

Procurement Policy to support the City of London Air Quality Strategy 2015 - 2020

Introduction

- Air quality in the City does not meet health based targets, the problem pollutants are nitrogen dioxide (NO₂) and fine particles (PM₁₀). The main source is diesel vehicles
- The City of London Air Quality Strategy 2015 – 2020 was approved by PHES committee in July 2015. It is a statutory document. There is also a statutory duty to submit annual reports detailing progress with actions to both the GLA and Defra. This will include how we are encouraging the use of low and zero emission vehicles through our procurement policies
- There is increasing member interest in this issue, with a desire to implement something more substantial than has been happening to date. Improving air quality fits well with other corporate policies such as road danger reduction and increasing space for pedestrians
- Air quality has recently been escalated from a departmental risk to a Corporate Risk. The risk is both financial and health
- There is a lot of action underway to improve air quality, including proposals for an ultra-low emission zone in central London from 2020. However, more action is required to meet the targets in the Square Mile.
- Defra is consulting on a national air quality plan to be submitted to the European Commission following the instigation of infraction proceedings for non-compliance with air quality limits
- The City Corporation is taking a lead on air quality across London e.g. supporting research by Policy Exchange on further action required to meet air quality targets across London in shortest possible time
- Attached document details progress with air quality policies in the 2015 strategy

In line with Policy 7: Actions 43 and 44 of the City of London Air Quality Strategy:

- **From August 2015 the City of London commits to using petrol hybrid vehicles as part of any formal arrangement for taxi services.**
 - City procurement will specify that a significant proportion of the taxi fleet will be comprised of petrol hybrid vehicles (or better i.e. full electric) when forming any formal arrangement for taxi services.
 - The City of London currently have a formal arrangement with Addison Lee to provide some taxi services for the City already undertaken market research
 - Will formally re-evaluate the taxi service market every 12 months to assess whether or not conditions have become competitive enough to launch a tender exercise for a corporate taxi contract. City Procurement will look at whether the market has evolved enough in terms of the wider availability of vehicles that are capable of running in zero emission mode within the square mile.
 - Petrol hybrid taxis will be used by default by any established taxi service provider, providing that:
 - a hybrid vehicle is available within the required timing/ service level agreement - so that this policy will not affect service levels
 - a hybrid vehicle is available within a reasonable distance - so that this policy does not become self-defeating in terms of total air pollution
 - Staff requesting a vehicle that forms part of any formalised taxi service agreement will by default be provided a petrol hybrid vehicle, depending on availability, unless:
 - They have a specific, practical reason to request otherwise e.g. they need a 6-seater rather than a 4-seater vehicle
 - They have a written justification for specifying a different vehicle, signed off at Chief Officer level

- **The City of London's ultimate aim is to geo ring-fence the whole Square Mile**
 - From August 2015 hybrid taxis used under formal agreement with CoL were geo ring-fencing the areas of highest air pollution and/or sensitivity in the City
 - This means that all hybrid taxis will automatically switch from petrol to electric mode in these zones, provided that there is enough power in the battery.
 - As a pilot initiative, from August 1st 2015 this covers Cheapside (EC2), St. Pauls Churchyard and surrounding area (EC4M), Aldgate (EC3A) and St. Bart's Hospital (EC1A). the intention is to expand this depending on the success of the pilot.
 - We will continue to work with our contracted Courier service and use internal training and engagement to maximise the use of pedal bikes for courier services within the square mile.
 - The Corporation will explore the possibility of getting general deliveries into the City via electric vehicles where possible (see below).
- **Built Environment, supported by Environmental Health and City Procurement will explore opportunities for the consolidation of deliveries to CoL premises.**
- **In terms of construction, demolition and street works, from January 2016:**
 - All contracts that include street works should adhere to the requirements of the City of London [Code of practice](#) for minimising the environmental impact of street works
 - All contracts that include construction and or demolition should adhere to the requirements of the City of London [Code of Practice](#) for deconstruction and construction
 - All non-road mobile machinery (NRMM) used in the Square Mile for more than 30 days with net power between 37kW and 560kW is required to meet stage IIIB of EU Directive 97/68/EC (i.e. Euro IIIB). This is according to the Supplementary Planning Guidance ([SPG](#)) for NRMM Low Emission Zone.

In line with Policy 7: Action 46 of the City of London air Quality Strategy and with the City's Transport Policy, developed by the City of London's Transport Coordination Group (TGC):

- **From January 2016, any individual procuring (leasing or hiring) a vehicle on behalf of the City of London will be required to investigate alternative fuel options, especially full electric and petrol-hybrid.**
- **From January 2016 onwards, officers will not be able to purchase or lease diesel vehicles unless there is an absolute operational necessity** i.e. vehicles with no current alternative fuel options such as tractors, some vans and 4WD pickups.

Annex

Policy 7 (of 10) of the City of London Air Quality Strategy 2015 - 2020

Policy 7: Leading by example

The City Corporation will assess the impact of its activities on local levels of air pollution in the Square Mile and take steps to minimise it wherever possible.

Actions:

43. The City Corporation will continue to look for opportunities for reducing emissions from its buildings, fleet and contractors' fleet.

44. The City Corporation will ensure that major contracts include standards to reduce the impact on local air quality.

45. A pro forma air quality questionnaire will be developed for use in major policy reviews.

46. The City Corporation will move away from using diesel in its own fleet wherever practical.

Details of Actions associated with Policy 7:

Action	Detail	Timeline	Outcome
43. The City Corporation will continue to look for opportunities for reducing emissions from its buildings, fleet and contractors' fleet.	Continue to provide advice on the best vehicle option for new fleet purchases. Use contracts to push for cleaner vehicles in contractor's fleet. Manage buildings to reduce emissions of air pollutants, alongside carbon.	2015 -2020	Reduced impact of City Corporation activities on local air pollution.
44. The City Corporation will ensure that major contracts include standards to reduce impact on air quality.	Continue to ensure that all contracts require air quality targets. Integrate air quality into the new Responsible Procurement Strategy.	2015 - 2020	Reduced impact of City Corporation activities on local air pollution.
45. A pro forma air quality questionnaire will be developed for use in major policy reviews.	Develop the pro forma. Work with other departments to ensure it is embedded into their policies.	2016 - 2017	Corporate policies that assist in improving air quality and reducing exposure.
46. The City Corporation will move away from using diesel in its own fleet wherever practical.	All new purchases will be assessed and alternatives to diesel will be encouraged where available.	2015 - 2020	Reduced impact of City Corporation fleet on local air quality.