

The London Borough of Barking and Dagenham Air Quality Action Plan 2020-2025



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 we will take to improve air quality in London Borough of Barking and Dagenham (LBBD) between 2020-2025.

This action plan replaces the previous action plan.

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^{1,2}.

The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion³. LBBD is committed to reducing the exposure of people in Barking and Dagenham to poor air quality in order to improve health.

We have developed actions that can be considered under seven broad topics. Our priorities are Monitoring and core statutory duties; Emissions from Developments and Buildings; Public Health and Awareness Raising; Delivery, Servicing and Freight; Borough Fleet; Localised Solutions and Cleaner Transport.

- **Monitoring and other core statutory duties:** maintaining monitoring networks is absolutely critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also a number of other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution;
- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NO_x emissions across London so are important in affecting NO₂ concentrations;
- **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 NO₂ 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 NO₂ 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; and
- **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.

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 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 we plan 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 our influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond LBBDD's influence.

RESPONSIBILITIES AND COMMITMENT

This AQAP was prepared by the Environmental Health Department of LBBDD Council with the support and agreement of the following officers and departments:

- Regulatory Services; Environmental Health
- Legal Department
- BeFirst
- MyPlace
- Fleet Services
- Parking Services
- Planning
- Public Health
- Inclusive Growth
- Education Services
- Communications
- Leisure, Parks and Heritage
- Public Realm

This AQAP has been approved by:

Matthew Cole, Director of Public Health

A handwritten signature in black ink that reads "Matthew Cole". The signature is written in a cursive style with a long, sweeping underline.

This AQAP will be subject to quarterly reporting by internal departments via the Steering Group meetings. The Steering Group meetings will allow each department to provide progress/updates on their actions. Progress of each action within the AQAP will be annually reported in the Annual Status Reports produced by LBBD, as part of our statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to :
Environmental Protection Team, LBBD
Environmentalprotection@LBBD.gov.uk

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

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

³ Defra. Air Pollution: Action in a Changing Climate, March 2010

Abbreviations

AQ	Air Quality
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
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Foreword

In this Air Quality Action Plan, we have focused on how we will best tackle local air quality issues within our control. We must do all we can to make sure that the air we all breathe is cleaner and safer now and into the future, and we owe it to future generations to take the lead on this important issue.

However, we must recognise that there are a large number of air quality policy areas that are outside of our influence, such as vehicle emission standards, national vehicle taxation policy, taxis and buses and traffic management on the major TfL regulated roads. While we are therefore determined to do what we can, as this Action Plan demonstrates, we will also continue to work with our communities and the Mayor of London, and lobby central government, to develop policies that will ensure more comprehensive action on issues beyond Barking and Dagenham's direct control.

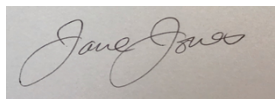
This is a first important step to grappling with an issue of tremendous significance for all of us.

Councillor Margaret Mullane, Cabinet Member for Enforcement and Community Safety



The Air Quality in this Borough is much poorer than any of us would wish and this results in adverse conditions for both our environment and health. This is borne out by poor lung health figures within the Borough. There are many factors that contribute to creating poor air quality and it is vitally important that Council Departments and Members work together to ensure that we are doing all that we can to source funding for resourcing projects that will mitigate the adverse effects of poor air quality.

Councillor Jane Jones,



The Air Quality Action Plan is an integral piece of work that seeks to improve the health of all those living in Barking and Dagenham. This plan has the potential to deliver cleaner air for future generations and is being proposed at a time when air quality is more important than ever.

The members of the steering committee were not oblivious to the challenges that shaping such a bold and innovative plan presented – and the final document has undergone scrutiny from across services. I am proud to have been a part of it and look forward to working alongside colleagues to ensure that this plan is not just a soundbite, but the start of real positive change for our residents.

Councillor Andrew Achilleos, Member Champion for Climate Change



Air Quality Action Plan 2020-2025

The actions have been grouped into seven categories: Monitoring and core statutory duties; Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport.

Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Monitoring and core statutory duties	1	Maintain the borough's monitoring network, and add an additional 20 diffusion tubes	Environmental Protection Team	Low	No emissions benefits but critical in terms of understanding emissions and concentrations	10 NOx Diffusion Tubes deployed July 2020, ongoing monthly monitoring. Target to install 20 further tubes minimum by 2023	All AQ stations monitors maintained and over 90% data capture. All NOx tube information to be provided in Annual Status Reports (ASR).	Details of LBBD monitoring can be found here: https://www.londonair.org.uk/london/asp/publicbulletin.asp?la_id=1&MapType=Google
Monitoring and core statutory duties	2	Work with and support relative emerging A.Q monitoring projects to integrate new/modern monitoring techniques, including the £1m C40 project delivered in partnership with the GLA.	Environmental Protection Team	Low	No emissions benefits but critical in terms of understanding emissions and concentrations	Dependent on project funding from GLA.	All monitors maintained. Increase and quantify monitoring sites wherever possible. 2 monitors located in LBBD.	Details of GLA monitoring can be found here https://www.breathelondon.org/

Monitoring and core statutory duties	3	IPPC duties and inspections under the Environmental Permitting Regulations 2010	Environmental Protection Team	Low	Emission reductions as processes upgrade to meet Best Available Technology (BAT) requirements	Ongoing.	Number of processes inspected, and risk assessed in accordance with framework	https://www.lbbd.gov.uk/industry-pollution
Emissions from developments and buildings	4	Raising awareness of and enforce the borough's Smoke Control Zone (SCZ) To include: an awareness campaign using Communications Team media platforms and active enforcement	Environmental Protection Team	Low	King's College estimate that between 23 and 31 per cent of the PM2.5 originating in London comes from wood burning	Start 2020. Publicise annual Clean Air Day 2020-2025. 3 comm's campaigns coordinated with Comm's Team and Public Health every winter, highlighting SCZ controls	No. of publicity information provided. Residents engaged via council communications No. of complaints of dark smoke investigated within 48 hours	https://www.lbbd.gov.uk/report-air-quality-issues

Emissions from developments and buildings	5	Ensuring emissions from construction are minimised. All major developments must carry out an Air Quality Assessment in accordance with the GLA's guidance.	Environmental Protection Team	Low	Difficult to quantify emission and concentration changes associated to this action	2020 – Policy included in draft Local Plan	No. of Air Quality Assessment conditions imposed. 100% target for major development with Air Quality Assessments included	https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/control-dust-and
Emissions from developments and buildings	6	Include GLA guidance on environmental and construction best practices into BeFirst/LBBD and other major developments	BeFirst/Environmental Protection Team	Low	Indirect emissions reduction. Difficult to quantify emission changes. This is current best practice for reducing construction emissions (NOx and PM)	2020	No. of BeFirst Employer Requirements with GLA best practices included. 100% target for major development including GLA best practices	https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/control-dust-and

Emissions from developments and buildings	7	<p>Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies.</p> <p>Include NRMM requirements within local planning guidance.</p> <p>Planning conditions imposed asking for NRMM compliance for all relevant major developments.</p>	Environmental Protection Team / Planning (BeFirst Planning Policy)	Low	NRMM used in the construction/ infrastructure building sectors currently accounts for around seven per cent of NO _x and eight per cent of PM ₁₀ emissions in London.	2020	<p>Draft Local Plan includes NRMM.</p> <p>100% target of relevant major planning applications to include NRMM conditions</p>	https://nrmm.london/
Emissions from developments and buildings	8	Reducing emissions from CHP by ensuring that air quality as well as carbon emissions are considered when assessing planning applications or where existing schemes require new or upgraded heat sources	Environmental Protection Team	Medium	Hard to quantify emission reduction. Draft Local Plan policy requests SAP10 assessments which ensures carbon and air quality emissions are considered.	2021	Maintain a register of approved CHPs. Add to GLA CHP register.	https://www.london.gov.uk/sites/default/files/pilot_study_on_the_air_quality_impacts_from_combined_heat_and_power_in_london.pdf
Emissions from developments and buildings	9	Enforce the GLA 'Air Quality Neutral' (AQN) policy or any preceding changes to this regional measure to all major developments	Environmental Protection Team	Low	<p>Draft Local Plan policy in place to address this issue.</p> <p>Different emissions reductions from each development.</p>	Immediately	100% target of relevant major planning applications meeting AQN, or any preceding standard	See: https://www.aqconsultants.co.uk/CMSPages/GetFile.aspx?guid=226d8d5e-d7e9-40e1-bf0d-85c4554496da

Emissions from developments and buildings	10	Ensuring adequate appropriate, and well-located green space and infrastructure is included in new large-scale developments	Planning	Low	Difficult to quantify emissions or concentrations reduction. Green infrastructure is dependent on new development proposals	Immediately	Green Infrastructure in identified 'Site Allocations' e.g. green walls, roofs and vegetation used to mitigate air pollution	Local Plan Policy DMNE1, 2 and 3: Urban Greening. Strategic Policy 6: Green and Blue Infrastructure
Emissions from developments and buildings	11	Ensure that planning and development teams implement policies on Healthy Streets at an early stage for larger developments (as defined by the GLA)	Environmental Protection Team / Planning	Low	Quantifying emission reduction is difficult with this measure	2021	Healthy Streets included into Local Plan. Report No. of applications with Healthy Streets indicators used in assessment.	Local plan website, CHRIS Policy DMT1 https://www.london.gov.uk/what-we-do/health/transport-and-health/healthy-streets http://content.tfl.gov.uk/healthy-streets-for-london.pdf http://content.tfl.gov.uk/guide-to-the-healthy-streets-indicators.pdf

Emissions from developments and buildings	12	<p>Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through retrofit programmes such as Retrofit Accelerator and Cosy Homes.</p> <p>LBBB to be zero carbon from Council operations (e.g., housing and fleet) by 2030, and zero carbon Borough-wide by 2050.</p>	Inclusive Growth	High	NOx emission reductions from improved building thermal insulation and boiler replacement programmes	Ongoing	Performance Framework data to inform of number of buildings	https://www.lbbd.gov.uk/cosy-homes-scheme
Emissions from developments and buildings	13	<p>Improve air quality in the Borough by delivering improvements to reduce building emissions and increase uptake of Decentralised Energy Networks</p>	Inclusive Growth / Environmental Protection Team	Medium-High	NOx and PM ₁₀ emissions reduction from building energy generation	2020-2025	Report progress on district heat networks	https://www.lbbd.gov.uk/sites/default/files/attachments/Barking-Town-Centre-District-Energy-Scheme-information-for-developers-and-carbon-factors.pdf https://www.lbbd.gov.uk/news/barking-and-dagenham-council-launches-green-energy-company-beam-energy

Emissions from Development and Buildings	14	Participate in the Pan-London Non-Road Mobile Machinery registration campaign in conjunction with lead Borough (London Borough of Merton), to reduce emissions from construction vehicles in line with GLA guidance.	Environmental Protection	Low-Medium	LAEI 2016 data shows that NOx emissions from construction in LBBD was 12%.	2020	Provide quarterly updates of major development site audits, inspections and enforcement.	
Public health and awareness raising	15	<p>Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plan.</p> <p>11a Directors of Public Health (DPHs) regularly briefed on the scale of the problem in their area.</p> <p>11b DPHs incorporate up to date air quality information in their Joint Strategic Needs Assessment</p> <p>11c Air Quality Action Plans are formally signed off by the DPH</p> <p>11d At least one Consultant grade public health specialist with air quality responsibilities in their job profile</p>	<p>11a DPH / Environmental Protection Team</p> <p>11b DPH</p> <p>11c DPH</p> <p>11d DPH</p>	Low	Strong cross council support to raise profile of air quality and public health	<p>Immediately.</p> <p>Public Health have produced a health document to inform input of air quality into future JSNA.</p>	<p>Public Health key stakeholder in AQ steering group. Public Health to attend other relevant sub-groups</p> <p>Public health teams being involved in the delivery of relevant projects.</p> <p>Air Quality included in JSNA and within Health & Wellbeing Board priorities.</p>	<p>https://laqm.defra.gov.uk/public-health/roleforlas.html</p>

Public health and awareness raising	16	Engage with local businesses and support access to business-specific funding schemes which promote sustainable transport, collaborative delivery and low emission procurement practices through business forums and newsletters distribution	Inclusive Growth	Low	No direct emissions reduction but potential for a range of emission reductions from transport post-engagement	2020 - 2025	<p>4 business forums held annually (Pre-Covid). During Covid restrictions this is being moved to online services.</p> <p>Target during Covid time (online monthly distribution via webinars) is minimum 1000 business contacted p/month.</p>	https://www.lbbd.gov.uk/business
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Public health and awareness raising	17	Develop and implement a communications strategy to disseminate air quality information to raise awareness and encourage behaviour change – may include messages to residents with heart and lung diseases (working in partnership with local NHS services). E.g., re-publicising the Mayor’s pollution alerts, promotion of active travel/sustainable transport, green home grants and anti-idling messages etc.	Public Health / Environmental Protection Team / Communications. Communications strategy working group to be coordinated by PH, Environmental Protection and Comm’s Teams. Query ComSol as directly facing services to residents including social prescribing and healthy ageing. Communications Team	Low	No direct emissions or concentrations reduction however promotion of active and healthy travel, promotion of protecting people’s health from pollution and greener forms of transport.	2020	Communications strategy developed and updated annually. Number of communication messages disseminated by Comm’s/ the strategy working group, measured annually.	
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Public health and awareness raising	18	<p>Encourage schools to join the TfL STARS accredited travel planning programme.</p> <p>Promotes sustainable approach to active travel therefore reducing vehicle emissions and increasing physical activity.</p>	BeFirst	Medium	<p>Promotes sustainable approach to active travel thus reducing vehicle emissions and increasing physical activity.</p> <p>Baseline data as of 2020:</p> <p>6 schools working towards engaged or accredited level: 5 will achieve engaged status by summer 2021.</p> <p>14 schools at engaged level, 14 schools at Bronze level, 6 schools at Silver level: 4 at Gold level.</p>	Ongoing	<p>Number of schools in LBBD signed up to TfL programme, and table of Gold, Silver and Bronze accreditation further to the baseline data.</p> <p>Target: 10 schools per year for either Gold, Silver or Bronze accreditation.</p>	https://stars.tfl.gov.uk/
Public health and awareness raising	19	<p>Air quality in and around schools:</p> <p>15a Apply to the funding made available through TfL for LIPs to deliver the recommendations from the 'school streets'.</p>	BeFirst / Transport Planning	Medium	<p>Pollution exposure reduction for school children</p>	Next round of funding	<p>5 to be delivered this year (2020).</p> <p>5 delivered every subsequent year subject to funding.</p>	https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/mayors-air-quality-fund

Public Health and awareness raising	20	<p>Use council lobbying power to increase/encourage local and regional action.</p> <p>Lobbying within the BHR and NEL partnerships (including NHS and LA) to encourage other partners to consider measures to improve air quality – including their staff, residents, in their procurements and their in-house services.</p> <p>Lobby and work with TFL to reduce NO₂ & PM emissions from buses in LBB, and to reduce air quality concentrations from TfL regulated roads.</p>	Public Health, Environmental Protection Team, all departments in steering group meetings	Low	No direct emissions or concentrations reduction however lobbying potentially provides greater funding, political interest and engagement of other regulatory bodies with shared responsibility for emissions in LBB.	2021	Monitor and report on number and outcome of lobbying activities undertaken annually, from all relevant departments.	
Public Health and Awareness Raising	21	Submit responses to relevant government and regional consultations – ensure responses focus on reducing emissions of local air pollutants and CO ₂ .	Environmental Protection Team, Public Health, all relevant departments from Steering Group	Low-Medium	No direct emissions or concentrations reduction however consultation responses potentially provides greater funding, political interest and engagement of other regulatory bodies with shared responsibility for emissions in LBB.	Ongoing	Publicise council responses to consultations through the Comm's team. List consultation responses annually.	

Public Health and Awareness Raising	22	Continued implementation of the Barking Riverside Travel Plan, to accelerate uptake of cycling walking and sustainable transport.	BeFirst	Medium	Promotes sustainable approach to active travel therefore reducing vehicle emissions and increasing physical activity	2020	<ul style="list-style-type: none"> - Initial target of 36% of residents travelling to work by car, 5% on foot and 7% by bicycle by end of 2021. - Report no. of Pedestrian and cycle provisions. - Report no. of registered members of Cycle Hub. - Report no. of registered members of Car club on site. 	https://barkingriverside.london/live-at-barking-riverside/community/
Public Health and Awareness Raising	23	Prepare and deliver Council-wide (LBBDD) and BeFirst Travel Plans encouraging sustainable transport modes for staff and visitors	BeFirst	Low/Medium	Promotes sustainable approach to active travel therefore reducing vehicle emissions and increasing physical activity	2021	Report annually to show increase of sustainable transport modes, decrease in car usage etc.	

Public Health and Awareness Raising	24	Deliver the 'Ways of Working' (LBBB Staff) Travel to Work Plan and implement deliverables for staff to travel more sustainably and safely (in response to Covid19)	Inclusive Growth	Medium	Reduction in grey fleet emissions. Increase in more sustainable and active travel.	2020	Deliver Staff Travel Plan Survey Review all existing staff travel arrangements, related HR policies and travel plans Recommend actions for Council approval alternative and sustainable travel modes	
Delivery servicing and freight	25	Review of the process documentation templates (procurement strategy document, delegated authority documents and award contract documents) to include air quality requirements for reducing vehicle emissions	Head of Procurement	Low to Medium	Greater governance is being applied to procurement management now that the service is in-house from 2020	December 2020	Evidence that shows new templates including air quality requirements for tenders / contracts	
Delivery servicing and freight	26	Review, implementation and approval of the 'contract rules' in tandem with Council legal department with a view to adding air quality requirements for reducing vehicle emissions	Head of Procurement	Low to Medium	As above	March 2021	Document the change by Council Assembly by showing approval of the contract rules	

Delivery servicing and freight	27	<p>Reducing emissions from deliveries to local businesses and residents.</p> <p>Work with and support TfL to install rapid electric vehicle charging points to encourage low emission vehicles</p>	BeFirst	Medium	Reduced tail pipe emissions from commercial and private vehicles	2020	<p>3 Rapid chargers installed by December 2020.</p> <p>3 p/year installed subject to TfL funding.</p>	https://maps.london.gov.uk/ev-chargepoints/?intcmp=52680
Borough Fleet	28	<p>Reducing emissions from council fleet.</p> <p>Undertake 'Grey' Fleet review with Energy Saving Trust to inform future vehicle choice and infrastructure</p>	BeFirst/Inclusive Growth	Low	Reduced tail pipe emissions from fleet vehicles	2020	<p>Provide review outcomes provided by EST with recommendations</p> <p>Monitor and report on changes in vehicle fleet composition</p>	https://energysavingtrust.org.uk/scotland/businesses-organisations/transport/grey-fleet-review
Borough Fleet	29	<p>Investigate the feasibility of, and implement the best environmentally performing, alternative fleet vehicle fuel (e.g., Hydrogen, Electric, Gas-to-Liquid)</p>	Fleet	Medium-High	Reduced tail pipe emissions from fleet vehicles	2021		https://www.shell.com/energy-and-innovation/natural-gas/gas-to-liquids.html

Borough Fleet	30	Undertake an infrastructure and operational review for the Council fleet depot land space charging in the Borough to incentivise EV charging uptake at the workplace	Fleet / Inclusive Growth	Low - Medium	Potential indirect emission reductions from fleet and staff-owned vehicles, visitors etc.	2020	Provide cabinet recommendations for approval. Document outcome. Report progress on incentivising	
Borough Fleet	31	Undertake annual fleet audits with a vehicle replacement programme to show continued progress in phasing out older and more polluting vehicles by 2030	Fleet	Low	Direct emission reductions from fleet vehicles, NOx and PM.	2020	Change in annual vehicle fleet mix and vehicle replacement.	
Borough Fleet	32	Complete an industry-recognised fleet driver training programme (e.g., Freight Transport Association) to improve driver/vehicle operations and reduce fleet emissions	Fleet	Low - Medium	Direct emission reductions gained from reduced fuel consumption and improved driving efficiencies	2021	Report completed fleet training programme (number of drivers, % of fleet drivers completed, expected emission reductions post training)	

Borough Fleet	33	<p>25% of total fleet vehicles to be fully electrified (Battery Electric Vehicle) by 2025.</p> <p>Long term target to have Council operations zero carbon by 2030 including fleet vehicles being zero tailpipe emission or as close as possible to zero tailpipe emissions using Best Available Technology.</p>	Fleet	Medium - High	Direct NOx and PM emissions reduction from changing diesel vehicle to electric	2021	Report annual number increase of EVs in fleet and number of vehicles operating with alternative / clean fuels	
Localised solutions	34	<p>19a) Implement the published Green Infrastructure Strategy.</p> <p>19b) Apply for Green Space Grants / Community Tree Planting</p> <p>19c) Develop and implement a tree planting delivery programme which strategically targets high pollution areas (roads) where feasible.</p>	Leisure, Parks and Heritage / Public Realm	<p>Medium</p> <p>Medium</p> <p>Low - Medium</p>	Potential direct air pollution concentration reduction from strategically placed green infrastructure/vegetation	<p>2020</p> <p>2020</p> <p>2021</p>	<p>19a) Implement strategy</p> <p>19b) No. of applications submitted</p> <p>19c) Progress of programme development and no. of trees planted</p>	Barking and Dagenham's published 'Parks and Open Spaces Strategy (2017)' and 'Parks and Opens Spaces Tree Planting Strategy (2017)'

Localised Solutions	35	Continue to embed green infrastructure into LIP schemes.	BeFirst	Low	Indirect concentration reductions from green infrastructure, mostly PM.	From 2020, and each year funding from LIP	Annually quantify and detail projects delivered that include Green Infrastructure	https://www.lb.gov.uk/sites/default/files/attachments/LBBD%20Consultation%20Draft%20LIP3%20-%20Final.pdf
Localised solutions	36	Low Emission Neighbourhood (LEN): Continue to implement and project manage the TfL-funded 'Greening the Fiddlers' LEN in Becontree Heath, Dagenham, in one of the GLA's Air Quality Focus Areas.	BeFirst	Medium / High	Measures given within the LEN project outline will provide local and cumulative reductions to be achieved. Community led design project which aims to make the neighborhood around The Fiddlers junction safer, greener and more sustainable.	2019-2022	Improvements aimed at reducing traffic dominance and which support and encourage people to make active travel their first choice.	https://www.greeningthefiddlers.org/ https://yourcall.befirst.london/greening-the-fiddlers
Cleaner transport	37	Ensuring that Transport and Air Quality policies and projects are integrated. 37a) Head of Transport should sign off AQAP. 37b) Transport officers to attend air quality steering groups.	Head of Transport Transport Officers	Low	No direct emission reductions however strong cross council support to raise profile of air quality and sustainable transport	Immediately	a) Report signed by HoT b) Number of transport studies with air quality considerations	

Cleaner transport	38	Use parking policy to reduce private use vehicle emissions by reviewing borough parking permit fee banding and implement a policy to incentivise lower emission vehicles/ dis-incentivise higher emitting vehicles	Head of Parking	Low	Indirect reduction in tailpipe emissions from implemented policy – reduction in no. of higher emitting vehicles	2021	Document change of parking policy and show vehicle emission pricing.	Current parking permit prices can be viewed at, https://www.lbbd.gov.uk/permit-prices
Cleaner transport	39	Review parking policy to reduce the overall number of parking permits to single household/residential tenancy (de-incentivise higher number of cars p/house)	Head of Parking	Low	Reduction in the tailpipe emissions from reduced residential on-street cars in controlled parking zones.	2021	Monitor and report on the number and change in residential parking permits	Parking policy and permitting information: https://www.lbbd.gov.uk/parking-permits
Cleaner transport	40	Introduce a policy to charge commercial vehicles parking overnight and at weekends in borough roads to reduce congestion and discourage commercial vehicles.	Head of Parking	Low	Reduction in the tailpipe emissions from commercial on-street cars in controlled parking zones.	2021	Monitor and report on the number and change in commercial parking permits	
Cleaner transport	41	Review staff parking permits and implement a policy or management process to significantly reduce overall numbers, with the aim to reduce 'grey fleet' impacts	Head of Parking	Low	Reduction in overall tailpipe emissions from staff vehicles	2021	Monitor and report on the number and change in staff parking permits, annually.	

Cleaner Transport	42	Installation of Ultra-low Emission Vehicle (ULEV) infrastructure to encourage low emission vehicles. e.g. On-street Electric Vehicle Charging Points	BeFirst/Transport Planning	Low / Medium	Potential Reduction in tailpipe emissions by encouraging low emission transport	2021/2022	Annually report number of installations. Target 10 p/year every year	https://www.zap-map.com/charge-points/charging-work/
Cleaner Transport	43	Require private developers to install Ultra Low Emission Vehicle (ULEV) infrastructure as per the GLA London Plan for major residential and non-residential developments. E.g., electric vehicle charging points	Planning Policy	Low	Tailpipe emission reductions from vehicles using ULEV infrastructure.	2020	Monitor and report no. of car free developments. Target: 100% of new major development meeting the London Plan standard	Policy DMT2, Draft Local Plan

Cleaner Transport	44	<p>Provision of infrastructure to support walking and cycling</p> <p>e.g. the development of key strategic cycle routes including Barking Station to Chadwell Heath Station, cycle route CFR10 Barking Riverside to Ilford (via Barking Town Centre) and Heathway to Becontree Heath.</p> <p>Potentially 'Liveable Neighbourhoods' ambition for the Becontree Estates subject to TfL funding.</p>	BeFirst / Transport	Medium	<p>Indirect emission reductions from promoting sustainable travel.</p> <p>Currently 55% of average daily trips are made by walking, cycling and public transport. Our targets for sustainable mode share are 57% by 2021 and 72% by 2041, whilst achieving a 5-10% reduction in vehicular traffic during the same period</p>	2020	<p>Report length of new cycle lane/path delivered annually.</p> <p>No. of legible London signs installed</p> <p>No. of cycle lock/storage locations/cycle hangers etc. installed annually</p> <p>No. of 'Bike It' cycle training programmes and 'Dr Bike' sessions implemented</p>	<p>https://www.lbbd.gov.uk/cycling-in-the-borough</p> <p>https://www.cyclestreets.net/journey/</p> <p>https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/how-to-start-cycling-to-work/</p> <p>https://www.openwalks.co.uk/Directory/Barking-Dagenham/</p>
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Cleaner Transport	45	<p>Discourage unnecessary idling by road vehicles. Participate in the Pan-London Anti-Idling campaign/project in conjunction with the London Borough of Camden and proactively enforce regulations to reduce idling.</p> <p>Focus on anti-idling at school sites/roads by undertaking enforcement and awareness-raising campaigns, speaking to drivers in idling vehicles and distributing information on anti-idling.</p>	Environmental Protection Team / Fleet / Education	Low-Medium	This is a London-wide behaviour change campaign which helps to reduce localised air pollution.	2020 - 2025	<p>-Demonstrate signing up to campaign.</p> <p>-Fleet drivers undertake training.</p> <p>- No. of schools engaged</p> <p>Target: 2/3 of all schools to be engaged in the anti-idling campaign over the next 5 years (40 schools)</p> <p>Undertake anti-idling awareness campaigns at 5 schools p/year. Record numbers of drivers spoken to and information provided</p>	<p>https://idlingaction.london/</p> <p>www.twitter.com/idlingaction</p>
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Cleaner Transport	46	Encourage behaviour change in transport modes to increase sustainable transport and decrease private car use: a) Campaigns to promote walking to school b) Campaigns to promote workplace travel plans.	BeFirst	Low	Behaviour change campaigns helps to change transport modes and reduces localised air pollution.	2020	A and b) Report on no. of awareness campaigns undertaken in schools and workplaces	
Cleaner Transport	47	Develop a long-term strategy for the A13 to help improve traffic congestion, improve air quality and enable sustainable growth. Require full Environmental Impacts Assessments (EIA's) for A13 development proposals including replacement of the Lodge Avenue flyover by TfL.	BeFirst BeFirst	Low Low	Potentially significant concentration reductions associated with change to the A13. Concentrations changes would be highlighted within EIA.	2020 2021	Report on preferred options for potential development on the A13. Report on AQ impact assessments included into EIA's	

Cleaner Transport	48	<p>Work with the River Roding Trust (RRT), the Canal and River Trust or relevant bodies to raise awareness of local air pollution emissions from waterways. Engage with canal boat owners to promote sustainability, cleaner fuel burning and anti-idling to reduce emissions from boats.</p> <p>Two Boat Mooring sites in LBBB; 1) near Hertford Road and Gurney Close IG11 8JY (narrow boat moorings only) and, 2) (static) barge mooring only, near Barking Creek IG11 7BW.</p>	Environmental Protection Team	Low	<p>Relatively low emission contribution however the RRT are to further promote sustainability and low emission boating through their community (diesel not used for heating, DEFRA approved heating stoves only). Static Barge Moorings all electrically powered only.</p>	2021	<p>Report promotion of low emission infrastructure (electrically powered moorings)</p>	<p>https://riverrodingtrust.org.uk/</p> <p>RRT Chairman: Paul Powesland</p>
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Cleaner Transport	49	<ol style="list-style-type: none"> 1) Promote World Car-Free day (22nd September) through Communications Department 2) Explore gaining funding through the Greater London Authority Mayor's Air Quality Fund (or other funding source) to promote car-free days in LBBD streets 3) Explore allowing residents to apply for 'Play Streets' or similar that allow streets/roads to be closed from traffic and encourage community engagement 	Environmental Protection Team	Low	Reduces short-term exposure to emissions, emission reduction is localised. Can potentially lead to longer term behavioural changes and be used to test more permanent traffic management changes.	2021	<p>Demonstrate Comm's Publication of Car Free Day and activities held annually.</p> <p>Publicise in Annual Status Reports funding gained for car-free days</p> <p>Publicise street closures/'play streets' for car-free events</p>	https://london.carfreeday.com/
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