



Cabinet
12 December 2016

**Report from the Strategic
Director, Regeneration and
Environment**

Wards affected:
ALL

Air Quality Action Plan

1.0 Summary

- 1.1 Air quality in Brent is poor and requires further intervention to reduce levels of two key air pollutants known to be harmful to health -Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The draft Air Quality Action Plan (2017 – 2022) outlines measures for local air quality improvement.
- 1.2 The purpose of this report is to seek approval regarding proposed air quality action.

2.0 Recommendations

- 2.1 Note the Draft Air Quality Action Plan.
- 2.2 Agree the draft action plan can be issued for public consultation.

3.0 Air Quality Action Planning Background

- 3.1 The Mayor of London has made a commitment to improving air quality and making this a very high priority. The Mayor is currently consulting on air quality action measures such as a pollution surcharge and an extension of the ultra-low emission zone which are likely to impact air quality in Brent. The Mayor will publish his strategy for air quality improvement later this year which is also likely to influence local air quality action.
- 3.2 It is envisaged that the Mayor will require Brent Council to report annually on progress and review the plan every 5 years.

- 3.4 The council has been monitoring levels of NO₂ and PM₁₀ in the Brent since 2001 and it is encouraging that levels are decreasing. Air quality in the borough still requires improvement.
- 3.5 The most significant source of air pollution is from road vehicles. As a result many of the air quality action plan measures proposed relate to reducing or limiting car use. The second most significant source is local power generation, and the council can directly control emissions from boilers and heat generating plant by requiring developers to install boilers of the highest specification using planning controls. The council will also include in the action plan measures which demonstrate the impacts of our control of specific source so pollution such as polluting industrial processed and plant used on construction sites.
- 3.6 No new additional areas exceeded the air quality standards for NO₂ and PM₁₀ and therefore the air quality management area (AQMA) boundary remains unchanged. The draft plan contains 24 actions divided into the following topic areas as outlined below:
- Emissions from developments and buildings
 - Public health and awareness raising
 - Delivery servicing and freight
 - Borough fleet actions
 - Localised solutions
 - Cleaner transport

4.0 Aims of the Air Quality Action Plan

- 4.1 The whole AQMA will be subject to air quality action. In addition, the council has identified four Air Quality Action Areas (AQAA) as hotspots requiring targeted action. These AQAA incorporate one or more of the GLA focus areas and are:

AQAA 1: Neasden Town Centre
AQAA 2: Church End
AQAA 3: Kilburn Regeneration Area
AQAA 4: Wembley and Tokyngton

- 4.2 The council may consider air quality impacts holistically in these areas and where feasible consider a scheme-based approach, such as the provision of a Low Emission Neighbourhood, to realise the greatest possible air quality benefit. This may mean planning for air quality action over the medium and long term in these areas.
- 4.3 All local authorities are legally required to work towards achieving the air quality objectives. A new regime, the London Local Air Quality Management

(LLAQM) system, came into effect in May 2016 which updates the previous national statutory framework.

- 4.4 The council must demonstrate what action will be taken to tackle local air pollution, detail timescales for action and be able to quantify the impact of actions. Failure to comply with the LLAQM will have reputational implications and the Mayor can intervene to secure compliance where necessary. This is likely to have significant reputational implications for the council.
- 4.5 The draft air quality action plan must be subject to public consultation. The council will be committed to ensuring that outreach consultation work in the 4 areas will be specific focal points for the action plan. Feedback received from the public and other stakeholders will be used to finalise the action plan. The consultation of the draft plan will commence early mid-December and end January 2017. This will also coincide with the Mayor's consultation and will enable the council to consider the outcomes in the final draft of the Brent AQAP.
- 4.6 In addition, the council will build on work already started to engage all residents in the borough in air quality action and details will be outlined in a consultation plan to accompany the air quality action plan.

5.0 Financial Implications

- 5.1 Costs associated with delivering the required opportunities for air quality actions in the priority Air Quality Action Areas have not yet been quantified. Further reports will be submitted on the individual areas as planning for air quality action over the medium and long term in these is progressed.
- 5.2 The Air Quality Action plan is anticipated to be delivered within existing budgets. However, subject to complying with the LLAQM criteria, the council can also apply for funding for air quality projects from the Mayors Air Quality Fund, which will be subject to availability.
- 5.3 Any requests for additional funding, or savings arising out of its implementation, will be managed through the normal budgeting process.

6.0 Legal Implications

- 6.1 The council is required by the Environment Act 1995 to undertake periodic reviews of current and likely future air quality and to comply with the London Local Air Quality Management Regime. The council must designate as an air quality management area any part of its area where air quality standards or objectives are not being achieved or are not likely to be achieved within prescribed periods. A plan must be prepared for the designated areas, and consultation must be undertaken in respect of the plan in accordance with the requirements of the Act.

7.0 Equality Implications

7.1 None. Any action outlined in the AQAP should improve air quality for the benefit of all residents and workers in Brent.

8.0 Staffing/Accommodation Implications (if appropriate)

8.1 None

Background Papers

None

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