for the original Action Plan in 2004. It was

evident that the higher levels were found to the south of the Borough, with Heathrow airport an easily identifiable pollution hotspot.

Reference was made to the road network through the Borough such as the A40, the A312, M4, A4, Uxbridge Road, which majorly contributed to the pollution levels and congested high streets and road junctions added to the local levels of pollution.

Discussion took place on the ranking of cars in relation to air quality and the higher emissions from diesel cars. Reference was made to Clean Air Zones which restricted or charged certain classes of vehicles and tended to operate around schools.

How the Planning System could improve Air Quality

The Head of Planning and Enforcement attended the meeting and presented details of what planning could do to in terms of improving air quality.

The Committee was informed that major developments could be asked to have a low emissions approach, which encompassed a more holistic approach to improving air quality/minimising exposure.

Achievement of the most would be a pre-application stage and could include:

- Setting back residential buildings from main roads;
- Siting play areas away from roads;
- Energy provision in developments to be low emissions
- Easy access to public transport;
- Adequate, appropriate and well located green space and infrastructure.

Examples were given of good practice: At stage 3 of the Stockley Park Development, "green walls" were constructed which 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.

Possible planning conditions which could be added to approvals could be: that the content of Air Quality Reports were complied with, a Fleet Management Condition be added which stipulates the use of low emission vehicles, no idling etc, Green Travel Plans, Sustainability Condition and Clean Energy Conditions which could include the use of low emission boilers.

Reference was also made to the continued use of s106 funds which could be sought to fund local air quality monitoring in the location and support actions within the Air Quality Plan to make improvements in the local area.

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The Committee asked that officers consider the development of a planning best practice guide for air quality. This could be an amendment to the current Air Quality Supplementary Planning Guidance.

Suggestions / other initiatives

Members discussed the evidence given and asked whether consideration could be given to a new publicity campaign for raising awareness of pollution issues e.g. Clean Air Act and what it meant. This was raised in relation to wood burning which took place throughout the Borough and caused hazards, which included air pollution.

Further work could take place with schools to consider "no idling" signs and the enforcement of "no idling". The introduction of "stop and drop" areas, close to schools.

Reference was made to making comparisons to the air quality outside of schools in term-time and in non term-time. This could help in raising awareness with parents of the pollution issues outside individual schools. School air quality champions could be appointed and School Travel Plans could be updated to enable them to be effective in terms of reducing pollution;

Discussion took place around promoting greater cycling, particularly on the Borough's footpaths and canal towpaths. Officers were asked to consider the logistics of joint footpaths/cycle paths;

Air Quality Focus Areas, officers were asked to consider the concept of the action plan including the development of bespoke action plans for each Focus Area

RESOLVED –

- 1. That the witnesses be thanked for the evidence submitted and the information be used as part of the review**
- 2. That officers be asked to provide the information outlined above, together with inviting relevant witness to the next meeting of the Committee.**

Action By:

Val Beale

Bill Hickson

David Knowles

David Knowles

**Dr Mike Holland
/ Val Beale**

Minutes from 21 November 2017

32.	<p>RESIDENTS' & ENVIRONMENTAL SERVICES POLICY OVERVIEW COMMITTEE - MAJOR REVIEW 2017/18 - REVISION OF THE AIR QUALITY ACTION PLAN FOR THE LONDON BOROUGH OF HILLINGDON</p> <p>The Council's Environmental Specialist updated Members on some of the actions from the last meeting of the Committee.</p> <p>In relation to concerns expressed regarding the poor air quality caused by wood burning in the Borough, it was reported that DEFRA advice on this would be posted on the Council's website.</p> <p>Regarding Heathrow Airport, Members were informed that discussion would take place to ascertain what measures were being used to mitigate against poor air quality.</p> <p>For this witness session, Members were provided with information from the Council's Transport & Projects Senior Manager and Anti-Social Behaviour and Environment Team Manager.</p> <p>School Travel Plans and Road Safety Education, Training and Publicity' team</p> <p>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. This area was particularly pertinent to the review because of the air quality issues caused by traffic during school "drop off" and "pick up" times, as previously mentioned.</p> <p>The work of the team, centred around providing cycle training to children and adults, pedestrian training to young children and the "moving on" initiative to pupils (for those moving on from Year Six into their secondary schools).</p> <p>As a form of engaging with young people, there were 140 Junior Road Safety Officers, 47 Mini Road Safety Officers and 50 Youth Travel Ambassadors.</p> <p>The Committee discussed the possibility of addressing the issue of air quality close to schools with schools directly and engaging with school children representatives in an attempt to raise awareness and educate on changing travel habits.</p> <p>Discussion took place on School Travel Plans and it was agreed that further work was required on some of these.</p>	<p>Action By:</p> <p>Val Beale</p> <p>Action By:</p>
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	<p>However, it was noted that enforcement of some of the detail contained in Travel Plans was the issue, particularly around the travel behaviour of parents driving children to school.</p> <p>Motorcycle and Pedal Cycle Road Safety</p> <p>As previously reported, the promotion of safer cycling would be a measure to reduce vehicular movements and reduce the poor air quality caused by motor vehicles. The Committee was informed that working alongside the Road Safety Team, officers worked with a company called '2WheelsLondon', who went into workplaces to promote safety for those riding powered two wheels and those riding pedal cycles.</p> <p>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 possible use of canal towpaths for cycling.</p> <p>Vehicle Emissions</p> <p>Discussion took place around vehicle emissions and the Committee was informed that an officer would be invited to the next meeting to talk about the Council's Fleet Management and the use of electric vehicles.</p> <p>In relation to Public Transport, Members were informed that the Council was working with Transport for London (TfL) and London Buses on moving to lower emission buses.</p> <p>TfL had started to deliver on the plan to introduce around 3,000 Ultra Low Emission double-deck buses in central London by 2019 and over 250 Zero Emission single-deck buses into central London by 2020. These buses would significantly improve air quality, helping people breathe cleaner air. It was hoped that these buses would be rolled out to outer London.</p> <p>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. There was 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</p>	<p>Action By:</p>
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	<p>them to make an informed choice.</p> <p>Discussion took place on measures which could be introduced relating to traffic and air quality and reference was made to the use of 20 mph zones, which were popular in central London. Signage could also be an option, which could indicate air pollution levels at particular hotspots.</p> <p>Diesel / Petrol Vehicles</p> <p>Discussion took place on the impact of both diesel and petrol vehicles in terms of emissions and that diesel vehicle were more polluting than petrol cars. Officers reported that some local authorities offered differentiated car parking charges for different vehicle types and it was agreed that information be brought to the next meeting of the Committee on this.</p> <p>Liveable Neighbourhoods</p> <p>The Committee was informed of 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 mitigate poor air quality. The schemes would reduce car trips and therefore improve residents' health and local air quality.</p> <p>Reference was made to the work carried out at Hayes Parade in terms of trees used as green screens, which could be used in new developments to help improve air quality.</p> <p>"No Idling"</p> <p>The Committee was informed that Idling was where motor vehicles were parked, but with the vehicle's engine running whilst it was stationary. This occurred in some instances, outside of schools waiting for children. In Hillingdon this was a particular issue near Heathrow Airport and in Heathrow Villages, where there was a problem with taxis idling, with engines running.</p> <p>Idling increased the amount of exhaust fumes in the air and under the Public Space Protection Order the Council prohibits parked cars with their engines running. The Council last year, had issued over 300 Penalty Charge Notices for this offence.</p> <p>Part B Applications for Permit to Operate a Dry Cleaners</p>	<p>Val Beale</p> <p>Action By:</p>
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	<p>Process</p> <p>The Committee was informed that under Local Authority Pollution Prevention and Control, Dry Cleaning businesses had to apply for permits to operate. Dry cleaning used chemicals, such as perchloroethylene (perc), which contributed to air pollution and could be harmful to human health. The Anti-Social Behaviour and Environment Team Manager reported that he would provide a short paper on this for the next meeting of the Committee, together with information on other possible areas of environmental protection which could be explored under these powers.</p> <p>RESOLVED –</p> <ol style="list-style-type: none">1. That the witnesses be thanked for the evidence submitted and the information be used as part of the review.2. That officers be asked to provide the information outlined above, together with inviting relevant witnesses to the next meeting of the Committee.	<p>Bill Hickson</p>
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