

# LONDON BOROUGH OF NEWHAM CABINET

<b>Report title</b>	<b>Newham Air Quality and Climate Change Strategic Intent Part Two: Addressing Climate Change</b>	
<b>Date of Meeting</b>	<b>3rd September 2019</b>	
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<b>Director, Job title</b>	<b>Kevin Kewin, Interim Corporate Director of People, Policy and Performance</b>	
<b>Lead Members</b>	<b>Mayor Rokhsana Fiaz</b>	
<b>Key Decision?</b>	Yes	Reasons: Many of the initiatives referred to in this report will have significant impact on those living or working in two or more wards in the borough.
<b>Exempt information &amp; Grounds</b>	No	Grounds:
<b>Wards Affected</b>	All	
<b>Appendices (if any)</b>	1. Resolution of 15 April 2019 Council: Motion: Declare a Climate Emergency	

## 1 Executive Summary

- 1.1 The report summarises the main implications for the council of the Climate Emergency, and identifies a number of areas for further development. It has been produced in response to the resolution carried at the Full Council meeting on 15 April 2019, attached as Appendix 1, which called on the Mayor to declare a climate and health emergency and to take a number of actions.

## 2 Recommendations

- 2.1 For the reasons set out in the report and its appendix the Cabinet is recommended to agree:
- 2.1.1 To agree to recommend to Council the adoption of the national government target of net zero greenhouse gas (GHG) emissions by 2050 (i.e. a reduction in GHGs by at least 100% of 1990 levels by 2050), whilst maintaining the target of making the borough 'carbon neutral' by 2030 (see Section 3 (ii) and Footnote 1).

- 2.1.2 That a Green Audit of council services be undertaken, in addition to the development of a strategic Green Infrastructure Plan for Newham, which encompass the principles of a Green Economy and a 'Just Transition', with an annual report published to track progress.
- 2.1.3 That the council's communications strategy on climate change be developed under the banner *Newham Climate Now* to raise awareness, initiate behaviour change and engage with Newham residents, alongside the work that Newham is doing on air quality and the Climate Emergency.
- 2.1.4 To use Citizens' Assemblies to assist the council to develop its approach to climate change mitigation, including a specific Citizens' Assembly on the Climate Emergency to be organised by the end of 2019.
- 2.1.5 That the council should promote the Royal Docks Enterprise Zone as an incubator for the green technology sector and a 'beacon' of the green economy in London, working in conjunction with the Mayor of London and the Greater London Authority.
- 2.1.6 That the council should work with local training providers and the FE and HE sectors in Newham to encourage the development of courses that will enable local people to develop their skills and secure jobs in the green technology sector, in line with 'Just Transition' principles.
- 2.1.7 That consideration be given to strengthening the local planning framework in the light of the Climate Emergency, when the council's Local Plan is next reviewed, including supporting investment in the borough by green technology firms.
- 2.1.8 That the council should develop an Energy Management Plan to reduce carbon emissions from its operational buildings and minimise energy consumption through the use of innovative technologies.
- 2.1.9 Together with its economic partners, the council should develop a green assessment framework for businesses in the borough.
- 2.1.10 That the Pension Committee be requested to undertake a review of its current investment policies and the existing investment portfolio from the perspective of the climate emergency.
- 2.1.11 That future reports within the council should contain a section that considers the environmental impact of any proposals together with their contribution to the carbon neutral and net carbon zero targets that the council has set itself to meet by 2030 and 2050 respectively.
- 2.1.12 That the work on climate emergency be integrated into the council's Community Wealth Building initiative.



### 3 Background

- 3.1 As stated by the UN, 'Climate Change is the defining issue of our time and we are at a defining moment. From shifting weather patterns that threaten food production, to rising sea levels that increase the risk of catastrophic flooding, the impacts of climate change are global in scope and unprecedented in scale. Without drastic action today, adapting to these impacts in the future will be more difficult and costly'.
- 3.2 In October 2018, the United Nations Intergovernmental Panel on Climate Change (IPCC) released a Special Report on Global Warming which found that human activities have already caused a 1 degree temperature rise above pre-industrial levels. If this trend continues, the Earth is likely to reach 1.5°C of warming between 2030 and 2052. A further 0.5°C of warming would significantly increase the risk of extreme weather events, irreversible ecosystem and biodiversity loss, water scarcity and climate-related poverty for millions of people. At the current rate, global temperatures may rise by as much as 3°C by the end of the 21st century. However, this is not inevitable: the UN report maintains that the corrective actions needed to avert such impacts are within our technical and financial capacities. Ambitious and decisive action from governments, cities and individuals will be required to limit warming to 1.5°C above pre-industrial levels and 'rapid and far-reaching' transitions in land, energy, industry, buildings, transport, and cities will be required.
- 3.3 Later this month (29th September 2019), UN Secretary-General, António Guterres, will convene a Climate Summit to bring world leaders of governments, the private sector and civil society together to support the multilateral process and to increase and accelerate climate action and ambition. The Climate Summit will focus on key sectors where action can make the most difference, namely: heavy industry, nature-based solutions, cities, energy, resilience, and climate finance. World leaders will be expected to report on what they are doing and what more they intend to do when they convene in 2020 for the UN climate conference, where commitments will be renewed and may be increased.
- 3.4 In December 2019, the Committee of Parties on Climate Change (COP25) will meet again, bringing together all those countries that have signed up to the 1992 United Nations Framework Convention on Climate Change (UNFCCC), alongside civil society, private sector and environmental organisations to call for more ambitious actions to tackle climate change.
- (i) The National Picture
- 3.5 In the UK, the Committee on Climate Change - an independent, statutory body established under the Climate Change Act 2008, which advises the UK Government and Devolved Administrations on emissions targets and reports to Parliament on progress made in reducing greenhouse gas emissions and preparing for climate change - recommended to the Government that it should amend the Climate Change Act to adopt a net zero greenhouse gas (GHG)

emissions target for the UK. This was done by statutory instrument on 25 June 2019, and was passed unanimously by members of Parliament.

- 3.6 The Government has stated that emissions should reach net-zero across the whole economy (i.e. including international aviation and shipping) and that the aim is to reach net-zero emissions without recourse to international credits (or 'offsets'). The net zero target requires a reduction in GHGs by at least 100% of 1990 levels by 2050. Overall, the Committee on Climate Change calculates that reaching net-zero emissions in 2050 will require an average emissions reduction of around 3% of 2018 emissions across the economy *per annum*.
- 3.7 In 2018, UK greenhouse gas emissions were 44% below 1990 levels (UK carbon dioxide emissions decreased by 39 per cent). This decrease has resulted mainly from changes in the mix of fuels being used for electricity generation, with a shift away from coal and growth in the use of renewable energy sources. This has been combined with lower electricity demand, owing to greater efficiency resulting from improvements in technology and a decline in the relative importance of energy intensive industries.
- 3.8 In 2018, provisional figures indicate that an estimated 33% of carbon dioxide (CO<sub>2</sub>) emissions were from the transport sector; 27% were from energy supply; 18% from business and 18% from the residential sector. Greenhouse gases (GHGs) are generally measured in terms of their carbon dioxide equivalence, as CO<sub>2</sub> represents 98% of all greenhouse gas contribution to climate change. Policy papers often use the term CO<sub>2</sub>e (CO<sub>2</sub> equivalent) which 'translates' the impact of the other five greenhouse gases into the equivalent greenhouse impact of CO<sub>2</sub>.
- 3.9 Over the period 1990-2018, CO<sub>2</sub> emissions by sector changed as follows:

<b>Sector</b>	<b>1990-2018 % change</b>
Energy supply (inc power sector)	-59
Business	-41
Transport	-3
Residential	-16
Public sector	-39

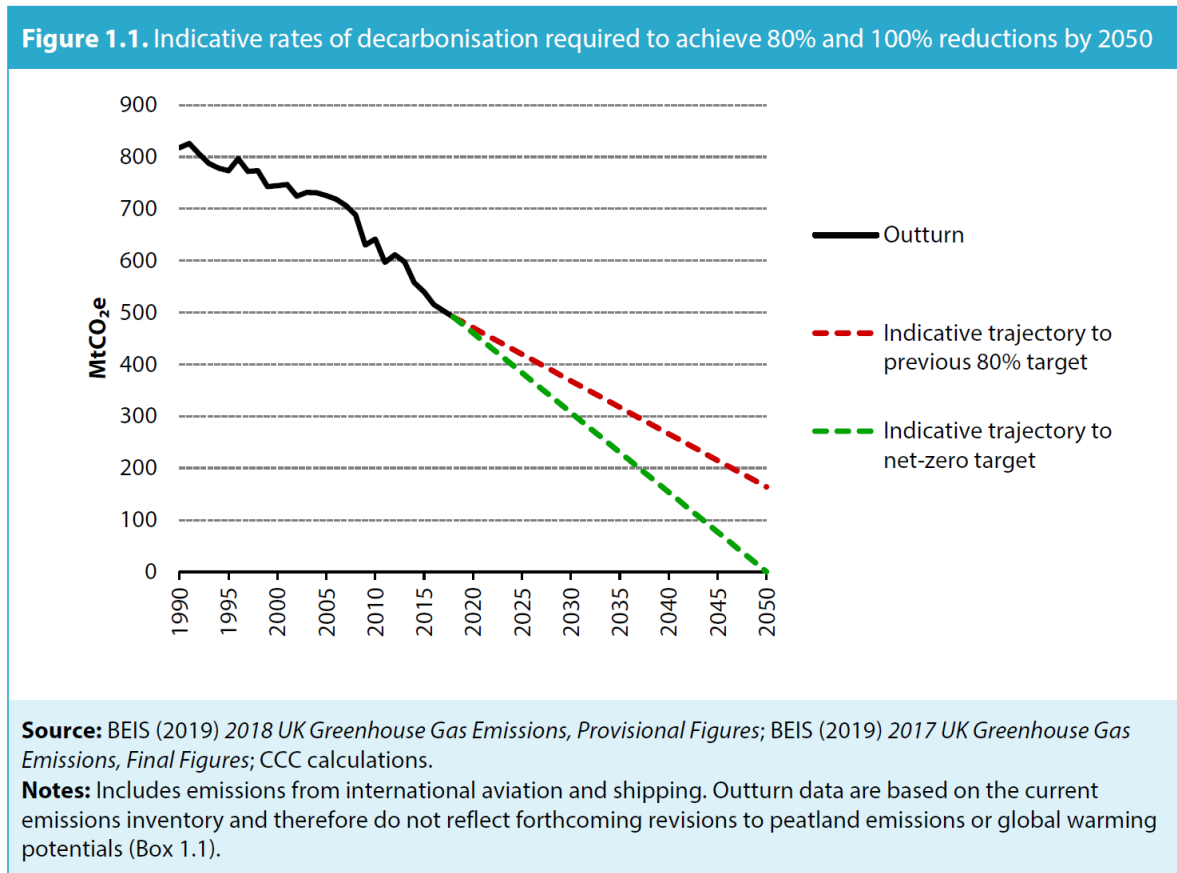
- 3.10 The minimal reduction of transport emissions – just 3% since 1990 - stands out. This derives from a continual growth in vehicle kilometres travelled on roads, albeit offset by improvements in new car fuel efficiency and an increase in the number of electric vehicles to over 200,000 in 2019. Transport carbon dioxide grew to a peak in 2007, 8.5 per cent higher than in 1990. Since then emissions from this sector have fallen back to around 1990 levels. These estimates do *not* include emissions from international aviation and shipping (IAS), which future data will need to do. Domestic aviation and shipping, however, are included. (It should be noted that IAS emissions have increased by over 80% since 1990.)

- 3.11 A significant proportion of the reduction in the UK's CO<sub>2</sub> emissions by businesses is derived from deindustrialisation and the transfer of industrial production overseas. The Department of Environment, Food and Rural Affairs estimates that the UK's consumption emissions in 2016 (including international aviation and shipping) were around 56% higher than territorial emissions. The difference is primarily due to international trade. The production overseas of goods that are imported into the UK releases nearly three times more emissions than the production of goods produced within the UK that are exported. Although of critical importance, consumption emissions relating to overseas products imported into the UK are not included in the UK's climate change targets.
- 3.12 In its report, *Net Zero: The UK's contribution to stopping global warming*, the Committee on Climate Change stated that:

***“A net-zero GHG target is not credible unless policy is ramped up significantly. Most sectors will need to reduce emissions close to zero without offsetting; the target cannot be met by simply adding mass removal of CO<sub>2</sub> onto existing plans for the 80% target.”***

- It also stated that: ***“Delivery must progress with far greater urgency. Many current plans are insufficiently ambitious; others are proceeding too slowly, even for the current 80% target:***
  - *2040 is too late for the phase-out of petrol and diesel cars and vans, and current plans for delivering this are too vague.*
  - *Over ten years after the Climate Change Act was passed, there is still no serious plan for decarbonising UK heating systems and no large-scale trials have begun for either heat pumps or hydrogen.*
  - *Carbon capture (usage) and storage, which is crucial to the delivery of zero GHG emissions and strategically important to the UK economy, is yet to get started. While global progress has also been slow, there are now 43 large-scale projects operating or under development around the world, but none in the UK.*
  - *Afforestation targets for 20,000 hectares/year across the UK nations (due to increase to 27,000 by 2025), are not being delivered, with less than 10,000 hectares planted on average over the last five years. The voluntary approach that has been pursued so far for agriculture is not delivering reductions in emissions.”*
- And that: ***“Challenges that have not yet been confronted must now be addressed by government. Industry must be largely decarbonised, heavy goods vehicles must also switch to low-carbon fuel sources, emissions from international aviation and shipping cannot be ignored, and a fifth of our agricultural land must shift to alternative uses that support emissions reduction: afforestation, biomass production and peatland restoration. Where there are remaining emissions these must be fully offset by removing CO<sub>2</sub> from the atmosphere and permanently sequestering it, for example by using sustainable bioenergy in combination with CCS.”***

3.13 The table below shows graphically the UK's progress since 1990 in reducing emissions and the distance still to travel.



(ii) The Local Response

3.14 At its meeting on 15 April 2019, the Full Council passed a resolution (see Appendix 1), which called on the Mayor to declare a climate and health emergency. This reflected a recognition that human activity has resulted in an increase in global temperatures that, left unabated, is likely to result in significant, and, in some cases, severe and adverse changes to the environment, resulting in a threat to plant and animal life across the planet.

3.15 The Full Council called on the Mayor to pledge to make the borough 'carbon neutral by 2030 and carbon zero by 2050'; to work in conjunction with national and local government bodies to achieve the 2030 target, and to determine and implement best practice methods to limit global warming to less than 1.5°C.

3.16 Carbon neutral means that, while some emissions are still being generated by a building/process, these are offset somewhere else, making the overall net emissions zero. This could be through the use of green tariffs, green infrastructure projects or carbon offset programmes. The term 'carbon zero by 2050' used in the council resolution is challenging, given the difficulty in eliminating entirely emissions from some sectors of the economy. The

Committee on Climate Change and the Government therefore use the term 'net-zero' emissions by 2050, by which is meant that 'the total of active removals from the atmosphere offsets any remaining [GHC] emissions from the rest of the economy'. It is recommended that the council adopts this national definition for the 2050 target, instead of the term used in the 15 April resolution and set out in the previous paragraph, while maintaining the target of making the borough 'carbon neutral' by 2030. (In practice, there is little in principle between the two targets, but the implication is that carbon offsetting will be reduced to a necessary minimum by 2050.)<sup>1</sup>

3.17 The council also called upon the Mayor to:

- commit to a Green Audit of all council services, in order to ensure that weight is given to their environmental and sustainability impact, as well as to their cost;
- provide air quality monitoring devices in all schools; (NB This has now been implemented, as part of the work being driven by the Air Quality and Climate Change Taskforce)
- explore local renewable energy grid systems to provide free renewable energy for residents in social housing, maximising the use of industrial land in the borough;
- lead by example to remove single use plastic items from the council's premises;
- encourage plastic free initiatives and support events intended to promote plastic reduction in the borough;
- produce an annual report on progress towards reaching the carbon neutral target.

3.18 In the course of the discussion at the council meeting, it was asserted that addressing climate change and ensuring a healthy, sustainable environment locally and across London is a high priority for the Mayor and Council. It was also acknowledged that limiting the rise in global temperatures and reducing the levels of pollution in the atmosphere requires immediate action, for the health and wellbeing of residents today and in years to come.

3.19 A further 15 London councils have now declared a Climate Emergency: Enfield, Richmond Tower Hamlets, Hackney, Waltham Forest, Southwark, Redbridge, Lewisham, Lambeth, Ealing, Islington, Hounslow, Haringey, Merton and Greenwich. In total, more than 100 local authorities across the country have now committed to act on climate change. The Mayor of London and the Local Government Association (LGA) have also declared a Climate Emergency.

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<sup>1</sup> The Committee on Climate Change report stated that if other countries follow the UK, there is a 50-50 chance of staying below the recommended 1.5C temperature rise by 2100. A 1.5C rise is considered the threshold for dangerous climate change. It should be noted that some organisations do not consider the target sufficiently challenging. However, given the gap between current performance and the target, it represents a considerable advance on the previous national target, and will be kept under review. Also, as noted in the body of the present report, a zero carbon target – as distinct from net zero GHG – is not considered practical, and there will inevitably be a need for a degree of carbon offsetting, though much less that is the case at present.



- 3.20 Newham Council is committed to doing everything within its power to play its part in the global challenge of safeguarding a sustainable future. The primary focus of the present report is to set out actions that the council can itself undertake, in conjunction with its partners. However, a fully comprehensive strategy would need to take into consideration all aspects of contemporary life, including for example, the environmental impact of food and clothing production, personal vehicle ownership, holidays abroad and, indeed, in the final analysis, an economic system predicated on a particular economic growth model.
- 3.21 The council can play a number of different roles in relation to climate change. Firstly, it is a provider of diverse local services. It is a regulator of activity in a number of areas, including land use and buildings. It also has regulatory responsibilities in respect of certain types of business that produce pollution. In addition, the council plays a leadership role, through which it is able to engage and influence not only local communities and businesses, but also a whole range of bodies that have an impact on, or influence over, the environment over a wider geographical area. These include commercial and statutory bodies, such as such as the Greater London Authority family of organisations, the Mayor for London, the Environment Agency, Network Rail and London City Airport.
- 3.22 One immediate priority for the council is to improve air quality, in order to reduce the dangerous levels of pollution in the borough that are linked to chronic illnesses and the early death of many people each year. Subsequent to the April council meeting, a scrutiny review of air quality was undertaken and a number of recommendations made. These were considered by the Cabinet on 2 July and agreed. Further work is now taking place to develop specific, costed proposals and a number of measures are already being put in place, including air quality monitoring in schools, which is described further in Section 4 (iv).
- 3.23 The proposals within the present report involve working across all areas of the council and all policy areas. The council is committed to working with the local community and partners from the public and private sectors to take urgent steps to address climate change, the greatest challenge of modern times.

#### **4. Key Considerations and Proposals**

- 4.1 In developing a comprehensive and strategic approach to climate change and air quality, it is important to recognise that a range of measures will need to be addressed, from the built environment to encouraging sustainable transport, to people-centred environmental planning and major lifestyle changes within the population. Some of these are directly within the council's control; some are matters over which the council can exercise influence, while others are matters that only national and international agreements are likely to solve.
- 4.2 It is also important to recognise that, while the climate crisis is pressing, and some actions will be taken over the short term, others will take place over the

longer term. In addition, while some initiatives will be deliverable at low cost within existing resources, others - e.g. the upgrading of the council's dwelling stock - will be resource intensive and take longer to implement. In a number of important cases, the government will need to allocate more resources if its, and the council's, climate change objectives are to be met.

(i) Green Audit

- 4.3 The starting point for Newham Council's strategic approach to the climate emergency is to carry out a Green Audit of council services to ensure that weight is given to their environmental and sustainability impact, as well as their cost. Such an Audit is likely to be multifaceted, and some aspects are likely to be complex and technical. The results of the Audit, together with key actions already planned or proposed within the current report, will be translated into a corporate action plan. Some of these actions will be 'quick wins' that can be implemented rapidly within existing resources, while others are likely to be resource intensive and will need to be undertaken in a planned programme of work, over a period of years. It is proposed that an annual report be published to track progress. In addition, any changes made as a result to a sustainable economy need to be equitable. Friends of the Earth refer to a 'Just Transition', by which is meant:

*"some chance of a safe climate for future generations; an equal distribution of the remaining global carbon budget between countries; and a transition in the UK in which the costs are distributed progressively, and where everyone's essential needs for housing, transport and energy use are met."*

(ii) Newham Climate Now: Newham's Air Quality and Climate Change Communications Strategy

- 4.4 One of the key ways in which the council can make a difference regarding climate change is through its communications and engagement with residents to effect behavioural change and advocacy across its partner network. Indeed, high quality communications and resident engagement is an essential foundation for any strategic approach to tackling climate change. It is proposed that the overarching banner for the council's communication strategy be *Newham Climate Now*.
- 4.5 It is envisaged that the communications strategy will operate at the following levels:
- the individual
  - in a range of settings (e.g. places where people receive public services)
  - at the level of the whole population of the borough; and
  - through advocacy across a range of stakeholder partners, including businesses in Newham.
- 4.6 It is proposed that *Newham Climate Now* should be comprised of six main themes:

- Sustainable transport
- Parks and open spaces
- Regeneration
- Air quality
- Waste and recycling and
- Corporately driven activities, including investments, procurement and finance within the council.

4.7 Through the delivery of its own services, and working in conjunction with partner organisations, the council will take steps to raise awareness and encourage behavioural change within the local population and local stakeholder partners. Key organisations, such as schools, health service providers, voluntary organisations and businesses will be encouraged to take an active part in this work. Finally, the council will seek to build public support for policy changes necessary to meet its climate change objectives. This is likely to include pressing government and commercial organisations to adopt more climate-friendly policies and behaviours.

4.8 The council is also recommended to consider using Citizens Assemblies to elicit ideas from the local community on how best to tackle climate change and to build support within the community for the measures adopted, and has already committed to holding a Citizens' Assembly on Climate Emergency by the end of 2019.

(iii) The Planning Framework and a Green Infrastructure for Newham

4.9 Newham's Development Plan, which is comprised of the Newham Local Plan, the London Plan, and the National Planning Policy Framework (NPPF), sets out the framework for how homes, jobs and infrastructure will be delivered to create a thriving but sustainable borough - particularly in light of climate change. It was updated recently (December 2018) and contains aspirational policies which, along with the London Plan, provide plenty of 'hooks' with which to demand higher environmental standards from new developments. These include:

- Zero carbon development
- Reducing overheating in buildings
- Mitigating resource scarcity (including water, food and energy)
- Mitigating the risk of increased flooding as a result of climate change
- Tackling biodiversity loss.

4.10 In the light of the Climate Emergency, the council will redouble its efforts to ensure that the standards set out in the Development Plan are upheld. For example, it will promote 'air quality neutral' development, maximise greening initiatives, and support initiatives such as climate-resilient planting, the promotion of biodiversity, and the use of heat pumps and other low energy heating. Also, as noted in the previous section, it will be important to ensure that the transition to a low carbon economy is effected in an equitable manner

- a 'Just Transition' - and that local people share fairly in the economic gains associated with the process of transition itself, in line with the council's Community Wealth Building initiative (see below). A review of Newham's Local Plan will seek to amplify Climate Emergency issues, as they affect the borough.

- 4.11 It should be emphasised that the planning regime can only affect new development and the most important measures in relation to tackling climate change are likely to be concerned with improving the environmental performance of older buildings and reducing energy consumption and pollution from transport. That is to say, local authority resources need to be particularly focused on effecting change in the existing built environment. Work is already underway to assess how this can be integrated into current plans concerning the Council's own housing stock and future housing delivery.
- 4.12 The Development Plan also gives priority to the borough's Green infrastructure (GI), which comprises the green spaces and features (street trees and living roofs, for example) that together form a living network with a range of benefits that include:
- healthy living;
  - mitigating flooding;
  - improving air and water quality;
  - cooling the urban environment;
  - encouraging walking and cycling; and
  - enhancing biodiversity and ecological resilience
- 4.13 *Green infrastructure (GI)*: Green infrastructure can enhance not only biodiversity and habitat provision, but also improve drainage capacity and reduce flooding and cool the urban environment. It also helps encourage walking, cycling, and other leisure and recreation activities, and is an important factor in diverting people from the use of motor vehicles.
- 4.14 In 2015, the GLA Green Infrastructure Task Force proposed the following objectives:
- *Promoting Healthy Living* – improving health outcomes by increasing physical activity, reducing stress and removing pollutants.
  - *Strengthening Resilient Living* – keeping the city cool, its air clean, and protecting it from flooding.
  - *Encouraging Active Living* – increasing levels of walking and cycling.
  - *Creating Living Landscapes* – enhancing natural processes for the benefit of people and wildlife and conserving the most special landscapes, habitats and species.
  - *Enhancing Living Space* – providing a range of outdoor space for cultural, civic, learning and community activity, including productive landscapes.

4.15 By 2050, the working group proposed the following ambitions:

- London should maintain its status as one of the world's greenest capital cities – 50% of the administrative area should be green infrastructure. This would require an increase in green cover of approximately 9000ha – the area currently covered by London's front gardens.
- London should maintain its "urban forest" by increasing tree cover from 20% to 30% of London's area – 1 tree for every Londoner.
- 80% (9 million) of Londoners will be walking, jogging or cycling at least 2 miles per day.
- Surface water flows into the sewer network will be reduced by at least 25% (the draft London Sustainable Drainage Action Plan aims to achieve this by 2040).
- EU standards on water quality will be met for all of London's rivers.
- At least 20% of London's area will be designated of high wildlife value.

4.16 Newham has 476 hectares of green space, formed of public parks and green spaces, linear routes, waterways (including rivers, canals and towpaths) and other informal spaces. Green space covers 13.1% of Newham compared with 39% for London as a whole. There are 25 public parks and numerous green spaces totalling approximately 396 hectares of publicly accessible green space. The council has management responsibility for 22 of those public parks and around 50 green spaces and amenity areas; a total landholding of 164 hectares. In addition to the council's portfolio there are several other significant public parks in the borough; West Ham Park managed by the City of London, Queen Elizabeth Olympic Park managed by London Legacy Development Corporation and Thames Barrier Park managed by the Greater London Authority. Very high population density and acute demand for affordable housing places great pressure on parks and green spaces but also highlights their value as garden substitutes.

4.17 The council's capital programme has allocated resources to projects that improve the public realm. However, there is a need to develop a strategic GI plan for Newham, so that the various local projects work towards a connected Green infrastructure. This plan will need to take into consideration any additional resource implications. The first step will be a borough Green infrastructure audit to map existing assets and plan the connections and improvements needed at a strategic level, as part of a wider strategic approach to a local 'Newham Green Economy'.

(iii) The Health of the Borough

4.18 *Air pollution:* Air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. Long-term exposure can cause chronic conditions, such as cardiovascular and respiratory diseases, as well as lung cancer.

4.19 A report to the 15 April 2019 council meeting on air quality and climate change stated that seven in every 100 deaths in the borough are attributable

to poor air quality, and that Newham has the highest concentration of fine particulate matter (PM<sub>2.5</sub>) in London, due to the large concentration of residential accommodation alongside/ adjacent to high streets and main trunk roads within the borough. Rates of asthma in young people are generally high, and this is particularly significant in the more polluted areas of the borough. It was also noted that a number of other boroughs in London had reduced their mortality rate more than Newham since 2010.

4.20 A draft Air Quality Action Plan (AQAP) was also presented to the April council meeting. A revised version was submitted to the Greater London Authority (GLA) for approval in July 2019. Subject to approval by the GLA, it is currently expected that the action plan will be subject to public consultation for six weeks from early September. Subject to consultation feedback, the council hopes to adopt the action plan formally around the end of November/ early December 2019. The draft plan notes the following:

- That NO<sub>2</sub> concentrations currently exceed the limit value for the protection of human health (40 µg/m<sup>3</sup>) in the vicinity of all major roads in the borough. Roads dominated by through traffic, such as the A13, A12 and A406, expose a wider area of the population to poor air quality. The town centres of Stratford, East Ham, Forest Gate and Canning Town are also subject to concentrations of NO<sub>2</sub> above the limit.
- That PM<sub>10</sub> levels are elevated around the major roads, particularly to the west of the borough. This suggests that the most significant source of PM<sub>10</sub> in the borough is road transport including that associated with central London.
- That there is currently no legal limit value for the protection of human health assigned to PM<sub>2.5</sub>. The World Health Organisation recognises the long term health impact of high concentrations of fine particulates, due to their ability to penetrate deep into the lungs. WHO recommend an annual mean limit value of 10 µg/m<sup>3</sup> for PM<sub>2.5</sub>. The AQAP illustrates that all the borough exceeds this guideline, with a base level of at least 43 µg/m<sup>3</sup>. The main through roads, such as the A13, A12 and A406, exacerbate this pollutant, with levels particularly elevated on roads in Stratford, Canning Town and Prince Regent Lane (A13 junction).
- That 14% of the borough's population is exposed to NO<sub>2</sub> levels above the UK limit value for human health (which is set at 40µ g/m<sup>3</sup>) and, on average, all Newham residents are exposed to a level of PM<sub>2.5</sub> that is 35% greater than the WHO guideline value of 10µg/m<sup>3</sup>.
- The council will work with the GLA and emerging government policy, such as the Clean Air Strategy, to reduce NO<sub>2</sub>, PM<sub>10</sub> & PM<sub>2.5</sub> exposure across Newham. The current PM<sub>2.5</sub> target is that the number of people living in locations above the WHO guideline level of 10 µg/m<sup>3</sup> is reduced by 50% by 2025.

4.21 Effective communication of health messages about air pollution and appropriate action to encourage behaviour change can save lives and improve quality of life for many. The top interventions identified by Public Health England for behaviour change are: Exposure Reduction programmes,

public engagement, Eco-driver training, encouraging the use of Public Transport, air quality messages/alerts/texts and no idling campaigns.

- 4.22 One particular feature of Newham's population is that it has the fourth lowest car ownership rate per head in UK - 52% of households do not own a car. The implication of this is that there should be a significant part of the population that will be supportive of active travel measures but there remains a significant proportion of the population whose behaviour the council would hope to change.
- 4.23 *Walking and Cycling:* Working with public transport providers and encouraging more walking and cycling will be a key strand of the council's work in this area. It will also be important to learn more about what motivates people to change their behaviour and to share this knowledge more widely, both within the council and with its partners. Interventions will be targeted at particular areas (e.g. pollution hotspots) particular groups (e.g. people on low incomes and car drivers) and through specific services (e.g. schools and hospitals).
- 4.24 *Food:* The London Food Strategy states that food and drink consumed by Londoners is estimated to account for almost 10% of the city's Greenhouse Gas (GHG) emissions. What people choose to eat; how that food is farmed; the miles it takes from farm to fork; how it is cooked and how much is wasted are all critical factors in the borough's carbon footprint.
- 4.25 If GHG emissions are to be reduced significantly, changes will need to be made to local and national food cultures - specifically, a reduction of meat and dairy consumption and an increase in fruit, vegetables and pulses. In the UK, it has been estimated that it will be necessary to cut beef consumption by 90% and milk by 60%, while increasing the amount of beans and pulses consumed by between four and six times.
- 4.26 According to the London Environment Strategy 2018, in the UK for every two tonnes of food consumed, approximately another tonne is wasted. In Newham, this translates as a tonne of food that will ultimately be turned into Solid Recovered Fuel (SRF) by East London Waste Authority (ELWA) that is then burnt, releasing emissions. The council can lead on promoting the skills, education and culinary confidence required locally to ensure that more of what we grow is eaten and not thrown away.
- 4.27 Behaviour change of the scale required is likely to require a national campaign of education, taxes and subsidies for plant-based foods. Such a campaign would need to be supported at a local level by actors such as local authorities influencing the behaviour of local people through information and publicity campaigns.
- 4.28 The dietary changes necessary to tackle the climate emergency are wholly consistent with the pursuit of healthier lifestyles more generally and reducing food poverty. The consumption of more locally-produced food will also reduce air pollution, through lower delivery miles.

4.29 Newham has a particular opportunity to be a leader in promoting the kinds of food the country needs to adopt for a sustainable future. It has a diverse population, which has connections to many of the world's popular food cultures. Many of the citizens of Newham already have the know-how required to make more environmentally friendly food. By spreading those skills and culinary knowledge, the food people consume can be better both for them and the planet but be delicious and inspiring, too.

(iv) Transport and a Greener, More Sustainable Newham

4.30 Newham's Local Improvement Plan sets out how the borough will contribute to the Mayor of London's Transport Strategy at the local level. It contains the following objectives:

- Reducing the levels of air pollutants associated with transport and improving air quality, through traffic and congestion reduction and increased sustainable travel, thereby improving the health of our residents
- Encouraging the use of zero and low emission vehicles in Newham. through the provision of charging infrastructure and other incentives.
- Providing residents with alternatives to car ownership by expanding car club opportunities across the borough.
- Reducing congestion and increasing the amount of sustainable travel undertaken to key attractors in Newham, such as schools, businesses and places of worship.
- Delivering a sustainable transport network in Newham that provides a viable and attractive alternative to the motor car for our residents, especially for local journeys.
- Delivering residential traffic reduction schemes, safe and healthy (or 'liveable') neighbourhoods schemes and healthy streets improvements to improve the quality of life of our residents.

4.31 Local initiatives include the following:

- Cycling and Walking Network Improvements
- Congestion reduction schemes/junction improvements on main roads
- Electric vehicle charging points (residential and rapid charging network)
- Play streets and other street events
- Timed closures of school roads
- Faith group travel planning
- Town centre travel planning (freight/servicing)
- Local town centre cargo bike hire and share schemes
- Incentivising zero and low emission vehicles (Not LIP funded)
- Parking strategy review (Not LIP funded)
- Car club expansion (Not LIP funded)
- Encouraging property developers and others (e.g. employers based close to the river) to facilitate greater use of the River Thames for passenger transport, by using the planning system to require the construction of wharfs for use by river buses. (Not LIP funded)



- The council can also ensure that riverside construction sites make maximum use of barges and river transport to import and export material and this is often secured by a planning condition in the Construction Logistics Plan (CLP).
- 4.32 As noted above, Newham has a significant air quality problem which seriously affects the health and quality of life of our residents. In addition, the council has an ambitious growth agenda. To take these objectives forward concurrently, it will be necessary to change the travel behaviour of residents, visitors to the borough and businesses, to ensure that growth is sustainable and does not worsen air quality or cause greater transport congestion.
- 4.33 It will be necessary to enable more journeys to be made by bicycle and on foot, through the delivery of better and safer infrastructure which is pleasant to use. This will need to be supported by behavioural change and education programmes. There is also a need for improved public transport capacity and services, as many work trips are too long to be made by walking and cycling for their whole length. The Local Improvement Plan sets out detailed improvements for cycling and walking networks and improvements to Public Transport.
- 4.34 *Congestion:* Congestion hot spots are significant contributors to poor air quality in the borough. The main arterial roads in the borough also suffer from poor air quality, so it is important that there is a focus on those routes. It will also be crucial to focus on reducing traffic in residential areas and to encourage short trips to be made by more sustainable modes. This will be done through Congestion Reduction Schemes and Junction Improvement Schemes on the Borough road network, which will also provide improvements for pedestrians and cyclists, and for buses where possible.
- 4.35 *Electric Vehicle Charging:* To support those residents who wish to use electric vehicles and to encourage more to do so, the council is committed to delivering a residential network of Electric Vehicle Charging Points across the borough. The first 40, each capable of charging two vehicles at once, are expected to be operational by the end of October 2019, with a further 40 chargers to follow, by Spring 2020. Rollout will continue at a similar rate through the life of the LIP. To supplement the residential charger network, the council is also working closely with TfL and London Councils to identify locations for a Rapid Charging Network in Newham, with locations focussed along main roads and in town centres, where they will be most accessible for motorists.
- 4.36 *Car Clubs:* In addition, the council will encourage Car Clubs, which are very successful elsewhere in London and can make a significant contribution to car ownership levels and use, and therefore emissions, and alleviate local parking pressures. Up to 100 new car club vehicles will be appearing across the borough later in 2019.
- 4.37 *Play Streets Initiative:* A further example is the Play Streets initiative, whereby streets are closed to traffic to allow for children to play safely near their homes

with their neighbours, with obvious health and social development benefits for the children involved.

- 4.38 *Reducing Vehicle Use:* In order to address congestion and local air quality issues, existing travel behaviour needs to be changed. This is particularly true of travel to schools, travel to work and places of worship. Parents and guardians dropping off and picking up their children can cause severe local traffic difficulties, as well as safety and air quality issues. The council will work closely with schools, parents/ guardians, residents and other stakeholders to develop solutions to the issues being experienced at drop-off and pick-up times, including timed road closures, if necessary. Similar amenity and safety issues exist around places of worship. The Council will engage with faith groups to understand how best to encourage more sustainable travel to and from places of worship. This will support the development of effective Faith Group Travel Planning initiatives.
- 4.39 *Commercial Delivery Traffic:* The servicing requirements of commercial and, increasingly, residential development can be significant contributors to air quality and congestion, particularly in town centre areas. The opportunities for service delivery consolidation were demonstrated during the London 2012 Olympics, which significantly reduced the operational impacts on the Olympic Route Network. The council therefore intends to explore the possibility for Town Centre Travel Planning, focussing specifically on deliveries and servicing and any opportunities for consolidation over the 'last mile'. Discussions with the Stratford Business Improvement District have identified a possible trial involving businesses on Broadway and the Stratford Mall which it is hoped will be implemented in 2019-20.
- 4.40 Still in town centres, it is acknowledged that the transportation of bulky goods (such as a weekly shop) is very challenging by sustainable means. Cargo bikes are available, but are very expensive for individuals, especially if only required for occasional use. As a result, the council wishes to undertake a trial of a Local Town Centre Cargo Bike Hire and Share Scheme, to encourage more sustainable shopping trips to main town centres in Newham. Such a scheme is operating successfully in Waltham Forest and officers are working with colleagues in LBWF to extend the scheme to Stratford.
- 4.41 *Transport and Health:* In relation to health, the council is pursuing the following initiatives:
- Safe and Healthy neighbourhood schemes (Liveable Neighbourhoods)
  - Modal filtering (road closures that allow the passage of pedestrians and cyclists – and sometimes buses, while preventing private cars) to improve sustainable connectivity
  - 'Healthy street' improvement schemes
  - Traffic calming and traffic management schemes
  - 20mph zones, with the aim of becoming a 20mph borough
  - Cycling and walking network improvements
  - Walking Strategy and Sustainable Transport Strategy
  - Cycle training for children and adults

- Secure cycle parking (including residential cycle hangars)
  - Behavioural change initiatives and events
  - Safety schemes or accident reduction schemes
  - Targeted safety initiatives and campaigns
  - Cycle hire (via dockless provider partner, TfL Santander) (Not LIP funded)
  - Crime prevention through design (with MPS) (Not LIP funded)
- 4.42 A good transport system must be efficient, accessible and inclusive to everyone. The council is proposing a number of interventions within the Local Improvement Plan (LIP) to improve accessibility to public transport. Currently 92% of the Borough's bus stops are fully accessible (i.e. of an appropriate kerb height where bus wheelchair ramps can be deployed). The LIP programme will deliver full accessibility across all 524 bus stops in Newham by 2021.
- 4.43 *Accessible Public Transport:* The council will also work with Transport for London to secure funding to deliver step-free improvements at Upton Park and Plaistow Underground stations.
- 4.44 To encourage walking and cycling through a range of initiatives, such as those set out above, road surfaces, pavements and lighting need to be well maintained. Poor maintenance of highway and footway surfaces and lighting are major contributory deterrents to sustainable and active travel, and also deter other uses of the public realm. Consequently, the council is undertaking an extensive Highways and Footpath Maintenance and Renewal Programme, and it is currently in year three of a ten-year programme of highway and footpath renewal schemes. In parallel with this programme a Street Lighting LED Replacement Programme which will replace all 21,000 lighting units in the borough with more efficient LED luminaires. A significant number of old lighting columns will also be replaced. 16,000 installations have been completed and the entire programme will be completed in 2020.
- 4.45 It should be emphasised that the council's role in relation to public transport is limited, and the primary responsibility lies with the public transport providers themselves – mainly TfL, their operating partners and the train operating companies.
- 4.46 It has a more significant role in respect of buses, however. Buses play a very major role in providing public transport connections for the borough's residents and the council is committed to reversing the downward trend in bus travel in Newham, by ensuring that journey times are protected and improved where possible. Bus Priority Schemes on the borough road network can protect bus journey times from the effects of congestion and improve journey time reliability. Officers will continue to work with their counterparts in TfL to develop bus priority schemes at bus delay hotspots.
- 4.47 *Transport poverty:* Transport poverty is a key concern in Newham, and we must ensure that our residents' transport and wider opportunities are not diminished by their personal or economic circumstances. Targeted Transport Poverty Initiatives will be developed with the involvement of our economic

regeneration team to ensure that access to employment, community facilities and other key attractors is not impacted by personal or geographical circumstance.

- 4.48 *Working with Schools:* A particular focus is schools. Each school is supported throughout the year to develop a travel plan and are giving encouragement and information on a range of activities they can run, many of which aim to reduce car use and increase active travel. These are listed on <http://www.tfl.gov.uk/stars> but there are also others.
- 4.49 The climate emergency motion at the 15 April Full Council meeting committed the council to air quality monitoring at every school. In August 2019 monthly diffusion tube monitoring for Nitrogen Dioxide commenced outside each of the 96 schools in Newham. We believe this is the first time a local authority has committed to monitoring all of its schools in the UK. The monitors will be placed on lamp posts/signposts near to the playground or main entrance of each school. We will use this data to focus on the most polluted schools initially and use the Healthy School Streets approach to identify the most cost-effective way to reduce pupils' exposure to poor air quality and influence their school travel plans. (Healthy School Streets is a Highways Local Improvement Plan initiative to close streets to traffic during school-run times, using ANPR cameras.)
- 4.50 The council encourages schools to undertake as many actions as they are able to do. These include things like walk to school week, the big pedal, walking events/ campaigns, cycle clubs, competitions, pledges, consultations, reward schemes, curriculum work etc. For many schools staffing and the time available are the key barriers.
- 4.51 *London City Airport:* Finally, the London City Airport draft Master Plan envisages a substantial increase in the number of flights over the period from 2020 to 2035. The actual number of flights at the airport in 2018 was 80,668. Current planning permission allows 111,000 flights, which is forecast by the airport to be reached in 2022. The draft Master Plan envisages an increase in the number of flights per annum to 151,000 by 2035. This would represent a 36% increase relative to the current permission and 87% more than the current actual number of flights.
- 4.52 London City Airport's plans and its greenhouse gas impact on the borough will need to be considered carefully by the council. It should be noted that Master Plans do not require formal approval by any public authority – the Airport itself will decide on the content. However, the proposals in the Master Plan, if they are to be implemented, would require the submission and approval of a planning application. The council would be responsible for any initial planning decision, but this would be potentially subject to review by the Mayor of London and the relevant Secretary of State. Officers are currently assessing the proposals in the draft Master Plan. On 15 August 2019, the council's Director of Planning and Development wrote to London City Airport seeking certain technical information and confirmation that the consultation period will restart upon its publication, in order to ensure that no party is prejudiced by

not having had access to the detailed information during the consultation period. The Mayor of Newham wrote to the Chief Executive of London City Airport the same day about its draft Master Plan consultation, arguing that the proposals lack the credible evidence base necessary to make an informed judgment about the Master Plan and that, at present, the proposals in the draft Masterplan could potentially lead to more flights, more noise and more air pollution impacting upon the health of the borough's residents.

(v) Housing

4.53 The council is a major landlord. It manages 16,000 council homes, including 88 tall blocks and 88 low rise blocks. The Housing spend on energy in communal areas is approximately £1.5 million per annum.

4.54 Red Door Ventures, the company set up to support the council's delivery of social rent homes for residents, and the council are looking at getting to carbon zero on new build and encouraging more climate resilient-lifestyles. Other current plans include:

- A council housing stock improvement programme, in which 2,000 Energy Performance Certificates were completed in the last year on our own housing stock, with the remainder due for completion by 2023. The aim is to improve all our stock to EPC C or higher by 2025.
- To investigate the potential for the installation of renewable energy sources, such as photovoltaic panels on council housing stock and community centres managed under the Housing Revenue Account.
- New build and major improvement programmes to incorporate renewable energy elements, which will be zero carbon.
- A LED lighting installation programme for the communal areas of all blocks. LED lighting is more efficient than existing fluorescent lighting and bulb units last several times longer. The programme will incorporate innovative systems, such as low level lighting combined with Passive Infrared Sensor (PIR) activated boosting of local light levels that respond to people passing by.
- The investigation of potential sites for a district heating scheme for LBN stock in appropriate locations. This would offer competitive and stable heating bills to our tenants over the long-term, as a centralised heat source is more efficient in carbon savings than the individual gas boilers which tend to be used at present. (Feasibility funding for such a project could be secured from the government's HNDU programme. Round 9 is currently open to applications to January 2020 <https://www.gov.uk/guidance/heat-networks-delivery-unit> ).
- To investigate the installation of Sustainable Urban Drainage Systems (SUDS) schemes for all blocks, with an initial example of a viable and attractive alternative to more traditional forms of drainage and to deliver practical solutions around rainwater harvesting, use of grey water and reducing local flood risk. Possible funding routes through collaboration with Thames Water should be explored.
- Water reducing/ saving measures survey in council blocks and buildings, for installing measures such as push taps, flush limiters etc.

- A sheltered housing energy survey and improvement programme. (Sheltered housing usually has a higher demand per capita for energy usage than the rest of the housing stock and so will be highest priority for investment in energy efficiency and eco heating measures.)
  - Ensuring that low carbon transport provisions are available for blocks, including, for example, secure bicycle storage and provision of electric vehicle (EV) charging points.
- 4.55 In order to secure funding for such initiatives, the council will need to work with other housing providers and energy companies to pool resources for area-level schemes for improved insulation, low carbon heating and lower cost energy. On 2 July 2019, the Cabinet agreed to enter into a partnership arrangement with the London Borough of Barking and Dagenham to promote a 'White Label' energy scheme for Newham residents. (A 'White Label' organisation does not hold a supply license, but instead works in partnership with a licensed 'partner supplier' to offer tariffs under the white label brand.) In this instance, the White Label local brand is called 'Beam Energy'. Council tenants will be an important market for the company. Under the arrangement the council would act in a marketing capacity, with the energy supplier acting as a wholesaler, providing the fuel at a competitive tariff.
- 4.56 Before such new investments can proceed, it will be necessary to review and cost them to ensure that they can be delivered within the Housing Revenue Account Business Plan. In a number of cases (e.g. for a district heating schemes), it is likely to be necessary to apply for external sources of funding and support. A specialist assessment will be needed to determine the costs and longer term energy savings of the proposals. There is likely to be a trade-off between a phased approach to such investment and the costs associated with it (a phased approach is likely to be cheaper). Therefore, there is also likely to be a trade-off between the lead-in time and the impact of such schemes - that is, benefits will take longer to realise using a phased approach than otherwise.
- 4.57 To optimise efficiency, the retrofitting of existing stock will need to be addressed on an area/ street basis, rather than taking an approach of dealing with individual houses. Victorian terraces account for close to half the borough's housing stock and are very poorly insulated. The retrofitting of both council and privately owned stock will be crucial to the success of the borough's approach to tackling climate change. Older street properties also offer major opportunities for the use of photovoltaic technology. Helping people upgrade their homes would add significantly to the wealth of the local community. Consideration should be given by the council to how retrofitting of residential property can be best achieved.
- 4.58 Newham has one of the highest rates of homelessness in the country and the highest number of families in temporary accommodation. The latest London Plan (December 2017) set the borough the target of providing 38,500 new homes by 2028-29. To help meet this target, the council has begun an ambitious new programme of council house building and estate regeneration.

- 4.59 The council's current design guidance seeks to comply with London Plan (LP) policy on sustainable design and construction and to ensure that new developments make the fullest contribution to the mitigation of, and adaptation to, climate change. Issues that will need to be considered when designing new council dwellings include the fabric specification, including its energy efficiency. The council will also seek to ensure that heating systems are consistent with best practice and take into account the impact on the environment of different types of fuel and the cost of energy bills. (The government has announced that, from 2025, new developments will be built without fossil fuel heating - e.g. they will not have conventional gas-fired boilers installed but be required to use alternative, lower carbon/ zero carbon technologies). The policy is called the Future Homes Standard and will be consulted on later in 2019.
- 4.60 Thus, for example, heating developments in Heat Network Priority Areas, as identified by the Mayor of London, should have a communal heating system. (Heat networks connect buildings to sources of low-cost, low-carbon, waste and renewable energy across a wide area to provide them with heating and cooling.) Heat sources for communal heating systems should be selected in accordance with the following heating hierarchy:
- connect to local existing or planned heat networks
  - use available local secondary heat sources (in conjunction with a heat pump, if required, and a lower temperature heating system)
  - generate clean heat and/or power from zero-emission sources
  - use fuel cells (if using natural gas in areas where legal air quality limits are exceeded all development proposals must provide evidence to show that any emissions related to energy generation will be equivalent or lower than those of an ultra-low NOx gas boiler)
  - use low emission combined heat and power (CHP) (in areas where legal air quality limits are exceeded all development proposals must provide evidence to show that any emissions related to energy generation will be equivalent or lower than those of an ultra-low NOx gas boiler)
  - use ultra-low NOx gas boilers.
- 4.61 New dwellings should also be designed to ensure that a maximum of 105 litres of water is consumed per person, per day. In addition, the council will take into consideration the scope for communal and/or private water butts, particularly where residents are intending to grow food.
- 4.62 The council's commitment to make Newham a carbon neutral borough by 2030 and achieve net zero greenhouse gas emissions by 2050 will require even greater energy efficiency than this from new build property. Heating energy presents the biggest opportunity for energy reduction. 63% of energy consumption in a typical home is used on heating. The Mayor of London has signed an international declaration pledging net zero carbon for all new buildings by 2030, and all buildings (both new and old) by 2050 – this is the 'Net Zero Carbon Buildings Declaration'. The council should actively consider how it can match the Mayor of London's pledge to deliver net zero carbon for all new buildings by 2030. It is currently considering the adoption of a 'Passive

Principles' approach to low energy design for all Affordable Homes sites, based on the 'Passivhaus' standard, which would significantly reduce wasted energy and heat loss via the building fabric, through careful attention to the science of construction.

- 4.63 While the UK government's proposal to ban gas boilers in all new homes from 2025 is good news for improving air quality, the cost of energy bills will rise as homes switch to electric supply for heating. In 2018, the cost of electricity increased by 7.2%, with a three year average increase of 6.7% per year - putting it well above inflation. Ultra-low energy-consuming buildings will have a significant impact, not only on the council's climate change objectives, but also its objectives for fuel poverty reduction.
- 4.64 Many new dwellings fail to achieve their energy efficiency objectives. Unlike other standards, Passivhaus sets an absolute energy reduction target and incorporates an exacting quality assurance process - so Passivhaus buildings do not suffer from a 'performance gap'.
- 4.65 For the majority of sites, achieving full Passivhaus certification could be challenging to deliver within budget constraints. Therefore the council is being asked to consider the use of 'Passive Principles'. This would mean delivering schemes to Passivhaus standards wherever possible but with some items (for example, high performance windows) swapped for slightly lower performing, more cost-efficient alternatives. This may prevent achieving the energy savings required to gain full certification but would still result in significantly improved energy performance through better construction quality.

(vi) Enterprise, Employment and Skills

- 4.66 One of the paradoxes of climate change is that it will generate wide-ranging investment opportunities, economic growth and a significant number of jobs in new industries and services. One of Newham's strengths relative to other parts of London is the scope for new economic developments, particularly in the Royal Docks Enterprise Zone.
- 4.67 The London Economic Action Partnership (LEAP) has a strategic oversight role for the Royal Docks Enterprise Zone. This oversight is devolved to two boards:
- *Enterprise Zone Board*: The Royal Docks Enterprise Zone Programme Board oversees the progress of the delivery plan and reports on this to LEAP. It is chaired by the Mayor of Newham.
  - *Advisory Board*: The Royal Docks Advisory Board is a forum where the Greater London Authority (GLA) and the London Borough of Newham engage and update key partners on what the Royal Docks team is doing within the Enterprise Zone. This Board is jointly chaired by the Deputy Mayor for Housing and Land of the GLA and the Mayor of Newham.
- 4.68 The Enterprise Zone (EZ) aims to develop the Royal Albert Dock site. It is expected to attract £1bn of inward investment and deliver 3.5m square feet of



commercial space, retail and serviced apartments, as well as bringing social and economic benefits to the local area. It is estimated that it will create up to 20,000 jobs. This will make the scheme one of the biggest generators of jobs in the Royal Docks. There is also a plan to transform Silvertown Quays into a new innovation quarter for global brands and businesses. Seven million sq ft of development land will accommodate over 2,500 new homes, as well as attracting global brands and businesses and creating up to 14,000 jobs.

- 4.69 It is recommended that the council and its partners should seek to promote the EZ as an incubator for the green technology sector and the hub of London's Green Economy and to market it to firms working in this area. When the Local Plan is next reviewed, consideration should be given to the scope for strengthening the local planning framework to support this objective.
- 4.70 The council should also work with local training providers and the FE and HE sectors in Newham to encourage the development of courses that will enable local people to develop skills that will enable them to secure jobs in the green technology sector, in line with 'Just Transition' principles the council's Community Wealth Building initiative.
- 4.71 Finally, as it develops its own response to climate change, the council will be in a position to provide support to local businesses on good practice in this area. Together with its economic partners, it will scope out the development of a green assessment framework for businesses in the borough.

(vii) Refuse Collection and Disposal and Recycling

- 4.72 All waste currently collected by LBN is taken to a Mechanical Biological Treatment (MBT) Facility where some recyclable materials are separated for recycling and all other waste is processed into Refuse Derived Fuel (RDF), which is predominantly exported to Europe to fuel incinerators. The MBT is part of the East London Waste Authority (ELWA) contract with Renewi Waste Management.
- 4.73 The council has a statutory responsibility to deliver all collected waste to ELWA for treatment/disposal. The current ELWA/Renewi contract is due to end in 2027. The council is already working with ELWA to determine the future of waste management in East London. The current disposal contract places restrictions with regards to the materials that can be collected separately for recycling. This issue will be reviewed when considering the future disposal arrangements.
- 4.74 *Behavioural Change to Increase Recycling:* Current projects planned by the council's Waste/ Recycling Team are focusing on delivering behavioural change from residents to improve the quality and quantity of materials recycled and to improve understanding of what can be recycled. Work will also be undertaken to help people reduce the amount of waste they produce and improve the council's communications in relation to waste and recycling services. The Team will undertake direct resident engagement, as well as continuing to increase the number of engagement events that it delivers via

schools, libraries and community groups and improve the interaction we have with the people of the borough.

- 4.75 *Refuse Vehicle Fleet Emissions:* The council has just completed Reduction and Recycling Plans for the Mayor of London's Office, with the aim of reducing refuse vehicle/ transport emissions. Newham operates a vehicle fleet that 18 is months old and all vehicles are EURO 6 compliant and use AdBlue (a liquid solution of urea, which, when it meets a hot exhaust system releases ammonia which is a catalyst to a chemical reaction that converts dangerous Nitrogen Oxides into two harmless products – water vapour and Nitrogen). The vehicles meet all Ultra Low Emission Zone and Low Emission Zone requirements. The council is continuously reviewing vehicle technology and actively looking at more environmentally friendly vehicles. A diesel fuel replacement product is also under review and we are awaiting trial completion.

(viii) Council Procurement and Internal Practices

- 4.76 The council is a major purchaser of goods and services, ranging from building materials to vehicles, office materials, and energy. It is also a producer of waste. As an employer, it can establish standards or provide guidance within its facilities, for example over the use of plastic items where alternatives exist and the use of hard copy documents.
- 4.77 The Public Services (Social Value) Act 2012 came into force in January 2013. It places a duty on public bodies to consider social value ahead of procurement. The Act applies to the provision of services or the provision of services, together with the purchase or hire of goods, or the carrying out of works. The authority must consider how what it is proposed to procure might improve the economic, social and *environmental* well-being of the relevant area and how it might act to secure that improvement. The council's Procurement Team is currently reviewing the social value guidance, with the aim of producing a consistent approach to procurement undertaken by the council.
- 4.78 The Community Wealth-Building priority within the council's Corporate Plan identifies the benefits that procurement by the council can bring to the local economy and details a number of objectives/ actions relating to this. One of the key measures for 2019-20 is to increase the percentage of council spending locally. The Procurement Team is working under the Community Wealth Building Priority to support local suppliers and to work towards increasing the percentage of expenditure procured locally. This is also expected to reduce vehicle miles incurred within the supply network. Climate emergency issues will be integrated into the final version of the Community Wealth Building initiative.
- 4.79 There are a number of procurements or contracts that need to be reviewed from an environmental/ climate change perspective. Consideration will be given to the following matters:

- Plastic sacks and bins for resident waste collection, trade waste, etc.
  - To review contracts with a view to ensuring that suppliers commit to reducing packaging, waste and plastic items.
  - To review corporate contracts to ensure that deliveries are not over-specified, in order to minimise traffic across the borough (e.g. of stationary items and cleaning materials).
  - To forward plan vehicles procurements to allow adequate time to review the vehicle options available.
- 4.80 The council should also work with partner and organisations (e.g. police, hospitals, clinics, colleges, universities and London City Airport) to ensure a joined up commitment across the entire borough on tackling climate change.
- 4.81 It is proposed that, as part of the Green Audit previously agreed by the council, existing procurement arrangements be reviewed with a view to making the council an exemplar of good practice, both in terms of goods and services. It should also review the way in which it deals with its own refuse, promotes reuse and recycling and seeks to reduce its own waste that is sent to landfill.
- 4.82 The council resolution on the climate emergency in April 2019 made specific reference to the need to lead by example to remove single-use plastic items council premises. A number of measures have already been agreed with the council's caterer, Compass, for example the removal of plastic straws and stirrers and the introduction of paper bags instead of plastic for sandwiches.
- 4.83 It will be necessary to adopt a consistent approach across council buildings if single-use plastics are to be prohibited. Options for consideration in the course of the anticipated Green Audit will include:
- The provision of glasses/cups for use within council buildings – there is a need to think about what we do for visitors/external partners.
  - An instruction to our catering provider to remove all disposable cutlery. The cost implications of this will need to be taken into account. It is also possible that some staff may resist using the metal cutlery provided on hygiene grounds.
  - Reducing the amount of rubbish generated and going to landfill could also be reduced by ensuring good quality hand dryers are installed in all toilets.
  - A clear directive on recycling and reducing paper usage and more recycling facilities introduced.
- 4.84 The council will also consider in the course of the Green Audit how its suppliers operate in respect of climate change issues, including their corporate social responsibility arrangements; how far they travel when providing services and goods to the council; and the mode(s) of transport and type(s) of fuel used. This could be linked to the Community Wealth building strategy objective of purchasing goods and services locally, where it is practical and efficient to do so.

4.85 Finally, although the council can set policy, the successful delivery of any policy is dependent on the actions of individuals, and in particular, members of staff. This is why the proposed communication and engagement strategy - alongside advocacy around the Climate Emergency – contains a separate strand of activity within the council.

(ix) Council Property Energy Conservation and Building Investment

4.86 Investment in upgrading the fabric of council buildings and energy efficiency schemes to reduce cost and consumption should be considered as a priority. Substantial capital investment is likely to be required, due to the age and/ or condition of our buildings and there will be a need to prioritise resources across the wide range of capital investment needs.

4.87 In respect of energy supply, the council has a framework agreement with LASER (Kent County Council) for utility procurement and our existing framework period is 2016-2020. (This covers all corporate FM, all maintained schools, community housing landlord supplies and highways and street lighting) We are considering procurement of 100% green electricity in our next framework (2020-2024) with LASER through LEP (London Energy Project) for all of our operational buildings including maintained schools. This will help us to achieve carbon neutral objectives in the council owned and operated buildings portfolio.

4.88 The council is already undertaking a wide range of building improvements, including relatively low cost investments such as low-energy lighting, better insulation, improved boiler controls, operational efficiencies and building energy management systems.

4.89 A draft energy management plan was commenced in 2017, with a view to

- Reducing carbon emissions from the council's operational buildings by 20% by 2022.
- Minimising energy consumption through the use of innovative technologies, forward thinking management strategies and staff engagement.
- Seeking and securing funding for energy management initiatives and adequate resources to deliver improvements to optimise the efficiency of the councils existing operational building stock.
- Encouraging staff to take responsibility for energy management through awareness raising and perception change, engaging staff in the 'Switch Off' ethos and encouraging staff to report wasted energy use and potential improvement opportunities.

4.90 However, the Plan has not been formally rolled out across the council. It is recommended that the plan be updated and formally adopted by Cabinet.

4.91 The Green Audit will provide an opportunity to review the energy efficiency of the council's non-residential property portfolio and review current practice in relation to things such as building temperatures, the extent to which council

buildings should remain open outside of normal office hours and the scope for using technology to reduce energy usage. It is likely that large-scale investment will be required over time to upgrade our buildings and other facilities.

(x) Resources

4.92 The resource implications of meeting the challenges of climate change will be considerable. At a time of diminishing financial resources available to the council, it will be necessary to maximise available funding and prioritise its use. It is likely that some immediate resource requirements will be identified in the coming budget round. However, the need for investment will continue into the medium term and will need to be taken into consideration in the council's financial planning processes.

4.93 *Carbon Offset Fund:* One new source of funding is a Carbon Offset Fund. The council has produced an Interim Carbon Offset Fund which established the types of projects which will be allocated funding from the monies currently held which are ring-fenced to be spent on greenhouse gas emissions reduction initiatives, as required by the London Plan 2016. As the council progresses with other streams of work in relation to the climate emergency a strategic Carbon Offset Fund will be established. This will look at those monies which are forecast to be paid by developers in the future. A strategy for any future receipts will evolve alongside other corporate work streams, including the Capital Strategy, the next Corporate Plan and the MTFs. The council will work in tandem with the work being progressed by the GLA to facilitate a consistent approach across London to ensure the best possible outcome for local residents.

4.94 *Newham Council Pension Fund:* The primary duty of the LBN Pension Fund is to obtain the best possible financial return on investments, within acceptable levels of risk. A review of the Fund's approach to Socially Responsible Investment (SRI) took place in 2012-13. The Fund adopted an SRI Policy, which outlines its approach to the management of Environmental, Social and Governance (ESG) issues within its investment portfolio.

4.95 As a responsible investor, the Pension Fund wishes to promote corporate social responsibility, good practice and improved performance amongst all companies in which it invests. The Fund pursues a policy of active shareholder engagement with companies, using its own efforts, those of its Fund managers and alliances with other investors. To this end the Fund is a member of the Local Authority Pension Fund Forum, the Institutional Investors Group on Climate Change and the Pensions and Life Savings Association.

4.96 However, a significant proportion (£244m, or 17% of the Fund's assets) is invested in 'passive equities' or 'tracker' funds. These simply track an established index, such as the FTSE100, ensuring that the investment always closely follows whatever companies are in that index. It is normal practice to hold such passive investments and strongly encouraged by the government because of the lower management costs associated with it. This approach

entails holding investments in whatever companies are in the relevant index, regardless of their nature.

- 4.97 The Fund will consider excluding certain types of investment from actively managed portfolios where it can exercise influence over their holdings, following appropriate advice on the implications for performance and diversification. For example, the Fund has adopted a policy stance to exclude companies that generate over half of their income from tobacco products, on the basis of their future investment prospects (as distinct from ethical or social grounds).
- 4.98 The council's Pensions Committee has, to date, not adopted a formal fossil free policy, pending a clearer understanding of the impact such a decision would have on its fiduciary responsibility. That said, it has actively designed recent fund manager mandates in infrastructure and private debt to give focus on investment in renewables. The Fund operates via a number of fund managers, whose policies differ and are not directly controlled by the council. However, for example, one does not invest in companies that are involved in deforestation, while another is strong on renewables and waste efficiency.
- 4.99 Nevertheless, the Newham Pension Fund has reduced its overall exposure to fossil fuel from 4.0% at 31 March 2016 to 1.7% at 30 June 2019, making it one of the best in this area in London. (It should be noted that part of the 1.7% will be invested in oil companies' renewable activities, which can be as much as 20% of their current capital expenditure.) The Pensions Committee has also ensured the fund is carbon neutral, by investing more into renewable energy sources in order to offset what it invests into fossil fuel based energy.
- 4.100 In the light of the council's declaration of a climate emergency, it is timely to give more detailed consideration to current Pension Fund investment policies and the existing investment portfolio. Therefore, it is recommended that the Pension Committee should be requested to undertake a review of its current arrangements from the perspective of the climate emergency. This should be without prejudice to its fiduciary duty to obtain the best possible financial return on investments, within acceptable levels of risk, but should take into account the likely changes to companies' prospects from changes to legislation and good practice.

## **5 Policy Implications & Corporate Priorities**

- 5.1 The following Corporate Priorities, as set out in the Corporate Plan 2019, will be progressed through the actions summarised in the present report:
- Priority 1: Bright futures
  - Priority 2: Building communities
  - Priority 3: Community Wealth Building
  - Priority 4: An environment for all
  - Priority 5: Quality of life

- 5.2 The approaches set out in this report to addressing climate change will take forward the Mayor's pledges to support sustainable transport and to improve air quality. Also, as has been noted in the report, there are important synergies with the council's Community Wealth Building Strategy, for example in respect of local purchasing arrangements, influencing suppliers' practice in respect of the environment and the encouragement of inward investment by green technology firms, via the Royal Docks Enterprise Zone.
- 5.3 Tackling the climate emergency will require all sections of the council to review and monitor their day to day activities and to consider the impact of their proposals from the perspective of climate change. To facilitate this, it is proposed that future reports within the council should contain a section concerning environmental impacts; that actions to address the Climate Emergency should be an explicit feature in the next iteration of the council's Corporate Plan and, where applicable, be a feature in the council's corporate performance framework.
- 5.4 Thus, Climate Emergency issues will feature prominently in the 2020-23 Corporate Plan and appropriate climate change targets will be built into the Plan. Also, the results of the Green Audit, together with key actions already planned or proposed within the current report, will be translated into a corporate Climate Change Action Plan that will complement that produced for air quality.

## **6. Alternatives considered**

- 6.1 To do nothing and take no action is not a viable alternative, if the objectives of the Council resolution of 15 April 2019 declaring a climate emergency are to be achieved. Many of the functions to be reviewed in the proposed Green Audit are expected to generate alternative options for future action.

## **7. Consultation**

- 7.1 Mayor Rokhsana Fiaz (and in her role as the portfolio lead for Regeneration, Planning and Housing Delivery), alongside Cabinet Members and where applicable Deputy Cabinet Members for Housing Services (Cllr John Gray and Cllr Shaban Mohammed), Sustainable Transport and Highways (Cllr Zulifiqar Ali), Environment (Cllr James Asser), Health and Adult Social Care (Cllr Susan Masters and Cllr Firoza Nekiwala), Education (Cllr Julianne Marriot and Cllr Jane Lofthouse); Finance (Cllr Terence Paul) and Climate Change Commissioner, Cllr Mas Patel and other lead members consulted: 18 July 2019, 8 August 2019 and 19 August 2019.
- 7.2 A draft version of the present report was considered at the Air Quality and Climate Change Task Force meeting on 18 July 2019 and was attended by the Mayor and a number of Cabinet Members, including Cllr Mas Patel, the Commissioner for Climate Change.

## **8 Implications**

## 8.1 Financial Implications

- 8.1.1 The recommendations set out in the report identify a number of potential projects and proposals for which there is currently no funding available within the Medium Term Financial Strategy agreed by Council in February 2019. These will need to be considered alongside other priorities by the Mayor and Cabinet in considering the MTFS proposals for 2020-21 and beyond.
- 8.1.2 The Corporate Plan agreed at Cabinet and Council in March 2019 identified that Air Quality was a priority, and this will need to be effected in subsequent departmental service plans, the Council Asset Management Strategy and in the Medium Term Financial Strategy.
- 8.1.3 There are some initiatives that can be undertaken during the financial year, such as design, planning etc. the cost of which should be met from existing budgets. For example, for capital schemes, such as the Affordable Homes for Newham programme, it may be possible to introduce air quality initiatives at design stage, as it is generally cheaper to undertake work during construction than to retro fit work after the work has been undertaken.

## 8.2 Legal Implications

- 8.2.1 The Planning and Compulsory Purchase Act 2004 sets out the structure of the local planning framework for England, including the duty on plan-making to mitigate and adapt to climate change.
- 8.2.2 The Climate Change Act 2008 introduced a statutory target of reducing carbon dioxide emissions to at least 80% below 1990 levels by 2050. In June 2019, the Government amended the Act by Statutory Instrument to adopt a net zero target for the UK. The net zero target is defined as reducing emissions by at least 100% of 1990 levels by 2050.
- 8.2.3 The Neighbourhood Planning Act 2017 strengthens the powers of neighbourhood plans, but also creates a new legal duty on local planning authorities to set out their strategic priorities. The government has now indicated that these priorities should be expressed in a strategic plan. This plan is focused on high-level strategic issues set out in the NPPF, and these include action on climate change.
- 8.2.4 Local authorities in the UK have a statutory duty to manage local air quality under Part IV of the Environment Act 1995 from which the London Local Air Quality Management process derives. Following this Act, a National Air Quality Strategy was published in 1997 (reviewed in 2007) and the Air Quality (England) Regulations 2000 set objectives for several pollutants.
- 8.2.5 Local authorities in the UK have a statutory duty to manage local air quality under Part IV of the Environment Act 1995 from which the



London Local Air Quality Management process derives. It places a legal obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where they are not, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. In the London Borough of Newham an Air Quality Management Area (AQMA) was declared in 2002, across the main trunk roads running through the Borough including the A406, A13 and A118.

- 8.2.6 In 2008 the European legislation (Directive 2008/50/EC) detailed the pollutants that occur in ambient air which have the potential to impact on human health. The Directive sets concentration values for each pollutant and a date by which the limit values should be achieved. Failure to meet the limit values by the deadlines can result in fines being levied against an EU member state by the European Commission. The dates for compliance with limit values in the Air Quality Directive, was extended for NO<sub>2</sub>, to January 2015. A European Supreme Court ruling on the Government's breach of NO<sub>2</sub> limits required work on a comprehensive plan to meet pollution limits as soon as possible. The Department of the Environment, Fisheries and Rural Affairs (DEFRA) submitted an Air Quality Action Plan to the European Commission for their assessment at the end of 2015. This provided extra powers to the Mayor of London to manage air quality within London.
- 8.2.7 The Mayor of London has recently introduced the London Local Air Quality Management (LLAQM) framework 2016. This sets out the statutory process used by London local authorities to review and improve air quality within their areas. The Guidance reinforces the central government objectives and states that: 'Proper participation in the LLAQM system and compliance with the relevant Mayoral advice and guidance should render statutory intervention by the Mayor unnecessary.
- 8.2.8 The Air Quality Action Plan assists the Council to fulfil its statutory obligations under the Environment Act 1995 and the requirements set out by the Mayor of London in the LLAQM framework, which are aimed at improving air quality.

### **8.3 Equalities Implications**

- 8.3.1 Under section 149 of the Equality Act 2010, the Council has a duty when exercising its functions to have "due regard" to the need to eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act and advance equality of opportunity and foster good relations between persons who share a protected characteristic and persons who do not. This is the public sector equality duty. The protected characteristics are age, disability, gender

reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

- 8.3.2 The present report has implications for all sections of the community. However, likely higher costs of energy and food, as a result of climate change, are likely to impact most on low income households. The latter are also, in the main, more likely to be affected by poor air quality, together with older people, children and pregnant women. The council is taking steps to mitigate the negative effects of climate change, for example through an agreement with the London Borough of Barking and Dagenham to promote a White Label energy company in the borough.
- 8.3.3 New council dwellings will be much more energy efficient than older types of property and this will reduce tenants' fuel bills and fuel poverty. Upgrading the energy efficiency of existing dwellings will help reduce fuel poverty in the borough, and contribute to the borough's community wealth building objectives. That said, for most people, the financial cost of addressing climate change is likely to be significant.
- 8.3.4 The most recent Newham Joint Strategic Needs Assessment (JSNA) identified a number of disorders and conditions as priorities, including, cardiovascular disease, cancers and respiratory disorders (bronchitis, asthma and emphysema). All these conditions can be exacerbated by poor air quality.
- 8.3.5 The JSNA also attributes a direct link between mortality and particulate air pollution. Newham residents are exposed to higher particulate pollution than any other London borough, according to Public Health England. It also has the highest rate of deaths attributable to air pollution and the highest number of child asthma hospital admissions. A wide range of activity to improve air quality has already been agreed by the Cabinet via the draft Air Quality Action Plan. Much of this activity, together with other initiatives set out in this report, will bring about improvements in the health of the borough's population, directly or indirectly.
- 8.3.6 The communications strategy, '*Newham Climate Now*', and Citizens' Assemblies are the main methods of engaging local people. The strategy will need to be accessible to Newham's diverse communities, with content that appeals to a range of people taking into account motivators for change. The Council might choose to use the Citizen Assembly to develop the strategy.
- 8.3.7 The council is aware of communities that are seldom represented at engagement events (e.g. Gypsy, Roma and Traveller communities) It will need to engage directly with these groups to raise awareness, encourage change and to ensure they are able to access the opportunities developed by this strategy.

8.3.8 The report highlights that 52% of households do not own a car. It would be useful to know if there are certain groups who are more frequent car users and why they use/ rely on a car. For example, what is the percentage of blue badge holders, who will need their car for accessibility reasons? Car use might also be associated with feeling safe, particularly during the hours of darkness. Understanding the diversity of car owners and their needs will enable the council to develop effective communication strategies and local actions.

8.3.9 Plans for local improvements to reduce climate change will have their own Equalities Impact Assessment, both to understand how to advance equality of opportunity and to ensure that any changes do not inadvertently discriminate against people who share a protected characteristic (e.g. ensuring that older and disabled people can move safely and independently through shared public spaces and ensuring that any car club expansion takes into account the safety needs of vulnerable people, including women during the hours of darkness).

#### **8.4 Other Implications relevant to this report:**

8.4.1 These are set out in the body of the report.

### **9 Background Information used in the preparation of this report**

9.1 The following documents were consulted in the production of this report.

- LB Newham Air Quality and Climate Change Strategic Intent Part One: Air Quality Action Planning for LB Newham, Report to Council 15 April 2019
- LB Newham Draft Air Quality Action Plan, 2019 – 2024
- Response from the London Borough of Newham to 'Aviation 2050 – The Future of UK Aviation' Cm9714
- London City Airport Draft Master Plan, 2020-2035
- Net Zero: The UK's contribution to stopping global warming, Committee on Climate Change, May 2019
- Reducing UK emissions 2019: Progress Report to Parliament, Committee on Climate Change, July 2019
- Progress in preparing for climate change: 2019 Report to Parliament, Committee on Climate Change, July 2019
- LB Newham, Draft Corporate Estate Energy Management Plan 2018-2022
- LB Newham Investment Strategy Statement 2018/19
- Natural Capital: Investing in a Green Infrastructure for a Future London, Green Infrastructure Task Force Report/ Greater London Authority
- The Impact of Poor Air Quality on Health, LB Newham Public Health Presentation, June 2019
- LB Newham Local Improvement Plan: LIP Priorities And Delivery Plan Initiatives, 2019
- Affordable Homes for Newham: Low Energy Design Strategy, Draft paper
- LB Newham Draft Parks Strategy 2018-2028
- Newham Local Plan 2018: A 15 year plan looking ahead to 2033

- LB Newham Draft Corporate Estate Energy Management Plan 2018- 2022
- Just Transition: Is a Just Transition to a Low-Carbon Economy Possible within Safe Global Carbon Limits? Friends of the Earth England, Wales & Northern Ireland, 2011

**Resolution of 15 April 2019 Council: Motion: Declare a Climate Emergency**

Full Council notes that:

Humans have already caused irreversible climate change, the impacts of which are being felt around the world. Global temperatures have already increased by 1 degree Celsius from pre-industrial levels. Atmospheric CO<sub>2</sub> levels are above 400 parts per million (ppm). This far exceeds 350 ppm deemed to be a safe level for humanity

In order to reduce the chance of runaway Global Warming and limit the effects of Climate Breakdown, it is imperative that we as a species reduce our CO<sub>2</sub>eq (Carbon Equivalent) emissions from their current 6.5 tonnes per person per year to less than 2 tonnes as soon as possible

Individuals cannot be expected to make this reduction on their own. Society needs to change its laws, taxation, infrastructure, etc. to make low carbon living easier and the new society norm

Carbon emissions result from both production and consumption

Newham council has already shown foresight and leadership when it comes to addressing the fiduciary duties of pension funds. Having been successful pulling local government pension funds away from the tobacco industry on the grounds of public health. It is crucial that Newham reduces its carbon exposure of its pension funds so that it can meet London's goal of becoming carbon zero by 2050 (1)

Unfortunately, our current plans and actions are not enough; in Newham asthma remains one of most prevalent diseases of its constituents after diabetes, therefore it is in the public's best health interests to further address air pollution and climate change (2) More needs to be done to improve existing infrastructure so that innovations in energy, alternative transport (e.g. electric car charging ports) and waste management can become more accessible to the majority. The U.K. is currently at risk of falling short on its carbon targets for 2023-2027, despite renewable power generation reaching its highest peak in 2018 (3)

The IPCC's Special Report on Global Warming of 1.5°C, published last year, describes the enormous harm that a 2°C rise is likely to cause compared to a 1.5°C rise, and told us that limiting Global Warming to 1.5°C may still be possible with ambitious action from national and sub-national authorities, civil society, the private sector, indigenous peoples and local communities (4)

City and local Councils (5) around the world are responding by declaring a 'Climate Emergency' and committing resources to address this emergency. (6)

Full Council believes that:

All governments (national, regional and local) have a duty to limit the negative impacts of Climate Breakdown and local governments that recognise this should not wait for their national governments to change their policies. It is important for the residents of Newham and the United Kingdom that cities commit to carbon neutrality as quickly as possible

Cities are uniquely placed to lead the world in reducing carbon emissions, as they are in many ways easier to decarbonise than rural areas- for example because of their capacity for heat networks and mass transport

As Newham was instrumental in the set-up of the London Collective Investment Vehicle (LCIV), it is our duty to be a leader on environmental issues in the U.K. and ensure this is reflected in investment strategies for both Newham and London going forward (7)

The consequences of global temperature rising above 1.5°C are so severe that preventing this from happening must be humanity's number one priority; and

Bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities (as well as improved wellbeing for people worldwide)

Full Council calls on the Mayor to:

1. Declare a 'climate and health emergency';
2. Pledge to make the London Borough of Newham carbon neutral by 2030 and carbon zero by 2050, taking into account production and emissions.
3. Call on and work with other London Boroughs to pool power and resources together to make 2030 target possible
4. Call on Westminster to provide power and resources to make 2030 target possible
5. Work with other governments (both within the U.K. and internationally) to determine and implement best practice methods to limit Global Warming to less than 1.5°C.
6. To commit to a Green audit of all council services to ensure that weight is given to the environmental and sustainability impact as well as cost.
7. To provide air quality monitoring devices in all schools.
8. Explore local renewable energy grid systems to provide free renewable energy for residents in social housing maximising our use of industrial land in the borough.
9. Council must lead by example to remove single-use plastic items from their premises.

10. Council to encourage plastic-free initiatives such as Surfers Against Sewage/Plastic Free Royal Docks, and support events intended to promote plastic reduction in the Borough.

11. A representative of the council must be named on the Surfers Against Sewage/Plastic Free Royal Docks steering group.

12. Council to publish annual reports on progress towards reaching carbon neutral target.