

FROM: **PLANNING AND TRANSPORTATION COMMITTEE**  
**14 July 2015**

TO: **PORT HEALTH AND ENVIRONMENTAL SERVICES**  
**COMMITTEE**  
**22 September 2015**

The Committee received a report of the Director of Markets and Consumer Protection in respect of the Air Quality Strategy for 2015 – 20.

During the discussion on this item, the following matters were raised/noted:

- There should be more enforcement action on idling vehicles.
- Members strongly objected to the use of shredder vans.
- There was no reference to the number and size of refrigerated vehicles moving in and out of Smithfield.

Consideration be given to granting planning permission only when resultant pollutants from premises are neutral.

- It was understood that 80% of Air Pollution comes into the City but only 20% of Air Pollution is generated within the City, primarily by traffic.
- Planning Officers and the Chairman would meet with the Chairman of Port Health to share the Committee's views.
- The report could have gone to the Planning and Transportation Committee and the Health and Wellbeing Board for comments, before being presented to the Port Health and Environmental Services Committee for decision.
- Given that the City of London initiated the national legislation to control smog when the City Act in 1954 presaged the national Act in 1956, it should have a lead, strategic role with the current clean air campaign for London.

It was Proposed by Mr Streeter and Seconded by Mr Mooney that the Air Quality Strategy 2015-20 be considered inadequate in its current form, as it lacked pace and required a more radical approach.

RESOLVED – That:

1. The Port Health and Environmental Services Committee note the comments of the Planning and Transportation Committee as set out above and at Resolution 2 below.
2. The Strategy be considered inadequate in its current form as it lacked pace and required a more radical approach.