

# **London Borough of Tower Hamlets Air Quality Action Plan 2017-2022**



## **SUMMARY**

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action the council will take to improve air quality in Tower Hamlets between 2017-2022.

Highlights of successful projects delivered through the past action plan include:

- Delivering a sustainable London Olympics
- Delivering Crossrail with reduced air quality impacts on residents and the environment
- Achieved targets for sustainable travel through the Staff Travel Plan and School Travel Plans
- Maintained the council's Ambient Air Quality Monitoring stations
- Managed emissions from council fleet through a Green Fleet Strategy and all fleet comply with the Low Emission Zone
- Successfully implemented all round one of the Mayor's Air Quality Fund projects including Zero Emissions Network and BARTS Health Project
- Implemented a cleaner air for schools project at Marner and Cubit Town Schools to engage pupils, teachers and parents on air pollution

Air pollution is associated with a number of adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas<sup>1,2</sup>.

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<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

The annual health costs to society of the impacts of air pollution in the UK are estimated to be roughly £15 billion<sup>3</sup>. Tower Hamlets is committed to reducing the exposure of people in the borough to poor air quality in order to improve health.

We have developed actions that can be considered under nine broad topics:

- **London Local Air Quality Management:** Our statutory requirements under the LLAQM regime, such as annual reporting on pollution levels.
- **Developments and buildings:** emissions from buildings account for about 15% of the NO<sub>x</sub> emissions across London so are important in affecting NO<sub>2</sub> concentrations;
- **Major Infrastructure Projects:** Ensuring any major infrastructure projects in the borough do not adversely impact air quality;
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy duty diesel-fuelled vehicles with high primary NO<sub>2</sub> emissions;
- **Borough fleet actions:** our fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO<sub>2</sub> emissions. Tackling our own fleet means we will be leading by example;
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures;
- **Cleaner transport:** road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.
- **Lobbying and partnership working:** working with stakeholders including National Government, the Greater London Authority & Transport for London to ensure policies adequately address the issue of air quality.

Our priorities are:

- Implementing a network of publicly available electric vehicle charge points
- Instigating measures at schools to reduce emissions and exposure
- Raising awareness of the pollution issue and encouraging residents to reduce their impact
- Ensure air quality policies are strengthened in the new Local Plan to minimise impacts from the high levels of development in the borough
- To lead by example by upgrading the council fleet to include more Ultra Low Emission Vehicles and ensure the new Civic Centre is as sustainable as possible and has no adverse impact on the local air quality.
- Lobbying government for stronger national action on air quality and partnership working with the GLA, TFL and other stakeholders to ensure a joined up approach

You will see in this report that we have worked hard to engage with stakeholders and communities which can make a difference to air quality in the borough. We would like to thank all those who

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<sup>2</sup> Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

<sup>3</sup> Defra. Air Pollution: Action in a Changing Climate, March 2010

have worked with us in the past and we look forward to working with you again as well with new partners as we deliver this new action plan over the coming years.

In this AQAP we outline how the council plans to effectively use local levers to tackle air quality issues within our control.

However, we recognise that there are a large number of air quality policy areas that are outside of the council's influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so the council will continue to work with and lobby regional and central government on policies and issues beyond Tower Hamlet's influence.

## **RESPONSIBILITIES AND COMMITMENT**

This AQAP was prepared by the Environmental Protection Department of Tower Hamlets Council with the support and agreement of the following officers and departments:

Senior Management Team of the following Sections:

- Transportation and Highways
- Planning & Local Plan
- Fleet Management
- Public Health
- Procurement
- Waste Strategy
- Sustainability
- Environmental Health & Trading Standards

This AQAP has been approved by:

Councillor Rachel Blake – Lead Member for Development and Renewal & Air Quality

Mayor of Tower Hamlets – Mayor John Biggs

Director of Public Health – Somen Banerjee

Director of Place- Ann Sutcliffe

This AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Council Committee Mayors Advisory Board. Progress each year will be reported in the Annual Status Reports produced by Tower Hamlets, as part of our statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Stefanie Hughes at:

John Onslow House, 5 Ewart Place, London, E3 5EQ

020 7364 5008

[environmental.protection@towerhamlets.gov.uk](mailto:environmental.protection@towerhamlets.gov.uk)



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**Abbreviations**

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NO <sub>2</sub>	Nitrogen Dioxide
NRMM	Non-Road Mobile Machinery
O <sub>3</sub>	Ozone
PM <sub>10</sub>	Particulate matter less than 10 micron in diameter
PM <sub>2.5</sub>	Particulate matter less than 2.5 micron in diameter
SO <sub>2</sub>	Sulphur Dioxide
TEB	Transport Emissions Benchmark
TfL	Transport for London

## **Introduction**

This report outlines the actions that Tower Hamlets plan to deliver between 2017-2022 in order to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process<sup>4</sup>.

## **1 Baseline air quality conditions in Tower Hamlets**

The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

Tower Hamlets is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO<sub>2</sub>). Tower Hamlets is meeting the current objectives for Particulate Matter (PM<sub>10</sub>) but as this pollutant is damaging to health at any level, this remains a pollutant of concern.

Nitrogen Dioxide levels are high across the borough with 40% of our residents living in areas of exceedance of the annual NO<sub>2</sub> objective and 48 of our schools (37 primary and 11 secondary) being located in areas of unacceptable NO<sub>2</sub> levels<sup>5</sup>.

### **1.1 Air Quality Monitoring**

Air quality is currently monitored across the borough through a network of both active and passive monitors. This includes four automatic continuous monitoring stations - two roadside and two background. The Blackwall tunnel monitoring station is managed by TFL and the other 3 are managed by Tower Hamlets. The automatic monitors monitor a range of pollutants, as per the table below.

**Table 1.1** Tower Hamlets Air Quality Monitoring Stations

<b>Location</b>	<b>Site type</b>	<b>Pollutants monitored</b>
Mile End Road	Roadside	NOx
Blackwall Tunnel Northern Approach	Roadside	NOx, PM <sub>10</sub> , PM <sub>2.5</sub> , O <sub>3</sub> , CO <sub>2</sub>
Victoria Park	Background	NOx, PM <sub>10</sub> , SO <sub>2</sub>
Millwall Park	Background	NOx, PM <sub>10</sub> , O <sub>3</sub>

Passive monitoring is carried out through NO<sub>2</sub> diffusion tube monitoring. There are 90 NO<sub>2</sub> diffusion tubes deployed across the borough giving us monthly average NO<sub>2</sub> concentrations.

<sup>4</sup> LLAQM Policy and Technical Guidance. <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

<sup>5</sup> London Atmospheric Emissions Inventory 2013 <https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013>

Monitoring results are available online in real time for the automatic monitors and the diffusion tube results are uploaded to the Tower Hamlets website. A summary of the results is available in our most recent Annual Status Report.

## 1.2 Air Quality Modelling

The maps used below are taken from the London Atmospheric Emissions Inventory (LAEI) and use modelled data for the year 2013. The LAEI has been developed by the GLA as part of the implementation of the Mayors Air Quality Strategy. The 2013 dataset was the most recent available at the time of writing this report.

**Figure 1** Modelled map of annual mean NO<sub>2</sub> concentrations (from the LAEI 2013)

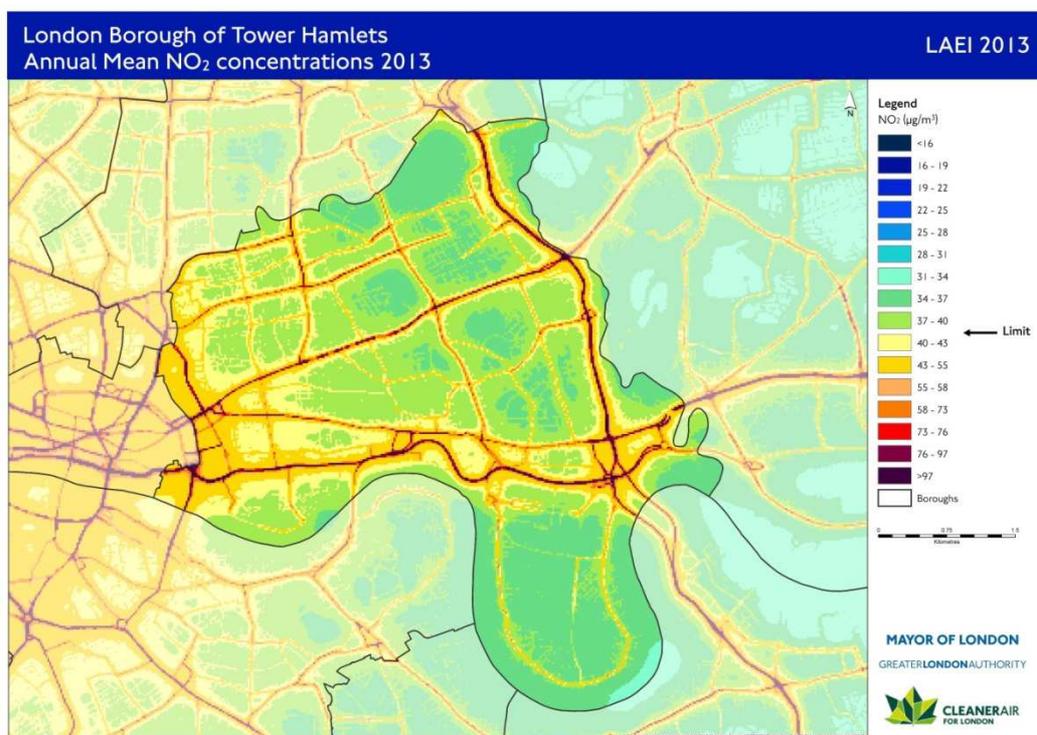


Figure 1 shows the variation in annual concentrations of Nitrogen Dioxide across the Borough. The map shows that the concentrations are highest west of the borough closest to the City, with a large area exceeding the NO<sub>2</sub> annual objective, and along and around the main roads across the rest of the borough, with areas such as Limehouse and Poplar exceeding the annual objective. The lowest concentrations are in the south of the borough on the Isle of Dogs.

**Figure 2** Modelled map of annual mean PM<sub>10</sub> (from the LAEI 2013)

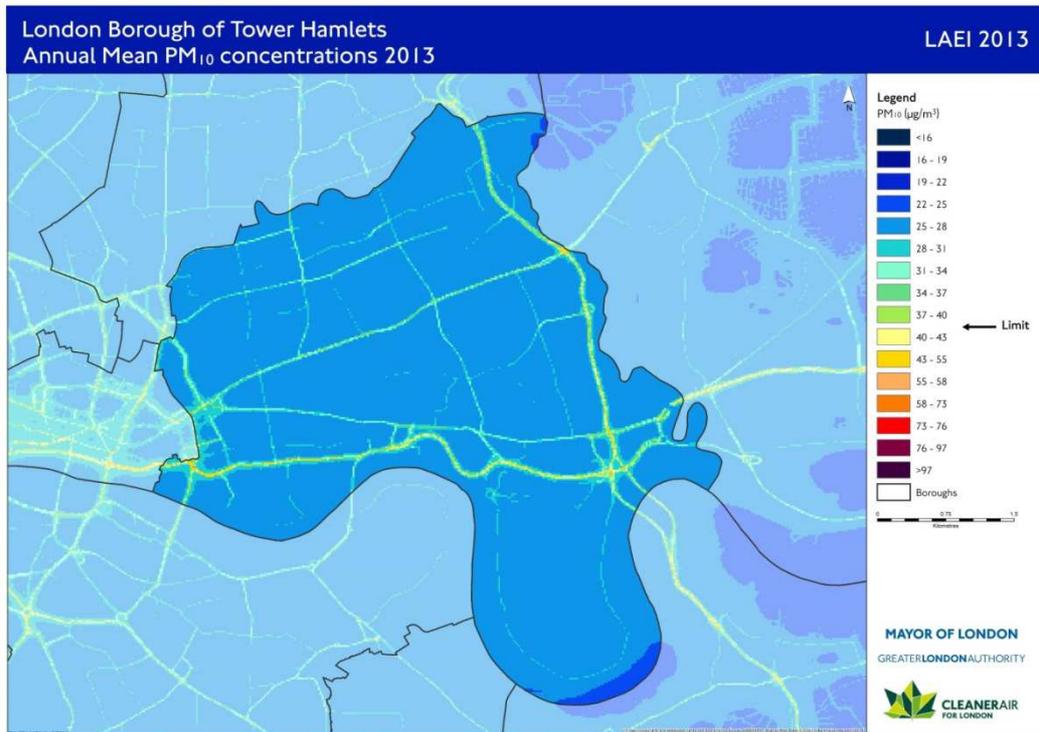


Figure 2 shows the variation in annual average concentrations of PM<sub>10</sub> across the borough. The majority of the borough has a concentration lower than the annual objective, with the highest concentrations and exceedances being along the main roads through the borough.

**Figure 3** Modelled map of annual mean PM<sub>2.5</sub> (from the LAEI 2013)

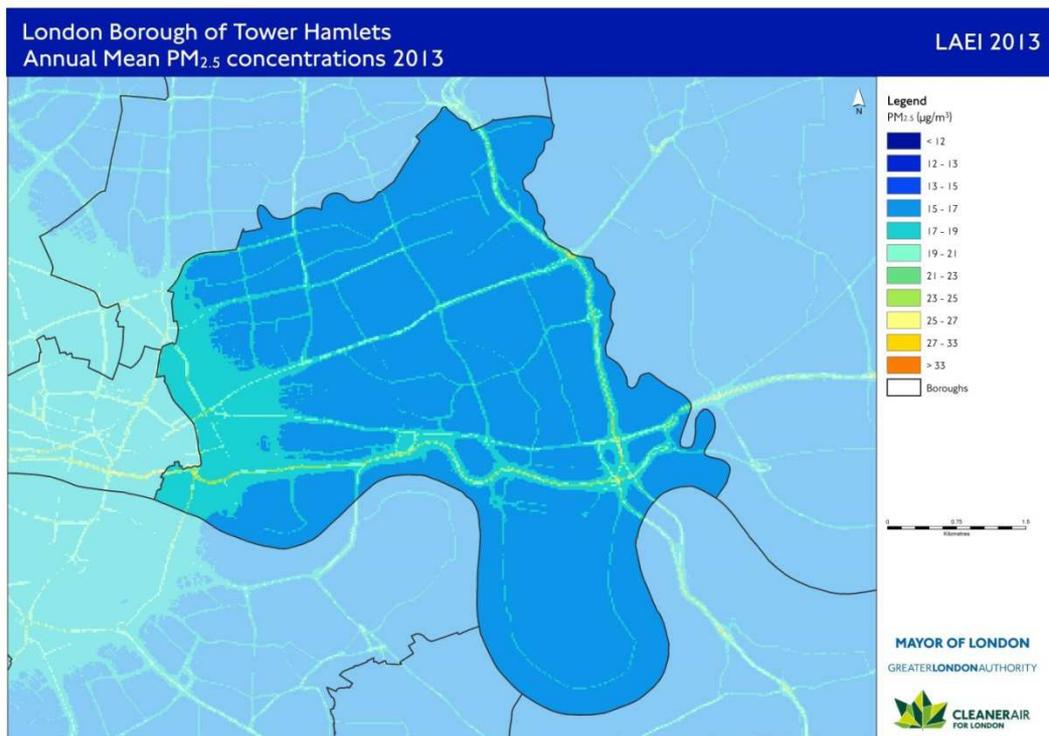


Figure 3 shows the variation in annual average concentrations of PM<sub>2.5</sub> across the borough. The highest concentrations are shown in the western edge of the borough and along the main roads running through the borough.

### 1.3 AQMAs and Focus areas

#### Air Quality Management Area

In Tower Hamlets an Air Quality Management Area (AQMA) has been declared across the **whole borough**.

The AQMA has been declared for the following pollutants:

- (i) Nitrogen Dioxide - because we are failing to meet the EU annual average limit for this pollutant at some of our monitoring stations and modelling indicates it is being breached at a number of other areas across the borough.
- (ii) Particulate Matter (PM<sub>10</sub>) - because although we are meeting EU Limits we are exceeding World Health Organisation air quality guideline for this pollutant and we have a formal responsibility to work towards reductions of PM<sub>2.5</sub>, which is a fraction of PM<sub>10</sub>. Concentrations of PM<sub>2.5</sub> are measured at specific monitoring points throughout the borough.

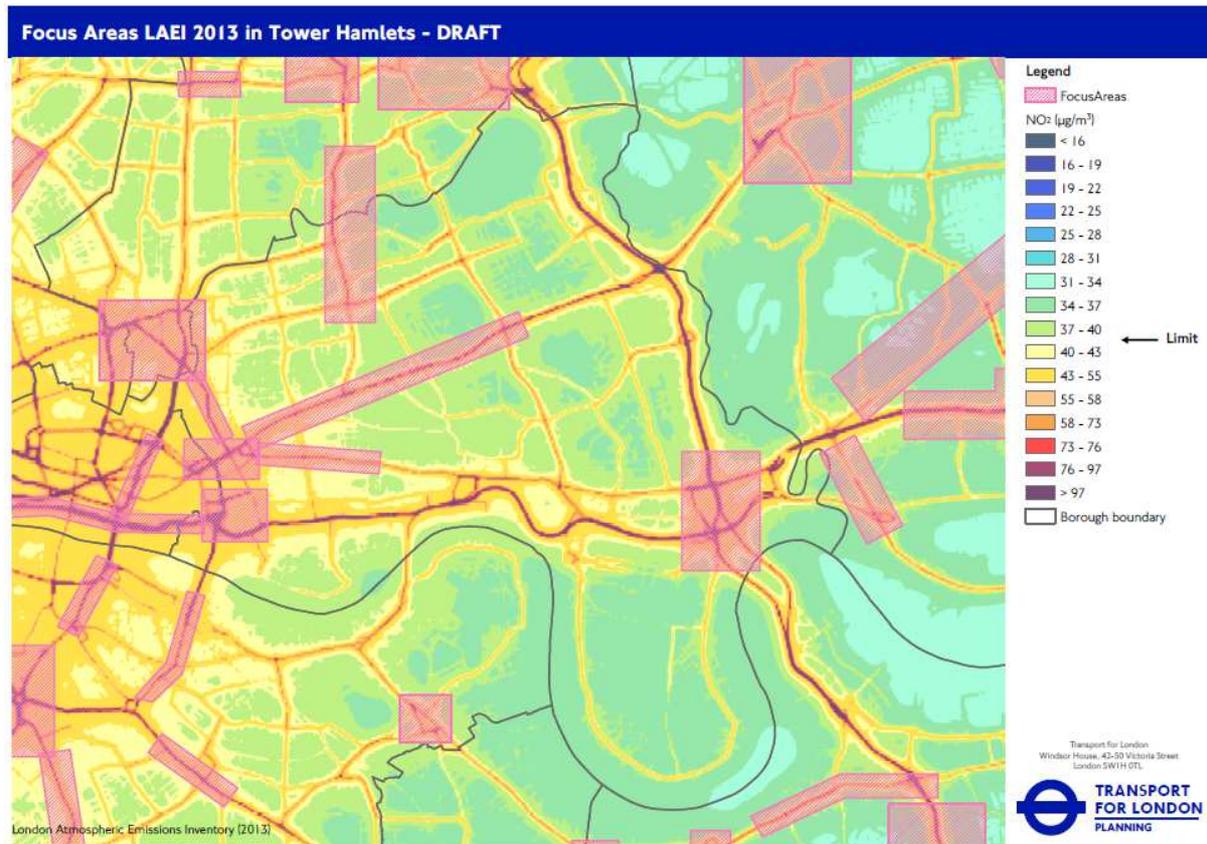
#### Focus Areas

Air Quality Focus Areas are locations that have been identified as having high levels of pollution and human exposure. There are 187 Focus Areas across London, these have been determined by the GLA through analysis of monitoring data, modelled data, exposure data and local characteristics. Focus Areas are used to inform local air quality management, the development of air quality interventions and the planning process. Under London Local Air Quality Management guidelines, boroughs are required to have regard to the focus areas in their borough when devising their air quality action plans.

The 7 focus areas for Nitrogen Dioxide for Tower Hamlets include:

A11 Whitechapel Road to Mile End junction A1205 Burdett Road
Aldgate and Aldgate East
A107 Cambridge Heath Rd/Bethnal Green Rd to Mare St/Well Street
Blackwall A13 East India Dock Road/Aspen Way/Blackwall Tunnel
Commercial Road from Aldgate East to jctn Jubilee Street
Tower Hill/Tower Gateway/Cable St/The Highway
Commercial Street

Figure 4 Map of Air Quality Focus Areas for Nitrogen Dioxide



### 1.4 Sources of Pollution in Tower Hamlets

Pollution in Tower Hamlets comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of NO<sub>2</sub> are transport and domestic emissions from boilers and CHPs and the main sources of particulate matter are traffic emissions, re-suspension of particles from traffic sources e.g brake or tyre wear and emissions from construction machinery (NRMM).

**Figure 5** NOx Emissions by source and vehicle type (from the LAEI 2013)

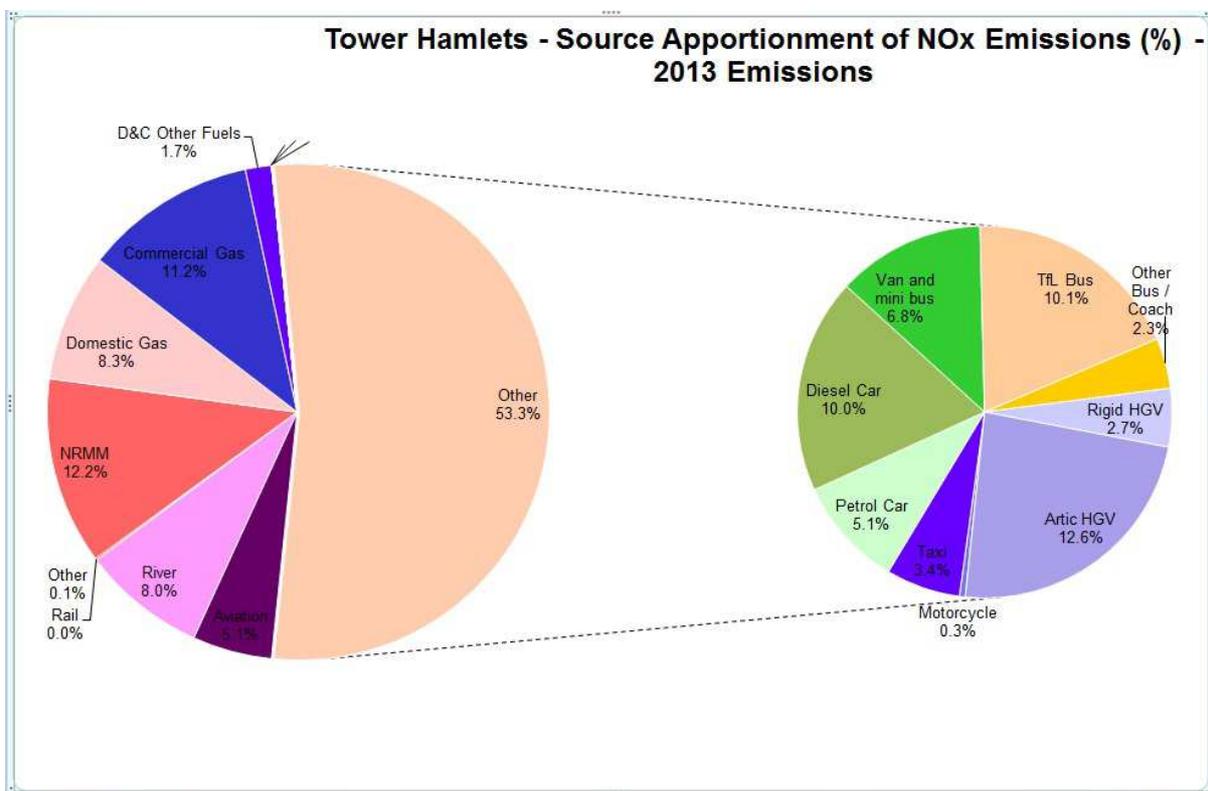


Figure 5 above shows the sources of NOx emissions in the borough. The chart on the left shows that over 50% of the boroughs NOx emissions come from transport sources. This is then broken down into type of transport on the chart on the right. Other significant sources shown in the chart are Non Road Mobile Machinery used in construction and demolition, and domestic and commercial gas used in boilers and CHPs at residential and business properties. On the transport chart it is clear that diesel cars contribute more than petrol cars and HGV's and busses are also a significant source of NOx emissions in the Borough.

Figure 6 PM<sub>10</sub> Emissions by source and vehicle type (from the LAEI 2013)

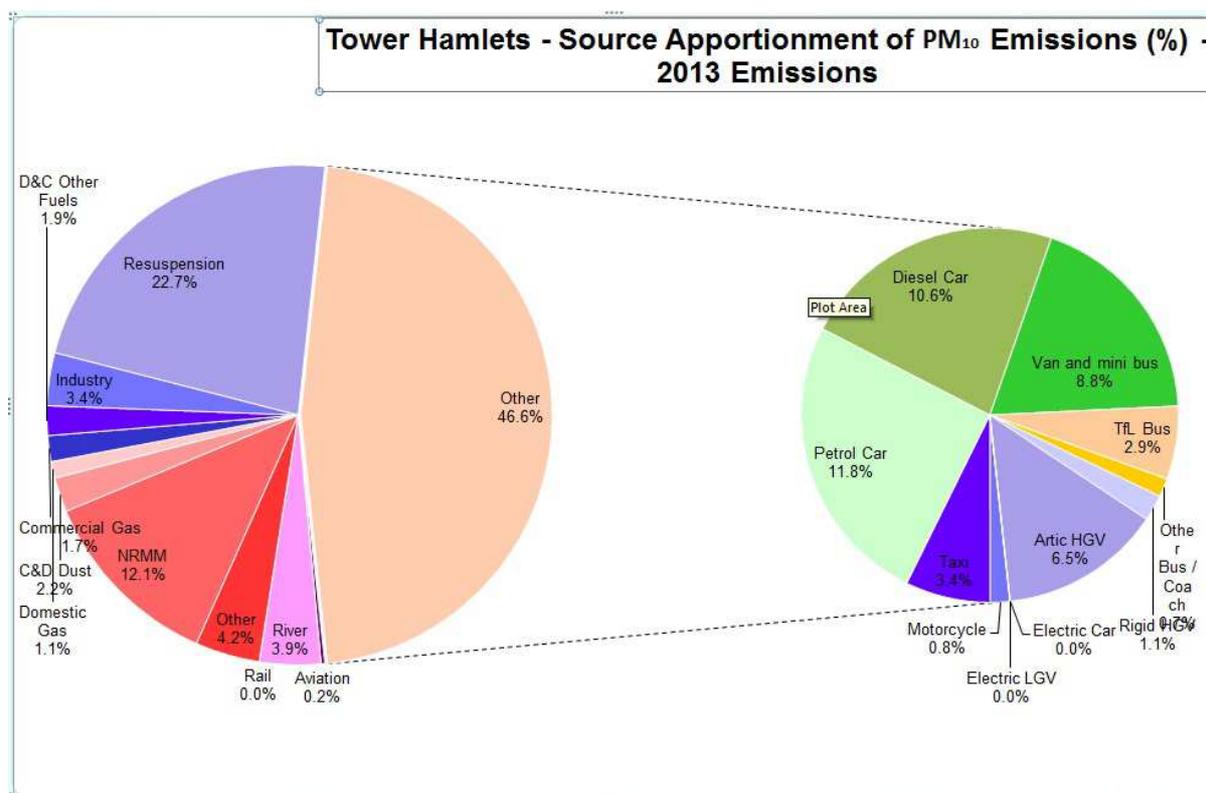


Figure 6 above shows the sources on PM<sub>10</sub> emissions in the Borough. The chart on the left shows that the major emissions source in transport and this is further broken down by transport type in the chart on the right. Diesel and petrol cars account for a similar proportion of the PM<sub>10</sub>. One notable difference from the NO<sub>x</sub> sources is the effect of particle resuspension which accounts for 23% of PM<sub>10</sub>. Commercial and domestic gas are much less significant for emissions of PM<sub>10</sub> in comparison to NO<sub>x</sub> emissions as gas does not produce much particulate matter.

**Figure 7** PM<sub>2.5</sub> Emissions by source and vehicle type (from the LAEI 2013)

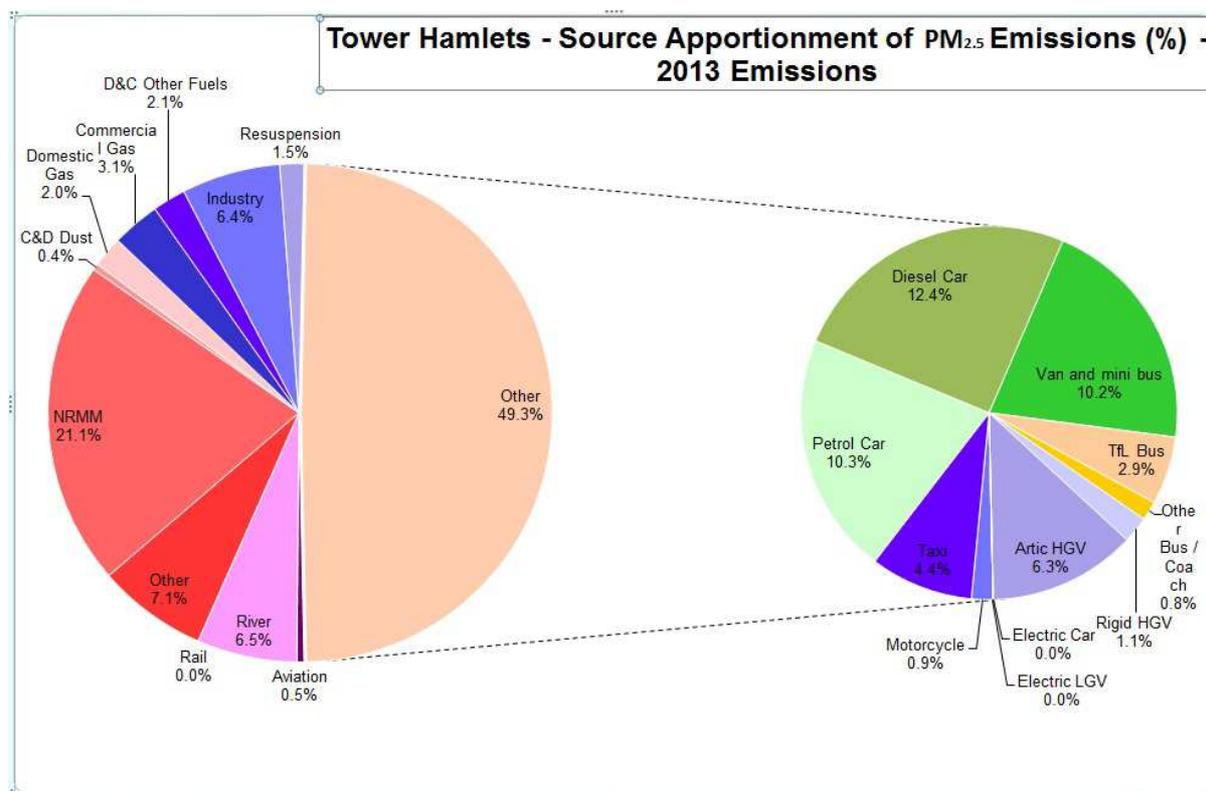


Figure 7 shows the sources of PM<sub>2.5</sub> emissions in the borough. The chart on the left shows that just under 50% of the emissions come from transport with this source being further broken down on the chart on the right. Non Road Mobile Machinery is also a significant source of PM<sub>2.5</sub>. In contrast to PM<sub>10</sub>, resuspension only accounts for a very small proportion of the PM<sub>2.5</sub> emissions.

## **2 Tower Hamlets’ Air Quality Priorities**

We are determined to tackle poor air quality in Tower Hamlets and raising awareness and providing education about the causes and impacts of poor air quality is crucial to achieving this. We want to support residents to make a difference to the air quality that is affecting all of us.

Due to Tower Hamlet’s strategic location in London, the majority of pollution in our jurisdiction is from traffic travelling through the borough. Tower Hamlets connects East and West London via the A11 and North and South London via the A12.

Car ownership is relatively low in Tower Hamlets compared to other London boroughs, with 42,514 vehicles registered in the borough in 2015<sup>6</sup>. This is the 4<sup>th</sup> lowest figure for a borough in London. Therefore a key part of this action plan will aim to work in partnership with the Greater London Authority and Transport for London, as well as lobby other regional and national authorities to improve air quality in Tower Hamlets.

Tower Hamlets is experiencing unprecedented development and population increase, in 2015 the borough experienced a 38.3% population increase – the highest population increase of all Local

<sup>6</sup> GLA London Data Store: <https://data.london.gov.uk/dataset/licensed-vehicles-type-0>

Authorities in England and Wales<sup>7</sup>. Therefore a key priority is ensuring new development does not hinder our progress on improving air quality.

However Tower Hamlets is striving to go beyond compliance with our commitment and responsibility to reduce emissions from our own operations and jurisdiction. We are therefore committing to a range of projects and localised measures to improve air quality and work towards reducing exposure to air pollution.

The key priority work areas for Tower Hamlets include:

- Raising awareness of the pollution issue and encouraging residents to reduce their impact
- Implementing a network of publicly available electric vehicle charge points
- Increasing provisions for walking and cycling to encourage a shift from car usage to sustainable transport modes
- Instigating measures at schools to reduce emissions and exposure
- Ensure air quality policies are strengthened in the new Local Plan to minimise impacts from the high levels of development in the borough
- To lead by example by upgrading the council fleet to include more Ultra Low Emission Vehicles and ensure the new Civic Centre is as sustainable as possible and has no adverse impact on the local air quality.
- Lobbying government for stronger national action on air quality and partnership working with the GLA, TFL and other stakeholders to ensure a joined up approach
- Investing and encouraging new technologies and planting systems which can tackle air quality

### **3 Development and Implementation of Tower Hamlets' AQAP**

#### **3.1 Consultation and Stakeholder Engagement**

In developing/updating the action plan we have worked with other council departments, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1.

The full report on our consultation and stakeholder engagement is given in Appendix A.

**Table 3.1 Consultation Undertaken**

<b>Yes/No</b>	<b>Consultee</b>
YES	the Secretary of State
YES	the Environment Agency
YES	Transport for London and the Mayor of London (who will provide a joint response)
YES	all neighbouring local authorities
YES	other public authorities as appropriate

<sup>7</sup> Tower Hamlets Population Estimates 2015:

[http://www.towerhamlets.gov.uk/Documents/Borough\\_statistics/Population/MYE\\_2015\\_CRU\\_Briefing.pdf](http://www.towerhamlets.gov.uk/Documents/Borough_statistics/Population/MYE_2015_CRU_Briefing.pdf)

## **4 AQAP Progress**

Table 4.1 shows the Tower Hamlets AQAP. It contains:

- a list of the actions that form part of the plan;
- the responsible individual and departments/organisations who will deliver this action;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation; and
- how progress will be monitored.

**Governance and Monitoring of the Air Quality Action Plan**The overall responsibility for the implementation of the plan sits with Environmental Health; however the actions within the plan will be implemented and monitored by the relevant council departments.

We will create an Air Quality Partnership Board to ensure delivery of the Plan. Quarterly meetings will be held by the Pollution Team Leader with the relevant Members/Service Heads/lead officers responsible for delivering the actions contained within the plan. The meetings will serve as an opportunity to feedback on progress with actions contained within the action plan and to highlight any new areas of work across the council that could have an impact on air quality or for any new opportunities that may arise for tackling air pollution.

The meetings will be scheduled for March, June, September and December each year so as feedback on action progress can be compiled in March and included in the Annual Status Report to be submitted to the GLA each April.

### **Resourcing & Budgets**

The actions in the Air Quality Action Plan will be resourced through utilising existing staff members in the relevant departments.

Projects requiring a budget will be financed through existing team budgets, the new Mayor of Tower Hamlets air quality fund, the Carbon Offset fund (where actions have impacts on both local air pollutants and carbon), bespoke growth bids and external funding bids where possible, e.g Mayor of London's Air Quality Fund and Defra Air Quality Funds.

**Table 4.1 Air Quality Action Plan**

The actions have been grouped into six categories: Public health and awareness raising; London Local Air Quality Management (LLAQM); Developments and buildings; Major infrastructure projects; Delivery servicing and freight; Borough fleet actions; Localised solutions; Cleaner transport and Lobbying & partnership.

Action category	Action ID	Action description	Department/ Team	Expected emissions/ concentrations benefit	Timescale for implementation	Target/ monitoring	Further information
Public Health and awareness raising	1	Develop and implement a communications strategy for disseminating air quality information in the borough to raise awareness of the impacts of poor air quality and encourage behaviour change	Pollution/Communications	Indirect impact on emissions through awareness raising	March 2018	Measure – audience reached with air quality messages	
Public health and awareness raising	2	Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population – Air Quality officer to be consulted on JSNA.	Public Health	Emissions reductions are indirect and unquantifiable, but enhanced co-ordination will benefit all air quality initiatives.	Ongoing	Measure – adequate consideration given to air quality in each update of the JSNA	Already included in the most recent JSNA, must ensure that up to date info is included in future assessments.
Public health and	3	Strengthening co-ordination with Public Health by ensuring that at least one public health specialist	Public Health	Emissions & concentrations	Ongoing	Measure – at least one specialist to	

awareness raising		within the borough has air quality responsibilities outlined in their job profile.		reductions indirect and unquantifiable , but enhanced co-ordination will benefit all air quality initiatives.		have AQ in their objectives	
Public health and awareness raising	4	Director of Public Health to sign off all new Air Quality Action Plans.	Public Health	Emissions & concentrations reductions indirect and unquantifiable but enhanced co-ordination will benefit all air quality initiatives.	On production of each revised action plan every 5 years	Measure – all action plans to be signed	
Public Health and awareness raising	5	Support patients with heart and lung conditions by providing air quality advice to discharged patients, particularly vulnerable & those with heart/lung conditions. This would be a continuation of the ‘Protecting Patient’ work stream from the Barts Project.	Pollution/ Public Health	Protect individual health	Tbc dependent upon funding identification	KPI- no of patients engaged with on air quality messages, no of maps given out.	See Global Action Plan website for further info on the previously run project <a href="https://www.globalactionplan.org.uk/cleaner-air-with-barts-health">https://www.globalactionplan.org.uk/cleaner-air-with-barts-health</a>
Public health and awareness	6	Support and Promotion of air quality awareness programmes such as AirTEXT.	Pollution Team	Protect individual health	Ongoing	KPI – AirText - no of residents signed up to service	

raising							
Public health and awareness raising	7	Encourage schools to join the TfL Sustainable Travel Active Responsible Safer (STARS) accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme.	Development Team /School travel Officer	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	KPI - % of schools signed up. Target 70% by 2021. Secondary KPI - % of trips made by car for schools that are part of the scheme.	2016 – 40 schools signed up so far.
Public health and awareness raising	8	Air quality at schools – Roll out the cleaner air for schools program that was previously run in 2 schools, to more schools in high pollution areas.	Pollution Team	NO <sub>2</sub> , PM & CO <sub>2</sub> & awareness raising	2 schools per year funding dependant	Target - project run at 2 schools per year	See : <a href="http://www.looplabs.org/case-studies/">http://www.looplabs.org/case-studies/</a> for case study of previous project
Public Health and awareness raising	9	Pollution Audits in schools. Support the GLA in their program to provide air quality audits in 2 schools.	Pollution Team	Audit will generate a plan to reduce pollution levels.	Audits to be completed by spring 2018	Target - 2 school audits carried out and measures implemented	
Public Health and awareness raising	10	Schools anti-idling project, engagement with schools and installation of anti-idling signage at school parking areas in high pollution areas.	Pollution Team	NO <sub>2</sub> , PM & CO <sub>2</sub>	All signs to be procured and installed by July year 2018	% of schools with signs installed, target 100%	
Public Health and awareness raising	11	Schools Environmental Theatre Project	Pollution Team	Awareness raising.	Aim to run at 10 schools per year	KPI – number of schools/pupils engaged	

Public Health & awareness raising	12	Investigate and invest in new technology as it becomes available to reduce pollution levels at pollution hotspots & sensitive uses e.g.schools	Pollution Team	NO2 & PM	Ongoing	Progress will be monitored by the Pollution team leader	
Public Health and awareness raising	13	Citizen Science air quality monitoring project	Pollution Team	Awareness raising.	6 month project to be completed by July 2018	Target – engage 30 people in a six month project	
Public Health and awareness raising	14	Work with Residential Providers to develop and implement a strategy for disseminating air quality information to their tenants.	Pollution Team/Communications	Protect individual health	Dec 2018	Measure audience reached with air quality messages	
Public Health and awareness raising	15	Use Health and Wellbeing Board to get existing and future public sector and RP partners to pledge to increase the number of, electric, hybrid, and cleaner vehicles in their fleets.	Public Health	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	No of pledges/updates	Link to action 45 - Eco Stars Scheme encourage fleets to sign up
LLAQM	16	Continue to run the 3 continuous monitoring stations, monitoring pollutants of concern to ensure air quality objectives are being met and to assess the effectiveness of local and regional policies. Investigate and implement further monitoring where necessary, including a new PM <sub>2.5</sub> analyser at Mile End.	Pollution Team	Data collection only.	Ongoing	Pollution monitoring is reported on in the Annual Status Report.	Monitoring data is the evidence base for our AQMA declaration and for measuring the effectiveness of projects.  Installation of new monitoring equipment is funding dependent.

LLAQM	17	Continue to implement the NOx Diffusion Tube Monitoring network across the borough. Investigate and implement further monitoring where necessary. E.g at schools.	Pollution Team	Data collection only.	Ongoing	Pollution monitoring is reported on in the Annual Status Report.	Supports Cleaner Air Borough Status
LLAQM	18	Continue to ensure that all pollution monitoring data is available to the public and the website is regularly updated with the latest available data	Pollution Team	Information sharing and awareness raising.	Ongoing	Target – 100% monitoring data available online	New data management contract, data is available on <a href="http://www.airquality England.co.uk">www.airquality England.co.uk</a>  The NOx tube results are available on the Tower Hamlets Website.
LLAQM	19	Fulfil the GLA’s criteria to retain our Cleaner Air Borough Status each year	Pollution Team	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing and reported annually in the ASR	Target – Cleaner Air Borough Status to be achieved each reporting year.	The criteria are under 6 themes: political leadership; taking action; leading by example; informing the public; using the planning system & integrating air quality into the public health system.
Development and buildings	20	Ensuring emissions from demolition and construction are minimised via planning applications reviews and conditions attached to planning permissions requiring Construction Environmental Management Plans, including dust mitigation and monitoring and Travel Plans encouraging sustainable travel for site workers	Pollution Team/Development Management	NO <sub>2</sub> & PM	Ongoing	Reported on in annual ASR. KPI % of major planning applications, target – 100%	Air Quality Officer to be consulted on planning consultations to ensure the GLA’s Control of Dust & Emissions during construction and demolition 2014SPG (or subsequent updated guidance) is applied to all major planning applications.  This policy is being strengthened in the current update of the Local Plan

Development and buildings	21	Ensuring all major developments adhere to the GLA's Non Road Mobile Machinery Low Emission Zone. I.e. All NRMM used on site must meet the emissions standards stated in the GLA's Control of Dust and Emissions during Demolition and Construction SPG 2014 (or subsequent updated guidance)	Development Management/Pollution Team	NO <sub>2</sub> & PM	Ongoing.	The number of developments with the condition attached is to be reported annually in the annual status report. Monitoring will also be carried out by officers checking the NRMM website and conducting site visits.,	Development Management teams are including this requirement in the planning conditions for all major developments.  This is being included as a new policy in the updated Local Plan.
Development and buildings	22	Ensuring Combined Heat and Power (CHP) and biomass air quality policies are met at all developments proposing to utilise CHP, including the NOx emission limits for heating plant as stated in the GLA's Sustainable Design and Construction SPG (or subsequent updated guidance)	Pollution/Sustainability	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	Reported on in Annual Status Report. KPI % of major planning applications, target – 100%	Air Quality Officer to review air quality assessments/energy strategies to ensure compliance. A no biomass policy is already in place for the whole borough.  This policy is being included in the updated Local Plan.
Development and buildings	23	Ensuring new developments have suitable energy efficiency measures installed to reduce the demand for onsite heat generation from boilers & CHP's.	Sustainability	NO <sub>2</sub> & CO <sub>2</sub>	Ongoing	Measure – All major planning applications to be reviewed to ensure sustainability policies are met	This is to be incorporated into the new Local Plan. The sustainable development team review the Energy Strategies for planning applications to ensure sustainability policies are adhered to.
Development and buildings	24	Ensuring Air Quality Neutral policies are complied with at all	Pollution Team	NO <sub>2</sub> & PM	Ongoing	Reported on in the annual ASR.	Air Quality Officer to review air quality assessments to

		developments and exceeded where possible. Ensure all larger developments (as defined by the GLA) will be air quality positive.				KPI – % of major planning applications, target – 100%	<p>ensure compliance of new developments with the emission benchmarks as set out in the GLA’s Sustainable Design and Construction SPG (or any subsequent updated guidance).</p> <p>This policy is being included in the new updated Local Plan.</p> <p>The GLA’s new draft Environment Strategy includes a policy for larger developments to be air quality positive and shall provide further guidance on this when the final strategy is published.</p>
<b>Development and buildings</b>	25	Reduce the use of private cars by residents by encouraging car free developments and limiting number of parking spaces in new developments	Development Management	NO <sub>2</sub> & PM	Ongoing	Measure – All major planning applications reviewed to ensure they meet the parking standards.	Parking standards for new developments are to be included in the new Local Plan.
<b>Development and buildings</b>	26	Ensure the layout of new developments considers air quality impacts, for example considering the locations of buildings with different proposed uses and locating the most sensitive use units in the least polluted areas.	Pollution team/ Development Management	Exposure reduction	Ongoing	Measure – All major planning applications reviewed to ensure this policy has been considered	Planning applications will be reviewed to ensure consideration of this.
<b>Development</b>	27	Ensuring adequate, appropriate,	Development	Exposure	Ongoing	Implementation	Currently being incorporated

and buildings		and well located green space and infrastructure, including for walking and cycling, is included in new developments with the Green Grid Strategy promoted and adhered to in all major planning applications and master planning to provide low emissions routes for walking and cycling.	Management	reduction		will be monitored through the rollout of the green grid strategy & the planning database.	into the new Local Plan.  The Green Grid Strategy is currently being updated.
Development and buildings	28	Encourage new developments to install alternative mass waste collection systems, such as ENVAC, to reduce collection vehicle emissions.	Waste Strategy/ Development Management	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	Monitored by the Waste Strategy/ Development team	Currently being incorporated into the new Local Plan.
Development and buildings	29	Ensuring that the whole borough Smoke Control Zones is fully publicised and enforced.	Pollution Team	PM & CO <sub>2</sub>	Ongoing, Communications campaigns to be run annually in autumn/ winter	Monitor by ensuring all reports of the SCZ being breached are investigated  Target 100%.of reports	
Development and buildings	30	Implement a Domestic boiler refit project using the GLA's RE:FIT energy efficiency retrofit programme.	Sustainability Team	NO <sub>2</sub> & CO <sub>2</sub>	Ongoing	Measure – number of boiler replacements. This will be monitored by the Sustainability Team.	This project is being carried out in partnership with Groundwork London
Development	31	Implement a Schools Carbon	Sustainability	NO <sub>2</sub> & CO <sub>2</sub>	5 boiler	Measure –	This project will utilise Carbon

<b>and buildings</b>		Emission Reduction Programme, providing funding towards boiler replacements and insulation schemes in schools.	Team		replacements and 4 insulation projects by end of 2017 and then ongoing project yet to be planned.	number of boilers and efficiency measures funded.  Projects will be monitored by the Sustainability Team.	Offset funding to reduce both CO <sub>2</sub> and NO <sub>2</sub> from building emissions
<b>Development and buildings</b>	32	Implement a Carbon Emissions Reduction Programme for council properties including boiler replacements and insulation projects.		NO <sub>2</sub> & CO <sub>2</sub>	2018 onwards	Measure – number of boilers and efficiency measures implemented. To be monitored by the Sustainability Team	This project will utilise Carbon Offset funding to reduce both CO <sub>2</sub> and NO <sub>2</sub> from building emissions
<b>Development and buildings</b>	33	Enderby Wharf – Ensure a thorough and robust evaluation of the Environmental statement, that methodologies used comply with current guidance and that the project will not lead to any significant adverse air quality impacts in the borough.	Pollution Team/Development Management	NO <sub>2</sub> & PM	Ongoing	Measure – all consultations responded to with air quality interrogated appropriately	It is noted that LBTH are not the determining authority on this application and instead only a consultee
<b>Development and buildings</b>	34	Ensure applications for new developments in neighbouring boroughs that have the potential to have impacts in Tower Hamlets are	Pollution Team/Development Management	NO <sub>2</sub> & PM	Ongoing & September 2017 for inclusion of	Measure – All consultations received from neighbouring	The Air Quality Officer will review the Air Quality Assessments for applications that we are designated as a

		reviewed for air quality impacts and that no development will lead to any significant adverse air quality impacts in the borough.			new parking policies in the new Local Plan	boroughs assessed for air quality impacts	consultee
<b>Development and buildings</b>	35	Lead by example by ensuring the councils new Civic Centre is a best practice example of a sustainable and low emissions development in regards to air pollution and CO <sub>2</sub> with both air quality neutral and carbon zero policies being met.	Corporate Property and Capital Delivery/Development Management/Sustainability/Pollution Team	NO <sub>2</sub> & CO <sub>2</sub>	Building due for completion in 2021, planning process 2017-2018.	Measure – development to be delivered to meet or exceed all sustainability and air quality standards Including BREEAM	Corporate Property and Capital Delivery team are leading on the planning application; the relevant teams will be consulted to ensure sustainability/air quality targets are met.
<b>Development and buildings</b>	36	Improve the energy efficiency of John Onslow House as part of the upcoming refurbishment with the aim of becoming carbon zero and any new boilers to be ultra-low NOx	Facilities/Sustainability	NO <sub>2</sub> & CO <sub>2</sub>	Due for completion by 2021	Measure – development to be delivered to exceed all sustainability and air quality standards. Monitoring of this will be done throughout the planning & implementation process.	
<b>Development and buildings</b>	37	Ensure developments that will increase river traffic, in the operational phase of development, are thoroughly assessed for potential air quality impacts and	Pollution Team	NO <sub>2</sub> & PM	Ongoing	Measure – all relevant development assessed for air quality impacts	

		will not have a significant negative impact on air quality.					
Major Infrastructure Projects	38	Ensure the Tideway Tunnel infrastructure project is sustainably delivered with the Construction Code of Practice adhered to and effective emissions mitigation in place during construction & operational phases.	Pollution Team/ Planning	NO <sub>2</sub> & PM	Project due for completion in 2021.	Monitoring to be done by Thames Tideway with reports provided to LBTH periodically	
Major Infrastructure Projects	39	Silvertown Tunnel – Ensure a thorough and robust evaluation of the Environmental statement, that methodologies used comply with current guidance and that the project, during both the construction and operational phases, will not lead to any significant adverse air quality impacts in the borough and that adequate mitigation is provided for any potential impacts. Ensure traffic modelling on which the air quality statements are robust.	Pollution Team/Strategic Transport	NO <sub>2</sub> & PM	Public examination closing 11 <sup>th</sup> April 2017.  Decision expected in 2017.	Measure – all consultation stages thoroughly reviewed for potential air quality impacts and robustness of traffic data on which the air quality assessments are based	LBTH has attended the Environmental Issue Specific Hearing and raised concerns regarding the mitigation trigger levels
Major Infrastructure Project	40	Ensure that all future major infrastructure projects are adequately reviewed and assessed through the planning process to ensure impacts on air quality are minimised.	Pollution/Development Management	NO <sub>2</sub> & PM	Ongoing	Target - 100% infrastructure projects reviewed and assessed.	Guidance on this is to be included in the new Local Plan
Delivery servicing and freight	41	Continue to ensure that Procurement policies to include a requirement for suppliers with large fleets to have attained, silver	Procurement team	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	Measure – actions implemented in policies	

		as a minimum or gold as a preference, Fleet Operator Recognition Scheme (FORS) accreditation or equivalent.					
Delivery servicing and freight	42	Investigate updating Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability criteria).	Procurement Team	NO <sub>2</sub> , PM & CO <sub>2</sub>  Reduction in pollutants associated with more sustainable logistics.	Policies updated by 2019	Measure – actions implemented in policies	
Delivery servicing and freight	43	Investigate re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or requiring that council suppliers participate in these.	Development Management/ Engineering Team	NO <sub>2</sub> , PM & CO <sub>2</sub>	March 2019	Implementation of freight consolidation scheme.	Target area for freight consolidation is the Isle of Dogs, the GLA lead on the South Polpar and Isle of Dogs Opportunity Area Framework which includes priority to deliver freight consolidation centres which is being managed by TFL.
Delivery servicing and freight	44	Investigate implementing a local Eco Stars Fleet Recognition Scheme for Tower Hamlets to	Pollution Team	NO <sub>2</sub> , PM & CO <sub>2</sub>	March 2019	Measure – no of scheme members	<a href="http://www.ecostars-uk.com/">http://www.ecostars-uk.com/</a> This action is funding and resource dependent
Borough fleet/council contracted fleet actions	45	Join a recognised appropriate driver award scheme, e.g. Fleet Operator Recognition Scheme (FORS) or Van Excellence & achieve certification.	Development, Compliance and Commissioning Department – Fleet management team.	NO <sub>2</sub> , PM & CO <sub>2</sub>	Achieve certification by Dec 2017	KPI – certification awarded.	<a href="http://www.vanexcellence.co.uk/">http://www.vanexcellence.co.uk/</a>  <a href="https://www.fors-online.org.uk/cms/">https://www.fors-online.org.uk/cms/</a>
Borough fleet/council	46	Increasing the number of, electric, hybrid, and cleaner vehicles in the	Development, Compliance and	NO <sub>2</sub> , PM & CO <sub>2</sub>	Phase 1 by Dec 2017 &	Monitoring of the fleet profile	

<b>contracted fleet actions</b>		boroughs' fleet.	Commissioning Department – Fleet management team.		then ongoing fleet review	& records. KPI – No of ULEV's in borough fleet	
<b>Borough fleet/ Council contracted fleet actions</b>	47	Accelerate uptake of new Euro VI vehicles in borough fleet, ending the purchase of diesel vehicles where feasible.	Development, Compliance and Commissioning Department – Fleet management team.	NO <sub>2</sub> & PM	Total fleet upgrade to meet ULEZ Standards in time for ULEZ implementation	Monitoring of the fleet profile & records. KPI - % of ULEZ compliant vehicles in fleet.	New diesel vehicles should only be purchased when it has been demonstrated that it is not possible/financially viable to purchase an equivalent vehicle with a lower emission fuel.
<b>Borough fleet/council contracted fleet actions</b>	48	Real-time Telematics monitoring of fleet driver behaviour and subsequent driver training.	Development, Compliance and Commissioning Department – Fleet management team.	NO <sub>2</sub> , PM & CO <sub>2</sub>	Phase 1 – Jan 2017, first 75 vehicles; Phase 2 – Jan 18, next 75 vehicles; Phase 3 – 2019, all others.	Number/ % of vehicles fitted with telekinetic monitoring. Number/% of drivers received training	
<b>Borough fleet/council contracted fleet actions</b>	49	Utilise round optimisation for council fleet to reduce vehicle miles.	Compliance and Commissioning Department – Fleet management Team.	NO <sub>2</sub> , PM & CO <sub>2</sub>	March 2019	Fleet manager to monitor progress	
<b>Borough fleet/council contracted fleet actions</b>	50	Procure a cargobike for regular delivery of literature to councillors.	Travel Plan Engineering Team	NO <sub>2</sub> , PM & CO <sub>2</sub>	To be purchased and in use by December	Monitoring will be carried out on how often the bike is used instead of a car.	

					2017	KPI - % of deliveries made by the bike. 100% target.	
<b>Borough fleet /council contracted fleet actions</b>	51	Project 2020: use the procurement process to ensure all waste & Recycling collection vehicles in the new contract are as low emission as possible by prioritising tenders with the highest proportion of low emission vehicles.	Waste Strategy	NO <sub>2</sub> , PM & CO <sub>2</sub>	New collection contract commences in 2020	This will be monitored through the contract management.	
<b>Borough fleet/council contracted fleet actions</b>	52	Project 2020: utilise round optimisation to reduce vehicle mileage for waste collections.	Waste Strategy	NO <sub>2</sub> , PM & CO <sub>2</sub>	New collection contract commences 2020	Target - All rounds reviewed and amended where necessary.	
<b>Borough fleet/council contracted fleet actions</b>	53	Reduce 'Grey Fleet' impacts by reviewing staff parking permits to reduce number or allocate shared team permits rather than individual	Parking/fleet management team	NO <sub>2</sub> , PM & CO <sub>2</sub>	March 2019	Measure – % or staff permit reduction	
<b>Localised solutions</b>	54	Investigate installing Green Infrastructure, such as green walls, green screens or living roofs at schools/residential developments in polluted areas. Linking in with the Green Grid and Open Spaces Strategy.	Pollution Team	Project still to be scoped	Project still needs to be scoped	Project still needs to be scoped	Project funding dependent
<b>Localised solutions</b>	55	Low Emission Neighbourhoods (LENs) – implement the City Fringe LEN in partnership with Hackney and Islington.	Pollution Team / Engineering	NO <sub>2</sub> , PM & CO <sub>2</sub>	Project completed by end of year 2020.	Monitoring of the project will be carried out by the project board.	

Localised solutions	56	Engagement with businesses – Continuation of the ZEN Project engaging businesses with advice and grants to enable them to reduce their air quality impact.	ZEN Project Officers	NO <sub>2</sub> , PM & CO <sub>2</sub> . Awareness raising.	Zen phase 2 April 16 – March 19	ZEN officer to monitor. KPI – no of businesses engaged with & no of pollution reducing measures implemented.	<a href="http://www.zeroemissionsnetwork.com">www.zeroemissionsnetwork.com</a>
Cleaner transport	57	Discouraging unnecessary idling by taxis, coaches and other vehicles. Anti – Idling engagement project focusing on air pollution hotspots and high risk locations such as hospitals and schools.	Pollution Team	NO <sub>2</sub> , PM & CO <sub>2</sub> . Awareness raising	3 year project August 16- August 19	Monitoring the number of people engaged & social media reach.  Target to run 6 idling action days per year.	
Cleaner Transport	58	Enforce anti-idling regulations by becoming a designated authority to issue Fixed Penalty Notices to idling drivers.	Pollution Team/ Enforcement Officers	NO <sub>2</sub> , PM & CO <sub>2</sub> .  Awareness raising also	Spring 2018 to become designated authority and instigate project then ongoing.	Measure – number of FPN’s issued per year.	Enforcement officers will be trained on this and delegated authority to enable them to issue FPN’s.
Cleaner transport	59	Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs .	Parking Services	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	KPI - % of vehicles provided by car club that are ULEV’s	
Cleaner transport	60	Review parking permit fee banding to encourage lower emission vehicle choice or add an additional	Parking Services	NO <sub>2</sub>	Ongoing	Measure – parking fees reviewed and	Should be preceded by an education & awareness campaign

		diesel surcharge to existing permit fees				amended	
Cleaner transport	61	Installation of residential electric charge points.	Engineering/	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	Measure – no of charge points installed, target 150 by 2025.	Electric Vehicle Charge Point Strategy has targets of minimum of 150 on street charge points by 2025, with an aspirational target of 300 (including rapid chargers)
Cleaner transport	62	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Engineering/ Pollution	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	Measure – no of rapid chargers installed	Locations needed for installation. Existing and new taxi ranks to be prioritised
Cleaner transport	63	Investigate reprioritisation of road space to smooth traffic flow, reduce congestion, improve bus journey times, cycling and pedestrian experience, and reduce emissions caused by congested traffic.	Engineering	NO <sub>2</sub> & PM	Projects yet to be scoped	Projects yet to be scoped	We will be adopting the Healthy Streets approach to design of all corridor schemes as per the MOL's Healthy Streets Plan
Cleaner transport	64	Continue to provide/ ensure provisions of infrastructure to support walking and cycling including on street residential secure parking lockers, cycle routes, cycle permeability schemes, traffic management area reviews.	Engineering/Planning	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	To be monitored by the engineering team and progress reported in annual summary reports.	This is to be included in the new Local Plan.  The Cycling and Walking Plans are to be updated to account for the new Healthy Streets Guidance.  The Council is committed to provided more cycle lanes and improving existing routes and may be off-road, on quiet back streets or on busier

							roads. This will be informed by the proposals emanating from TfL's Strategic Cycling Analysis including a new route along Cambridge Heath Road.
<b>Cleaner Transport</b>	65	Reduce traffic in the borough through the development of a new Local Implementation Plan in line with the Mayors Transport Strategy.	Engineering	NO <sub>2</sub> , PM & CO <sub>2</sub>	New LIP to be developed by October 2018 and ongoing implementation.	The implementation on the new LIP will be monitored by the Engineering department	A Road Traffic Reduction Plan will be included as part of the new LIP.
<b>Cleaner Transport</b>	66	Continue to encourage staff sustainable travel by providing Dr Bike services and staff subscriptions to the TFL cycle hire scheme for site visits. Annual update of the Staff Travel Plan to ensure it remains relevant and proactive.	Staff Travel Plan, Engineering Team	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	Measure – no of Dr Bike sessions run each year & no of cycle hire trips	
<b>Lobbying and Partnership</b>	67	Push for Tower Hamlets to be included in the ULEZ through partaking in the TFL Consultation process.	Pollution Team/ Place DMT	NO <sub>2</sub> & PM	3 <sup>rd</sup> consultation due in Autumn 2017	Measure – all consultations responded to with a cross department response by the due date	A cross departmental response will be provided considering the impacts of the proposals on residents and businesses in the borough
<b>Lobbying and Partnership</b>	68	Ensure responses to all government and regional consultations focus on reducing or eliminating emissions of Local air pollutants and CO <sub>2</sub> .	Pollution Team/ Sustainability/ Development Management	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing	Measure – all consultations to assert councils position on emissions reductions.	
<b>Lobbying and</b>	69	Lobby and work with TFL to reduce	Pollution Team/	NO <sub>2</sub> & PM	Ongoing	Measure – no	

<b>Partnership</b>		emissions from busses in the borough. e.g through green bus corridors.  Work with other statutory Services to reduce emissions – LFB, NHS etc	Engineering			of routes that convert to Low emission/ hybrid technology.	
<b>Lobbying and Partnership</b>	70	Lobby and work with TFL to reduce emissions from TfL controlled roads e.g through reprioritisation of road space.	Pollution Team/ Engineering	NO <sub>2</sub> & PM	Ongoing	Monitored through attendance of meetings and meeting minutes	
<b>Lobbying and Partnership</b>	71	Lobby the GLA to strengthen their Air Quality Neutral Policy and lower the CHP emission limits in current guidance.	Pollution Team	NO <sub>2</sub> & PM	Ongoing	Measure – all consultations responded to with a cross department response by the due date	This can be done through a response to the upcoming consultation on the Mayor of London’s new Environment Strategy and/ or new London Plan
<b>Lobbying and Partnership</b>	72	The development of a Mayors Air Quality fund within Tower Hamlets.	Pollution Team	NO <sub>2</sub> & PM	2017/18 budget review.	Spending to be monitored by budget holder.	
<b>Lobbying and Partnership</b>	73	The Mayor of Tower Hamlets to hold a meeting with The Royal Borough of Greenwich and Greater London Authority to discuss reducing the environmental impact of the proposed Enderby Wharf cruise terminal. Lobby for shore-side power to be provided for the ships.	Mayor’s Office	NO <sub>2</sub> , PM & CO <sub>2</sub>	By end of year 2017	Monitored by Mayor’s office	
<b>Lobbying and Partnership</b>	74	Work with the Canal & Rivers Trust, the GLA and other Boroughs with canals to devise a plan to best	Pollution team	NO <sub>2</sub> , PM & CO <sub>2</sub>	Discussions are ongoing	Monitored via progress meetings	Canal and River Trust have jurisdiction over the canals

		tackle issues with emissions from canal boats. Enforcement action to be taken where necessary.					
<b>Lobbying and Partnership</b>	75	Support the Port London Authority in the development and implementation of their Air Quality Strategy for the River Thames	Pollution team	NO <sub>2</sub> , PM & CO <sub>2</sub>	Strategy due to be published by end of year 2017	Measure – attendance at meetings and consultation feedback completed	See for further info: <a href="https://www.pla.co.uk/Environment/Air-Quality-and-Green-Tariff/Air-Quality">https://www.pla.co.uk/Environment/Air-Quality-and-Green-Tariff/Air-Quality</a>
<b>Lobbying and Partnership</b>	76	Support the GLA in Lobbying national Government to provide new powers and improved coordination for river and maritime vessels, including having a single regulatory authority for the Thames and London tributaries and introduce minimum emissions standards	Pollution Team	NO <sub>2</sub> , PM & CO <sub>2</sub>	Ongoing		This proposal is included in the Mayor of London’s draft Environment Strategy 2017.

**Appendix A Report on the consultation of the Draft Air Quality Action Plan**

See separate attached document.

**Appendix B Reasons for Not Pursuing Action Plan Measures****Table B.1 Action Plan Measures Not Pursued and the Reasons for that Decision**

<b>Action category</b>	<b>Action description</b>	<b>Reason action is not being pursued (including Stakeholder views)</b>
Emissions from developments and buildings		
Public health and awareness raising		
Delivery servicing and freight		
Borough fleet actions		
Localised solutions		
Cleaner transport	Speed Control Measures	Tower Hamlets has already introduced a borough wide 20mph zone.
Cleaner transport	Free or discounted residential parking permits for zero emission cars	Residential parking permits for electric vehicles are already heavily discounted.