

GREATER LONDON AUTHORITY

Good Growth

Jamie Blake

Corporate Director of Environment and Sustainable Transport

Via email to: jamie.blake@newham.gov.uk

Cc: Nick.Marks@newham.gov.uk

Department: Good Growth

Date: 14/09/2020

Dear Jamie,

Thank you for submitting your Annual Status Report (ASR) for 2019 in fulfilment of Part IV of the Environment Act 1995.

As part of the London Local Air Quality Management (LLAQM) system introduced in April 2016 and updated in 2019, the power to approve these reports sits with the Mayor of London, pursuant to Part IX of the Greater London Authority Act 1999.

Please see below for the outcome of your report assessment and some other important updates.

Assessment of your report

On the basis of the evidence provided by the local authority, the conclusions reached are **accepted** for all sources and pollutants.

Please see the notes attached at the end of this letter for detailed comments on your report.

GLA update

I wanted to take this opportunity to thank you for your ongoing efforts to tackle air pollution in your borough, especially in the current challenging times. Your work to clean up our air has become more important than ever, as it supports respiratory health and enables active travel. Please see below for some of the work the GLA has been doing to progress reductions in air pollution, and to respond to air quality issues raised by the pandemic.

- **Borough-led Monitoring:** It is important that boroughs continue to prioritise monitoring and reducing pollution wherever possible. We worked to ensure that maintaining the automatic monitoring network was classed as essential work by the Government during lockdown. We have provided letters to this effect for the organisations running the network, as well as for boroughs who undertake their own calibrations. During lockdown we also agreed some advice with Defra and the other devolved authorities which provided flexibility around the setting out of NO2 diffusion tubes, where this could not be done safely.
- **GLA evaluation of lockdown impacts:** A few weeks into lockdown we produced [a report](#) which details the impact of lockdown on pollution concentrations. The report

demonstrates how reduced traffic added to the benefits already delivered by the ULEZ in terms of NOx reductions. However, the increase in PM2.5 concentrations highlight the need to urgently address non-road sources, an area in which the boroughs have a very important role to play. We are requesting more powers from Government to help tackle these sources at both a regional and local level (see Environment Bill section below).

- **LLAQM statutory duties:** We have suspended Cleaner Air Borough applications until next year and provided some flexibility around deadlines for the submission of your statutory reports in light of the pressures faced as a result of the pandemic. Many thanks to all the boroughs who managed to get their reports in by the May deadline. All of the latest templates and supporting documents for the LLAQM are [available here](#). We plan to deliver another of our air quality seminars virtually in early autumn, which we would encourage relevant borough officers to attend.
- **Charging Schemes:** At the start of the crisis we temporarily suspended Congestion Charging, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ) to enable essential deliveries and for key workers to drive to work. These charging schemes have since been reinstated to prevent excess traffic and pollution, but with a reimbursement options for NHS and care home workers. There are a number of changes to these schemes as a result of the crisis:
 - From the 22nd June the Congestion Charge increased to £15 and its hours of operation extended to 7am-10pm 7 days a week. This will help to cut pollution and increase available space on the streets of central London for walking and cycling.
 - The tighter standards for heavy vehicles in the London-wide LEZ will come into force on the 26th October 2020 as planned, but [no new charges or penalties will be levied until the end of February 2021](#). This is to give the freight industry more time to meet the new standards as it is currently managing the intense demands from the coronavirus pandemic.
 - There are no changes to the central London ULEZ, which has proven to be incredibly effective, reducing roadside concentrations of NOx by a third. The Mayor is fully committed to ULEZ expansion in October 2021, it is a critical for bringing London's pollution down to legal and safe levels, and to protect respiratory and heart health.
- **Streetspace Plan, School Streets and safe travel to school:** To support social distancing and a safe return to work, the Mayor is working with the boroughs to deliver his new Streetspace Plan which will remove traffic in a number of locations to provide more space for walking and cycling. TfL are also working with schools and boroughs to embed new ways of getting to school that are safe and sustainable, including rolling out more School Streets. We encourage you to deliver as many School Streets as possible to maximise reductions in child exposure to air pollution. TfL has produced guidance on School Streets which is [available here](#).
- **Breathe London:** GLA officers plan to monitor air quality impacts of the Streetspace Plan, including the additional School Streets, using sensors from the Breathe London network and will work with boroughs to identify the most appropriate locations to undertake this monitoring. Some of the biggest improvements in air quality will be

delivered at schools on busier roads with ambitious closures. These schools will be prioritised for monitoring. City Hall also encourages boroughs to use their own monitors to measure the air quality impact of School Streets through diffusion tubes and will work with boroughs wishing to do so. For further information please contact: airqualitylondon@london.gov.uk.

- **Non Road Mobile Machinery Low Emission Zone (NRMM LEZ):** The next phase of the NRMM LEZ came into force on 1st September. Not only will this raise the standards for all NRMM subject to the LEZ it will also expand the areas where tighter standards apply to include Opportunity Areas.

While the GLA are confident that construction sites will be able to comply with the current standards as they return to work, it has become apparent that meeting the new standards in September may be more challenging. This is because factories producing newer model construction equipment and the retro-fit systems needed to meet the new standards have been closed or running at reduced capacity. At the same time, potential project overruns arising from the lockdown period and future slower working conditions mean that some equipment cannot be redeployed as expected.

To mitigate the effects of this the GLA has introduced a new type of exemption which will be available for new deployments between September this year and February 2021. The exemption will allow machines to be used if they meet the previous standard in that zone but, unlike other exemptions, is not transferable from site to site. Retrofitted machines will still have to meet the new standards.

- **Environment Bill:** We are continuing to lobby for some of the changes needed to make sure that this is useful and ambitious legislation. Any lobbying action from yourselves or through your networks would be helpful. Our key asks relating to air quality are:
 - Inclusion of the World Health Organization guidelines for PM_{2.5} as an explicit target included in the Bill to be met by 2030 at the latest. As drafted, the Bill only requires that a target for PM_{2.5} must be set by 2022 and be achieved by a date 15 years after that.
 - Simplification of the new civil offences (fines) for smoke control area offences and making it an offence to use a non-approved appliance. The current proposals mean that in order to issue a fine for smoke offences, the Council must issue two separate notices, each with their own appeal period and procedure, for a maximum penalty of £300. In our view this is unlikely to make it easier for willing boroughs to reduce solid fuel emissions.
 - Refinements to the “Clean Air Partners” concept to include a strategic role for the Mayor (and other Metro Mayors elsewhere in England). This would allow the Mayor, in concert with the boroughs, to help facilitate co-operation between the boroughs and authorities such as Highways England or the Environment Agency on a Londonwide basis. This would reduce the need for each borough to negotiate independently for co-operation from these agencies and also encourage coordinated Londonwide action.

- **Mayor's Air Quality Fund (MAQF):** As you are no doubt aware this is an extremely challenging time for TfL's finances. However, we are delighted that this fund has been secured for the foreseeable future. We will keep you informed with any further developments.

Kind regards,

A handwritten signature in black ink, appearing to read 'Philip Graham', with a stylized flourish at the end.

Philip Graham
Executive Director
Good Growth

Comments on the London Borough of Newham's Annual Status Report

1. The borough has provided a detailed ASR that uses the standard template and covers the required content.
2. The Borough wide AQMA is declared for exceedance of the hourly and annual mean objectives for NO₂, and exceedance of the annual and 24-hour mean objectives for PM₁₀.
3. The Local Authority has five automatic monitoring sites measuring NO₂ (four sites), PM₁₀ (four sites) and PM_{2.5} (one site). Three of these are London City Airport sites.
4. In 2019 no automatic monitoring sites demonstrated exceedances of the annual mean objective or the 1-hour mean objective for NO₂. There were at total of 25 exceedances of the 24-hour mean objective for PM₁₀ across the four sites, with no more than nine recorded at an individual site (at each of the London City Airport PM₁₀ monitors), below the limit of 35 per site. No exceedances were measured for the annual mean of PM₁₀ or PM_{2.5} across all automatic sites. There were 7 exceedances across the NO₂ diffusion tube network.
5. The NO₂ and PM₁₀ annual means remained generally constant at the automatic monitoring sites from 2018 to 2019, with only small decreases or increases seen at all sites. There has been a general decrease in concentrations since 2013.
6. A detailed breakdown of the different elements of monitoring within the borough (Council sites, London City Airport sites, Stratford Gyrotory sites and Newham school sites) is provided and evidence of QA/QC is provided for all.
7. Annualisation has been applied to a number of Council operated sites due to low data capture in 2019 with the calculation methodology provided. The Newham school sites were annualised externally.
8. A new AQAP was published and adopted during November 2019, building on measures from the previous action plan, and introducing a large number and wide range of new measures. Table J: Delivery of Air Quality Action Plan Measures has been completed in detail, with extensive discussion of progress during 2019 and the provision of further information included for all measures where applicable, in order to demonstrate clear progress.
9. The AQAP includes all the measures from the London Air Quality Action Matrix.
10. Particularly notable measures and actions undertaken in 2019 include:
 - An anti-idling campaign, details of which were provided in an appendix.
 - Installing 3 km of dedicated cycling infrastructure in Stratford Town Centre.
 - The introduction of three electric vehicles into the Council fleet.
 - Training 30 'air quality champions' in conjunction with Public Health Team and cascading training to all Council drivers and 1000 Council staff.
11. Proposed actions for the next reporting year were also set out, such as the expansion of both the automatic and non-automatic monitoring network and a trial zero emission last mile delivery project in Stratford in 2020. The inclusion of this forward-looking information was helpful.