

GREATER LONDON AUTHORITY

REQUEST FOR MAYORAL DECISION – MD2985

Title: Air quality programme (2022-23 to 2024-25)

Executive summary:

The Mayor has identified improving air quality as one of his key priorities, given its impact on public health and health inequality.

Last year the World Health Organization (WHO) announced new recommended guidelines for air pollutants, and the government is currently consulting on significantly tighter legal limits for particulate matter (PM_{2.5}). These developments – combined with the landmark ruling that exposure to excessive air pollution can be a contributory factor in the death of vulnerable groups – underline the need for further action by the Mayor to protect public health and fulfil his legal obligations.

A comprehensive plan to achieving (and going beyond) legal air quality standards as quickly as possible has been set out in the London Environment Strategy (LES) and the Mayor's Transport Strategy (MTS). This plan is also a central part of the London Recovery Board's Green New Deal mission. The Mayor also has a number of statutory duties, including in relation to the fulfilment by the London boroughs of their air quality functions. The GLA air quality programme is a key mechanism to delivering these activities, as well as supporting the wider effort to reach net-zero by 2030 and tackle the climate emergency.

This decision seeks approval for expenditure to deliver the air quality programme in 2022-23 (£2,277,000), 2023-24 (£770,000) and 2024-25 (£670,000). The air quality programme will: support the consultation on and delivery of (subject to Mayoral decision) expanding the Ultra-Low Emission Zone (ULEZ) London-wide, the development of future smart road-user charging (RUC) policy, improvements to the Mayor's air quality alerts and the continuation of the Mayor's Air Quality Fund (MAQF); ensure enforcement of the Non-Road Mobile Machinery Low Emission Zone (NRMM LEZ); fund the evaluation of the School and Nursery Audit Programme; and address emissions from wood-burning and commercial cooking.

Decision:

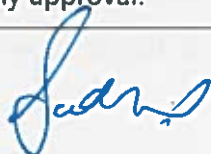
That the Mayor approves expenditure of £3,717,000 to deliver the GLA's air quality programme in 2022-23, 2023-24 and 2024-25 as set out in section 2. The expenditure will be split between the three years as follows: £2,277,000 in 2022-23, £770,000 in 2023-24 and £670,000 in 2024-25.

Mayor of London

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Date:

8/9/22

PART I – NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR

Decision required – supporting report

1. Introduction and background

- 1.1. The Air Quality team, within the Environment and Energy Unit, undertakes a range of activities including: supporting the exercise of the Mayor's statutory air quality related functions; and supporting the implementation of the LES, the London Plan, the MTS and the London Recovery Board's Green New Deal mission. The team also develops inventories of data, and undertakes monitoring used to deliver Mayoral priorities and evaluate Mayoral policies.
- 1.2. Improving air quality is a public health priority. Analysis from Imperial College London shows that toxic air contributed to the premature deaths of more than 4,000 Londoners in 2019. There is also strong scientific evidence of the acute health effects of short-term exposure to very high levels of pollution, such as those experienced during an air pollution episode. It is essential that coordinated action is taken to reduce exposure, especially by the most vulnerable (such as schoolchildren and the elderly) and reduce health inequalities. London is currently in breach of legal limits for nitrogen dioxide (NO₂), for which the Government's Air Quality Action Plan (2017) requires measures to bring the city into compliance by or before 2025. Emerging evidence also links air pollution with an increased vulnerability to the most severe impacts of COVID-19.
- 1.3. On 16 December 2020 the Assistant Coroner for Inner South London (the Coroner) concluded that exposure to excessive air pollution contributed to the death of nine-year-old Ella Adoo-Kissi-Debrah in 2013. The medical cause of her death was given as acute respiratory failure, severe asthma and air pollution exposure. The Coroner published a Prevention of Future Deaths Report on 20 April 2021 setting out areas of concern to be considered by central government, the Mayor, the London Borough of Lewisham and other organisations. The Mayor has formally replied, setting out his commitment to implementing the recommendations related to the GLA and Transport for London (TfL); and supporting the implementation of other recommendations.
- 1.4. In September 2021, the WHO adopted new recommended guidelines for both PM_{2.5} and NO₂. These targets are based on the best available health evidence, and the Mayor is achieving them as quickly as possible.
- 1.5. In March 2022 the government started consulting on adopting a new legal pollution limit for PM_{2.5}, based on the WHO interim target of 10ug/m³, to be met by 2040. The final target will be adopted in October 2022. The Mayor has already set out his ambition of meeting the WHO interim target for PM_{2.5} by 2030.
- 1.6. Tackling toxic air pollution is an integral component of the Mayor's plans to meet net-zero by 2030 and to help tackle the climate emergency. The Mayor's work to promote active travel and cleaner technologies is a crucial part of addressing both air quality and climate. There are also strong links with episodes of climate change and high pollution, as demonstrated by the high ozone-pollution incident coinciding with the heat wave on 18 and 19 July 2022.
- 1.7. Further information on air quality, including why it is a public health priority and the Mayor's strategy for addressing it, is provided in the LES.

2. Objectives and expected outcomes

- 2.1. The GLA's work to improve air quality supports the delivery of the London Recovery Board's Green New Deal mission, which will help London to recover by sustaining economic growth, supporting jobs and creating new ones. The Green New Deal mission will support London to become a zero-carbon, zero-pollution city by 2030; and a zero-waste city by 2050. It will help make London better adapted to climate change and healthier for its citizens.
- 2.2. The air quality work programme will also contribute to the LES objectives:
 - Objective 4.1 – Support and empower London and its communities, particularly the most disadvantaged and those in priority locations, to reduce their exposure to poor air quality.
 - Objective 4.2 – Achieve legal compliance with UK and EU limits as soon as possible, including by mobilising action from London boroughs, Government and other partners.
 - Objective 4.3 – Establish and achieve new, tighter air quality targets for a cleaner London by transitioning to a zero emission London by 2050, meeting WHO health-based guidelines for air quality.
- 2.3. In addition, the programme will address the main themes explored during the Ella Adoo-Kissi-Debrah inquest. These actions will be supported by the overall air quality budget. All of the main elements of the work programme described below will play an important role in addressing air pollution and preventing future deaths of this nature. The key work areas raised during the inquest were:
 - the importance of continued efforts to reduce air pollution in London
 - the provision of effective training, resources and support to local authorities charged with addressing local air-pollution levels
 - a need to address traffic and pollution on busy trunk roads
 - improved provision of public information about the dangers of air pollution
 - wider engagement with the medical and public health sectors.
- 2.4. In October 2021, the Mayor expanded the ULEZ to inner London. To build on the success of the ULEZ in reducing air pollution, carbon emissions and traffic, the Mayor has asked TfL to consult on proposals for expanding the ULEZ London-wide in 2023; that consultation has concluded and TfL is in the process of preparing a report for the Mayor on public and stakeholder responses before a decision about whether proposed expansion should proceed. In addition, the Mayor has asked TfL to explore how future smart RUC policy could be developed in a way that supports air quality objectives. The programme outlined in this MD will provide resources to develop this policy area further.
- 2.5. The table below sets out the main elements of the work programme, expected outputs, overall costs and expenditure related decisions broken down by year (2022-23, 2023-24 and 2024-25).

Programme	Background	Outputs	Amount
Review of Mayor's air quality alerts	<p>Since 2016 the Mayor has introduced a system of air quality alerts to reduce exposure. These alerts warn Londoners during moderate, high and very high periods of air pollution. The alerts provide messages and information through emails, social media and online, and on TfL assets including London Underground and the Road Network.</p> <p>The Mayor's air quality forecast and alert system is operated by an external duty forecaster who monitors the air-pollution information across London, including during out-of-office hours, and ensures the Mayor is issuing the correct information to Londoners.</p> <p>The duty forecaster provides a daily pollution update to the GLA, and issues alerts on predicted moderate, high and very high pollution days. The duty forecaster service is provided by Imperial College London, which was appointed through a competitive procurement.</p>	<p>In addition to the work completed by the duty forecaster, further work in 2022-23 will be completed to review the current Mayor's air quality alert system to improve the effectiveness of the system, including its reach. This includes, for example, working with the NHS system to disseminate alerts via GPs.</p> <p>This expenditure is in addition to the £40,000 included in MD2813.</p>	<p>£37,000 spent in financial year (FY) 2022-23</p>
NRMM LEZ project	<p>The Mayor has established an NRMM LEZ using his strategic planning powers.</p> <p>To facilitate the successful delivery of this scheme, the MAQF Round 3 provided a grant to Merton Council which delivered the Cleaner Construction London project. This project enables the delivery of the NRMM LEZ through construction-site visits, industry training and stakeholder engagement.</p>	<p>This expenditure is to provide a grant to Merton Council to continue to deliver their Cleaner Construction London services for the GLA following closure of MAQF Round 3 in March 2022. Break clauses will be included within the grant.</p>	<p>£510,000 spent across FYs 2022-23, 2023-24 and 2024-25</p>

Schools evaluation	<p>The Mayor has supported audits at 50 schools and 20 nurseries, with the London boroughs invited to roll out the approach to other institutions. An evaluation exercise is needed to fully understand the benefits and impacts of the programme.</p>	<p>Funding will be used in 2022-23 to procure specialist consultancy support to evaluate the school and nursery audit programme.</p> <p>This would be delivered by external consultants with £45,000 allocated for this purpose. The external consultants will be procured competitively and in accordance with the Contracts and Funding Code.</p>	<p>£45,000 spent in FY 2022-23</p>
MAQF	<p>The MAQF is one of the only sources of funding for London local authorities to deliver their essential air quality work. The fund supports a range of initiatives that help the Mayor achieve his air-pollution targets, and that trial new and innovative schemes. Past projects include a pan-London anti-idling project which reached 9.5m people; and holistic high-impact low-emission neighbourhoods in some of London's pollution hotspots. Learnings and outcomes are shared, including via a series of workshops and events organised by the GLA and TfL, who deliver the scheme in partnership. As well as reducing pollution and contributing vital evidence, the fund is essential in terms of securing borough buy-in for our London Local Air Quality Management (LLAQM) framework, the system that governs all borough air quality work, and is vital in terms of us fulfilling our legal duties. This is even more essential in light of the findings of the Coroner after the Inquest into the death of Ella Adoo-Kissi-Debrah.</p>	<p>Funding is required to deliver the fourth round of MAQF which will be delivered over three years. The funding will be provided as a grant to boroughs.</p> <p>It is likely that the MAQF will be managed by TfL. The funding will be transferred to TfL in FY 2022-23.</p>	<p>£1,290,000 spent in FY 2022-23</p>

	Furthermore, with proposals to expand ULEZ London-wide, and the ongoing need to ensure local air quality hotspots are addressed by 2025, there is a strong case for continuing the MAQF in 2022-23.		
Wood-burning and commercial cooking	<p>Wood-burning and commercial cooking, and solid fuel-burning, are the largest sources of PM_{2.5} in London after transport.</p> <p>£25,000 is proposed to fund activities to tackle PM_{2.5} from non-transport sources, including wood-burning and commercial cooking.</p>	<p>Funding will be used in 2022-23 to support a behaviour-change communication campaign. The campaign will aim to raise awareness and shift public behaviour to reduce the negative health impacts of air pollution associated with indoor burning using woodstoves or open fireplaces; and, consequently, to achieve a reduction in PM_{2.5} emissions from domestic wood-burning.</p> <p>The funding may also be used to raise awareness of the benefits of using proper ventilation equipment and regular maintenance of extraction systems in commercial kitchens to reduce PM_{2.5} emissions.</p>	£25,000 spent in FY 2022-23
Ella Adoo-Kissi-Debrah Memorial	A grant of £10,000 will go towards the cost of a permanent memorial to Ella Adoo-Kissi-Debrah. Ella is the first person in the UK (and potentially the world) to have air pollution as a cause of death on her death certificate.	A direct grant will be made to the Ella Roberta Foundation.	£10,000 spent in FY 2022-23
RUC programme	<p>The challenge of tackling air pollution, the climate emergency and traffic congestion means there is a clear need to further reduce emissions from vehicles in London primarily through RUC programmes.</p> <p>The ULEZ has made a significant difference, helping to reduce harmful</p>	<p>Funding is required to deliver GLA-led elements of the RUC programme, including for the following areas:</p> <ul style="list-style-type: none"> Marketing: Deliver a large marketing campaign to reach Londoners and inform and engage communities. 	£1,800,000 spent across FYs 2022-23, 2023-24 and 2024-25

	<p>roadside NO₂ by almost half in central London while also reducing carbon dioxide emissions. However, despite this progress, many areas of London still exceed legal and safe levels of air pollution.</p> <p>Air pollution is far from just a central London problem. Many hospitals, schools and retirement homes are located in pollution hotspots in outer London; and the greatest number of deaths attributable to toxic air are in outer London boroughs. This is also a matter of social justice, with air pollution hitting the poorest communities and Black, Asian and Minority Ethnic communities hardest.</p> <p>To build on the success of the ULEZ in reducing air pollution, carbon emissions and traffic, the Mayor has asked TfL to consult on expanding the ULEZ London-wide in 2023. (TfL is in the process of preparing a report for the Mayor on public and stakeholder responses before a decision on whether proposed expansion should proceed.) In addition, the Mayor has asked TfL to explore how future smart RUC programmes could be developed to further reduce air pollution, tackle climate change and reduce traffic congestion across London.</p> <p>While TfL has overall responsibility for the delivery of the ULEZ should it be confirmed by the Mayor, certain activities (see next column) are led by the GLA, reflecting its overall responsibility for air quality and the need to support the Mayor in his decision-making. Those elements</p>	<ul style="list-style-type: none"> • Research, polling and insights: Robust evidence is required to inform our strategic approach to designing the schemes to make sure they meet Mayoral priorities. Research (to be undertaken by an external consultancy and other experts) is also needed to better understand and communicate key drivers for taking policy action, including research relating to air quality, congestion, climate change and health inequalities. Customer insights are also vital to improve messaging and support activity, such as the marketing campaign. • Engagement: Deliver engagement and events to consult with stakeholders and community groups, and to engage with Londoners on the schemes. This includes funding to help third parties to support events; and more independent facilitators to help us reach harder to reach groups. • Evaluation: Evaluation of scheme impacts to date and the effectiveness of mitigations such as the scrappage scheme. • International comparison study: Review of RUC in different cities. <p>The activity will be delivered through a combination of internal resources (with funding being transferred to the relevant departments, e.g. marketing); transferring funding to TfL for specific</p>	
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	<p>relating to the delivery of the London-wide ULEZ are only planned to be undertaken should the Mayor confirm that the ULEZ will be expanded.</p>	<p>activities; and external consultancy/specialist support. Any external consultants will be procured competitively and in accordance with the Contracts and Funding Code.</p> <p>Three years of expenditure approval is requested to enable the delivery of high-quality work following a consistent, long-term approach in a challenging and high-profile priority area. For example, three-year funding certainty will enable a multi-year marketing campaign to be developed, building awareness of the challenges facing London over a sustained period of time. Similarly, the work needed to ensure proper evaluation of any scheme requires early work now, before implementation (subject to the outcome of the consultation on the proposed expansion of the ULEZ London-wide) takes place. Specialist research projects are planned to be delivered in phases over one to two years, to maximise impact and better reflect evolving policy work by TfL/GLA.</p>	
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3. Equality comments

- 3.1. The GLA and other public authorities must have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and to advance equality of opportunity, and foster good relations, between people who share a protected characteristic and those who do not, under section 149 of the Equality Act 2010. This involves: having due regard to the need to remove or minimise any disadvantage suffered by those who share a relevant protected characteristic; taking steps to meet the different needs of such people; and encouraging them to participate in public life or in any other activity where their participation is disproportionately low.
- 3.2. The protected characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, sex, religion or belief, sexual orientation and marriage/civil partnership status. Compliance with the Equality Act may involve treating people with a protected characteristic more favourably than those without the characteristic. The duty must be exercised with an open

mind, and at the time a decision is taken in the exercise of the GLA's functions. Conscientious regard must be had that is appropriate in all of the circumstances.

- 3.3. In January 2019 the GLA published analysis on exposure to air pollution showing not only that there are huge health impacts of pollution, but also that these fall disproportionately on the most vulnerable; more deprived people; and Black, Asian and Minority Ethnic communities. This means that improving air quality is fundamentally about tackling social injustice and health inequalities.
- 3.4. The report considered pollution exposure in London and how exposure varies by age, indicators of relative deprivation and ethnic group. It also looks at total exposure (broken down by borough) and exposure at schools. Through this research, the GLA sought to understand inequalities in access to clean air in London; and to consider how this will be improved by planned air pollution controls.
- 3.5. The research showed that, on average, the most deprived 10 per cent of the population in London are exposed to concentrations of NO₂ which are 25 per cent higher than the least deprived 10 per cent of the population. It is important to note that hidden within this are pockets of extreme wealth with very high levels of exposure, e.g. those living in parts of Westminster, or the Royal Borough of Kensington and Chelsea.
- 3.6. In terms of ethnicity, research has found there are on average higher concentrations of NO₂ in areas that have higher percentages of non-White ethnic groups, with a particularly skewed distribution for the Black/African/Caribbean/Black British population. A greater proportion of mixed, Black and other ethnic groups are exposed to levels of pollution that exceed the NO₂ limit value than their proportion of the total population.
- 3.7. However, new research published¹ in October 2021 showed that, thanks to the Mayor's policies, the gap between the most and least deprived areas for exposure to NO₂ has narrowed by up to 50 per cent.
- 3.8. The programme of work set out in this MD will benefit all Londoners; however, due to the unequal impacts of pollution on the most vulnerable Londoners, there is likely to be a positive effect in tackling social and health inequality. Having a better understanding of air pollution will also create new opportunities to take targeted and effective action.
- 3.9. While London's poorest households are more likely to be affected by the negative air pollution impacts resulting from traffic and congestion, they are also much less likely to own a car than wealthier households. For instance, 13.8 per cent of London households are in the lowest household income band (household income less than £10,000 a year) but this income band only accounts for 5.5 per cent of car owning households. By targeting air pollution and congestion, the Mayor's proposed RUC programme therefore stands to benefit those who suffer the most from these problems while contributing to them the least.

4. Other considerations

Key risks and issues

Risk description	Likelihood of risk occurring	Impact if risk occurs	Mitigating action
Costs exceed those outlined	Medium	Medium	Costs have been estimated using knowledge from previous contracts for similar air quality projects. The scope of projects with new contracts will be

¹ Logika, [Air Pollution and Inequalities in London: 2019 update](#), 12 October 2021

			reviewed to ensure they reflect the funding available. Robust programme management and budget monitoring will be in place for the duration of all outlined projects.
Lack of high-quality consultancies bidding for the work	Low	Low	Projects will be tendered competitively and reviewed to ensure quality of the consultancy is considered. Contracts will only be appointed if they meet the required standard.
New evidence identifies different action is required	Low	Medium	The air quality programme has been designed through review of best available evidence and policies in place at the time, reflecting the key work areas outlined at Ella Adoo-Kissi-Debrah's inquest. The programme will be continuously reviewed and, if necessary, adjusted to ensure it reflects best available information.
Delays in projects due to not having budgets or contracts in place, causing a negative reputational impact	Low	Medium	The timelines and expected costs for all activities have been reviewed. In addition, risk registers will be drawn up for individual projects (where appropriate) to identify and monitor risks. High-value/high-risk projects will be monitored through existing corporate reporting and lower-value risks will be monitored through the Environment team's monitoring and review process.
Lack of staff resources	Low	Medium	Staff resources have been identified within the Air Quality and Transport teams to manage and take forward the projects set out above. These will be monitored and reviewed by the Environment team's management staff.

Links to Mayoral strategies and priorities

- 4.1. The actions proposed above will contribute to delivering the LES, and as part of the London Recovery Board's Green New Deal mission, enabling London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities.
- 4.2. In addition to the wider objectives listed at paragraph 2.1 and 2.2, the LES sets out the following commitments relating to the projects outlined above:
 - Proposal 4.3.2.c: The Mayor, working with government, TfL, the London boroughs and industry, will aim for London's entire transport system to be zero-emission by 2050, with work towards this including using regulatory and pricing incentives to support the transition to the usage of Ultra Low Emission Vehicles.

- Proposal 4.2.4.a: The Mayor will use the LLAQM framework to assist boroughs and require them to exercise their statutory duties to improve air quality in accordance with that framework, and will exercise statutory powers as required.
- Proposal 4.2.3.a: The Mayor will work with government, TfL, the London boroughs, the construction industry and other users of NRMM, such as event organisers, to prevent or reduce NRMM emissions.
- Proposal 4.1.1.b: The Mayor will aim to do more to protect London's young and disadvantaged people by reducing their exposure to poor air quality, including at schools, nurseries, other educational establishments, care homes and hospitals.
- Proposal 4.1.1a: The Mayor will provide better information about air quality, especially during high and very high pollution episodes, and use emergency measures where appropriate.

The Mayor is committed to ensuring that London's recovery from the pandemic is a green and fair recovery and his air quality programme is a key part of that vision. The Green New Deal mission, agreed by the London Recovery Board, aims to tackle the climate and ecological emergencies and improve air quality by doubling the size of London's green economy by 2030 to accelerate job creation for all.

4.3. The actions set out above will also contribute to delivering the objectives of the MTS. The following MTS policies are especially relevant:

- Policy 6: The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible.
- Proposal 20: The Mayor, through TfL, will keep existing and planned RUC schemes (including the Congestion Charge, LEZ, ULEZ and Silvertown Tunnel schemes) under review to ensure they prove effective in furthering or delivering the policies and proposals of this strategy.
- Proposal 21: The Mayor, through TfL, will investigate proposals for the next generation of RUC systems.
- Proposal 26: The Mayor, through TfL and boroughs, will create a comprehensive alert system to inform Londoners about air-pollution episodes; and, where appropriate, will implement additional emergency measures to reduce or restrict vehicle use when forecast or actual periods of very high air pollution risk have the potential to cause immediate adverse health effects.
- Proposal 27: The Mayor, through TfL and the boroughs, will tackle pollution from transport in local air quality hotspots and at sensitive locations (such as around schools), including through the MAQF and other funding.
- Policy 7: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London's transport network zero-emission by 2050, contributing towards the creation of a zero-carbon city, and also to deliver further improvements in air quality to help meet tighter air quality standards, including achieving a health-based target of $10\mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$ by 2030.
- Proposal 33: The Mayor, through TfL and the boroughs, will introduce regulatory and pricing incentives to support the transition to the usage of ultra-low emission vehicles in London.
- Proposal 41: The Mayor, through TfL, will meet or exceed the emissions standards set out by the NRMM LEZ for TfL Road Network construction and maintenance activities; and urges Government to introduce new legislation to ensure that all emissions from NRMM can be effectively reduced.

- 4.4. To ensure the MTS and the proposal to expand the ULEZ to cover all of Greater London are in alignment, it is necessary to revise the MTS, which currently only proposes an expansion of the ULEZ to inner London, to make reference to the further expansion now considered necessary to address the triple challenges of toxic air pollution, the climate emergency and traffic congestion. If this revision is confirmed after public consultation, then the programme of work set out in this MD will also support this updated MTS objective.

Impact assessments and consultations

- 4.5. A comprehensive Integrated Impact Assessment (IIA) was undertaken to support the LES, which covered air quality. The IIA found that the GLA had considered aspects for improving London's air quality based on four policy options. This was recognised in the LES IIA as the most effective approach for addressing human health impacts. The LES includes targets for some of the pollutants identified in the IIA recommendations.
- 4.6. A consultation on proposals to expand the ULEZ London-wide was launched on 20 May 2022 and closed on 29 July 2022. TfL is in the process of preparing a report for the Mayor on public and stakeholder responses before a decision about whether proposed expansion should proceed. Outputs from the consultation will be considered during the design of the scheme. A comprehensive impact assessment for the proposed expanded ULEZ will be undertaken.
- 4.7. Evaluation of the impact of the air quality programme is delivered through the London Atmospheric Emissions Inventory, which estimates key pollutants across London and is updated every three years. Additionally, larger projects within the air quality programme, such as the ULEZ and Schools Air Quality Audit Programme, have their own evaluation, as outlined in section 2.5.

Conflicts of interest

- 4.8. There are no known conflicts of interest to note for any of those involved in the drafting or clearance of this decision.

5. Financial comments

- 5.1. The Environment and Energy Unit seek permission for the expenditure of up to £3.717m over three FYs to deliver the air quality programme.
- 5.2. The breakdown of this expenditure across the various air quality projects and FYs can be seen below (the table summarises section 2.5, above).

Project	FY 2022-23 (£)	FY 2023-24 (£)	FY 2024-25 (£)	Total (£)
Mayor's Air Quality Alerts Review	37,000	-	-	37,000
NRMM LEZ project	170,000	170,000	170,000	510,000
Schools evaluation	45,000	-	-	45,000
MAQF	1,290,000	-	-	1,290,000
Wood-burning and commercial cooking	25,000	-	-	25,000
Ella Adoo-Kissi-Debrah Memorial	10,000	-	-	10,000
RUC programme	700,000	600,000	500,000	1,800,000
Total	2,277,000	770,000	670,000	3,717,000

- 5.3. It is important to note that these projects contain a mixture of revenue and capital expenditure and as such will be recorded appropriately.
- 5.4. £300,000 of the proposed total expenditure will be funded by 2021-22 underspends: £200,000 will be spent in 2022-23, and £100,000 in 2023-24. The remaining balance of £3,417,000 will be funded from the air quality budgets that reside within the Environment and Energy Unit.
- 5.5. £1.440m relates to future years and is in line with the indicative budget allocations for 2023-24 and 2024-25. However, as these years' budgets have not yet been approved, these allocations will be subject to change. If approved, this decision would constitute a pre-existing commitment against these budgets when the formal budget-setting process is undertaken. As such, all contracts will include break clauses to mitigate against the risk should these funds become unavailable.

6. Legal comments

- 6.1. The proposed activities and associated expenditure to support the air quality programme set out in this decision fall within the powers in section 30 of the GLA Act 1999, on the basis that they further the promotion of the improvement of London's environment and/or they facilitate, or are conducive or incidental to the exercise of those powers under section 34 of that Act. They also support the provisions of the Mayor's LES and in particular those policies, proposals and other provisions dealing with air quality pursuant to the Mayor's duties under section 362 of the Act in relation to the LES. The awarding of grants and/or expenditure in the procurement of services and supplies in implementing the air quality programme should be carried out in accordance with the GLA processes; and appropriate legal advice and subject should be sought at the appropriate time to confirm they are within legal powers and grant or procurement obligations.

7. Planned delivery approach and next steps

Activity	Timeline
Provision of forecast and pollution alerts	Ongoing
Launch of MAQF Round 4	Autumn 2022
Evaluation of the school audit programme	Autumn 2022
Decision following consultation on expanding ULEZ London-wide	Winter 2022
Development of the RUC policy	Ongoing

Appendices and supporting papers: None

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 – Deferral

Is the publication of Part 1 of this approval to be deferred? YES

If YES, for what reason: To enable procurement to take place in a way that enables the GLA to achieve best value for money.

Until what date: 31 March 2023

Part 2 – Sensitive information

Only the facts or advice that would be exempt from disclosure under the FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – NO

ORIGINATING OFFICER DECLARATION:

Drafting officer to
confirm the
following (✓)

Drafting officer:

Sarah Morris has drafted this report in accordance with GLA procedures and confirms the following:

✓

Sponsoring Director:

Philip Graham has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.

✓

Mayoral Adviser:

Shirley Rodrigues has been consulted about the proposal and agrees the recommendations.

✓

Advice:

The Finance and Legal teams have commented on this proposal.

✓

Corporate Investment Board

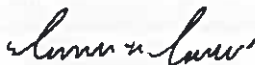
This decision was agreed by the Corporate Investment Board on 5 September 2022.

✓

EXECUTIVE DIRECTOR, RESOURCES: Enver Enver on behalf of David Gallie

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature:



Date:

6/9/22

CHIEF OF STAFF:

I am satisfied that this is an appropriate request to be submitted to the Mayor.

Signature:



Date:

6/9/22