

Mayor & Cabinet		
Report Title	Lewisham's Adoption of an Air Quality Action Plan	
Key Decision	Yes	Item No. 4
Ward	All	
Contributors	Executive Director for Customer Services	
Class	Open	Date: 27 February 2008

1. Summary

- 1.1 In 2004 Lewisham's Draft Air Quality Action plan (AQAP), containing measures to improve air quality within and around the Borough by the end of 2010, was published and consulted on. As a result, the majority of those measures are already being implemented through other Council strategies, such as the Local Implementation Plan (LIP), but have been included in the AQAP because of their impact on local air quality. Other measures included in the AQAP will be progressed depending on whether external funding becomes available. A list of the 21 measures which are being / will be implemented with the aim of improving air quality in Lewisham is attached in Annex 3, in Table 5.2.
- 1.2 Lewisham is one of the two only London Boroughs still to adopt the Air Quality Action Plan in order to meet statutory requirements under the Environment Act. The action plan needs to be formally adopted. We will apply for external funding from Transport for London and the Government's air quality grant scheme. If we are successful in securing funding, we will spend it on appropriate schemes. If funding is not received the proposals will not be carried out.

2. Purpose of the Report

- 2.1 The report seeks the Major & Cabinet approval of Lewisham Air Quality Action Plan (AQAP) and its formal adoption.

3. Policy Context

- 3.1 Part IV of the Environment Act 1995 introduced the system of Local Air Quality Management (LAQM), placing a statutory duty on local authorities to periodically review and assess the air quality within their area. The provisions in Part IV of the 1995 Act are largely enabling and give local authorities the flexibility to take forward local policies to suit local needs. Local circumstances will also determine the content of local air quality strategies, the designation of AQMAs and the content of AQAPs.

- 3.2 Section 83(1) of the Environment Act 1995 states that a local authority must designate Air Quality Management Areas (AQMAs) for those parts of the local authorities' area where air quality objectives (AQOs) are unlikely to be met. AQOs are set out in the national Air Quality Strategy.
- 3.3 Section 84 of the Act states that where an AQMA is designated, a local authority shall prepare an Air Quality Action Plan (AQAP) to demonstrate how the authority intends to pursue the achievement of air quality objectives in the AQMA, in line with DEFRA guidance.
- 3.4 The policy guidance LAQM.PG(05)¹ sets out the legislative framework for the system of LAQM.
- 3.5 The Greater London Authority (GLA) Act 1999 provides for the Mayor of London to publish various strategies for the capital, including one on air quality. The Mayor's Air Quality Strategy includes information on current and likely future air quality in Greater London, as well as the measures that the Mayor of London intends to take to improve air quality in the capital. The Mayor's Air Quality Strategy does not replace the duties placed on London local authorities under LAQM. However, local authorities in London have to take account of it when carrying out their LAQM duties.
- 3.6 Local authorities in London must consult the Mayor on their air quality reviews and assessments. They must also consult on the designation, revocation or amendment of any air quality management areas (AQMAs) and on the preparation or revision of their air quality action plans (AQAPs).

4. Recommendations

The Mayor is recommended to:

- 4.1 Receive the views of the Sustainable Development Select Committee set out in section 4 of their report at Annex 4 and ask the Executive Director for Customer Services to respond to that Select Committee.
- 4.2 Approve the formal adoption of the Air Quality Action Plan.

5. Background

- 5.1 Air quality monitoring and modelling carried out by the Council over the last ten years has showed that the National air quality objectives for nitrogen dioxide (NO₂) and particulates (PM₁₀) are exceeded within the northern part of the borough and along the most congested roads. Mayor and Cabinet designated 5 AQMAs on the 15th May 2001. A Draft AQAP was subsequently produced and went out to consultation in February 2004. A revised draft AQAP was published in May 2007. Feedback received over the following months and recommendations made by DEFRA, GLA and the Lewisham Sustainable Development Select Committee have been incorporated into the

¹ www.airquality.co.uk/archive/laqm

final version of the AQAP. The full AQAP report and annex can be downloaded from the Council web-site. The Executive Summary, cost-benefit analysis, and Summary Table of the measures being implemented are attached in Annexes 1-3.

- 5.2 Road traffic has recently replaced industry as the main source of air pollution. In the longer term, emissions from vehicles make a significant contribution to climate change, which has the potential to affect everyone. Excessive road traffic – which affects areas of poor air quality - is considered to be one of the modern, main “environmental stress” factors.
- 5.3 As well as affecting health, air pollution can be damaging to the local economy, resulting in lost working days through illness and reduced productivity. It makes the environment less attractive to visitors and can damage buildings and structures. This often has particular impact on our most disadvantaged communities. Usually it is the most vulnerable members of society who are affected; the young, the elderly and those with existing medical conditions.
- 5.4 The Action Plan sets out a comprehensive package of measures that aims to improve air quality in Lewisham. Some of the proposed measures are dependent on funding and may have to be reviewed if adequate resources are not available. The key aim of the Action Plan is to bring about change across a number of areas to ensure emissions are reduced from the main sources of pollution in a cost-effective and proportionate way, and contribute to improving health and wellbeing of the local community by reducing air pollution.
- 5.5 Of the options considered, practically all have already been adopted or implemented within the Council’s policies and efforts have been made to ensure that the proposed actions are complementary to other aims and objectives, on both a local and regional level as noted below:
- Unitary Development Plan and Local Development Framework
 - Local Implementation Plan (LIP)
 - Parking Strategy
 - Travel Plan Strategy
 - Energy Strategy
 - Corporate Procurement Strategy
 - Fleet Management Strategy
- 5.6 Some actions are also being implemented in partnership with the Greater London Authority (GLA). Actions and partners involved are listed in the plan and described in Table 5.2 in Annex 3.

6. Financial Implications

- 6.1 An indicative cost benefit analysis of the proposals in the Air Quality Action Plan is included in Table 5.2 in Annex 3. This sets out likely air quality impacts

against estimated costs of implementation of each proposal. Other anticipated benefits, such as impacts on climate change, noise, road safety and congestion have also been noted. The cost benefit analysis was carried out in accordance with DEFRA guidance.

- 6.2 The majority of the proposed actions are part of ongoing or committed schemes, being funded through other departments spending programmes (mainly through the Transport Department), GLA or TfL.
- 6.3 We will seek additional funding in March through the Government's annual air quality grant scheme, (which DEFRA makes available to help local authorities with their LAQM duties). We will also seek funding from TfL and DEFRA, in partnership respectively with the Transport Planning department and the South London Cluster Group.
- 6.4 Costs for the Council are in terms of officer time. All the staffing costs arising from the Air Quality Action Plan can be contained within existing budgets or from external funding. Where capital expenditure is required to implement a specific action, such as establishing a new continuous monitoring station (and further running costs – Action 20) this is referred to in the action plan and external funding will be sought. The amount of external funding will determine which proposals are put into action or the extent to which proposals can be implemented.

7. Legal and Human Rights Implications

- 7.1 The declaration of Air Quality Management Areas (AQMAs), the formulation of Action Plans and the detailed assessment of air quality are statutory duties of the Council under the provisions of Part IV of the Environment Act 1995.
- 7.2 There is no legal duty on councils to achieve air quality objectives. However, the Council must publish a plan of measures which aims to meet the objectives and which identifies the role of other agencies who are responsible for co-operating with the Council in working towards meeting the objectives. Failure to fulfil this statutory duty could place the Council at risk of a direction from the Mayor of London or the Secretary of State to publish a satisfactory plan. It would also harm the Council's reputation.
- 7.3 The system of Local Air Quality Management started in 1998 as a result of the Environment Act 1995. It requires local authorities to identify and take action to tackle local air quality problems arising from the certain identified pollutants. Local authorities have a statutory duty to assess the levels of these pollutants against air quality standards and objectives laid out in accordance with the Air Quality Regulations (2000). These objectives are based on the pollutants' effect on health. Where these objectives are unlikely to be met, the Local Authority is then obliged to declare an Air Quality Management Area (AQMA),

and prepare an Action Plan detailing how it intends to improve air quality for the health of residents in these areas.

- 7.4 No Human Rights Act implications specifically arise from this report, save for the fact that there is an implicit right for members of the public to enjoy clean air.

8. Crime and Disorder Implications

- 8.1 None identified

9. Equalities Implications

- 9.1 Some sections of the population, who are more vulnerable to air pollution, for example children and older people, and people with disabilities involving respiratory or heart disease will benefit most from the policies in the plan. Some measures, such as the airTEXT scheme implemented within “Action 20”, are targeted directly at these groups. A positive indirect benefit is likely for some of the most socially deprived parts of the borough, where air pollution levels are higher.

10. Environmental Implications

- 10.1 The continual improvement in air quality where objectives are exceeded is a statutory requirement for Local Authorities across the UK and has great health benefits to the incumbent population.
- 10.2 The aim of the air quality action plan is to create a borough with lower levels of air pollution and thereby reduce the impacts on the environment. Many of the measures in the plan will also contribute towards lower emissions of greenhouse gases and environmental noise.

11. Prevention of Crime and Disorder Implications

None identified.

12. Background documents and originator

Annex 1 :Lewisham’s Air Quality Action Plan – Executive Summary
Annex 2: Lewisham’s Air Quality Action Plan – Chapter 5
Annex 3: Table 5.2 Action Plan Measures

The chapters and sections referred to within this document relate to the full AQAP report, which can be downloaded from the Council web-site.

13. Further Information

For further information please contact Giuliano Gianforte, Senior Air Quality Officer, on 020 8314 9783 or giuliano.gianforte@lewisham.gov.uk.

ANNEX 1

LEWISHAM AIR QUALITY ACTION PLAN - EXECUTIVE SUMMARY

This Air Quality Action Plan (AQAP) has been prepared in order to fulfil the London Borough of Lewisham's (LBL) statutory obligations under section 84(2) of the Environment Act 1995 and the subsequent Local Air Quality Management (LAQM) regime.

LAQM is an effects-based process by which local authorities are required to review and assess their local air quality in relation to health-based air quality objectives. Where it is predicted that objectives will not be met, and members of the public are exposed to elevated levels of pollutants, local authorities are required to declare Air Quality Management Areas (AQMAs) and subsequently develop and implement AQAP setting out measures that they intend to take, in order to improve local air quality, in pursuit of the air quality objectives.

Air quality monitoring and modelling carried out by the Council indicated that, LBL fails to meet government air quality targets for nitrogen dioxide (NO₂) and particulates (PM₁₀) within the northern part of the borough and along the most congested roads. Subsequently 5 AQMAs were declared in June 2001.

In 2004 a first draft action plan was produced, containing measures to improve air quality by the end of 2010. A revised draft was published in May 2007 together with a Progress Report on the previous Draft Action Plan. The feedback received during the consultation period following the publication of the above documents has been incorporated in this final version. For consistency the same structure and number of actions included in the original Action Plan have been kept in this final version. A few measures are likely to be amended, replaced, dropped or incorporated into others through future progress reports. Some of the proposed measures are dependent on funding and may have to be reviewed in further progress reports if adequate resources are not available.

This AQAP sets out existing and future measures, which will deliver improvements to air quality primarily within the AQMAs. Traffic is the major source of pollution in our AQMAs, as such the majority of the measures will be implemented through the Local Implementation Plan. Air pollution from domestic, commercial and industrial sources are also addressed. Some measures are also aimed to inform, involve and educate the local community.

The implementation of the London Low Emission Zone (Action 1) is expected to have the highest benefit in improving air quality within Lewisham AQMAs and the all Borough. Freight quality partnerships (Action 7), fleet management (Action 4), travel planning (Action 9), road planning (Action 15) are also expected to have significant air quality benefits locally in the short-term. However the most significant improvements are expected through the effective implementation of the all package of measures included in the Action

Plan and their cumulative impacts. Significant reduction in CO2 emissions are also expected.

This AQAP is a live working document and should stimulate new ideas and transform existing policies to improve air quality, not only across the AQMAs, but the whole Borough and beyond.

Costs and benefits of each action, timescales for implementation, funding available, key responsibilities, air quality and wider impacts have been provided where possible in the summary table at the end of this report. Performance indicators and targets have also been included so that progression can be assessed through annual Progress Reports. Progress Reports will also include a more detailed quantification in terms of air quality benefits, a further a cost-benefit analysis and a revised prioritisation of actions to be implemented.

Maintaining consistent, constructive and widespread consultation, and engagement with statutory and non-statutory stakeholders, will be crucial to the effectiveness of this AQAP.

ANNEX 2

LEWISHAM AIR QUALITY ACTION PLAN – Chapter 5

Seeing Air Quality Improvements - Costs and Benefits

The Government requires local authorities to consider the cost effectiveness and feasibility of each action. The Defra's LAQM.PGA(05) provides advice on how to assess the cost-effectiveness of an action.

Three elements are involved:

- An assessment of likely air quality benefits and wider impacts of an action
- An assessment of the direct and indirect costs of implementing an action
- An assessment of other policy options which may already be delivering the same result, and, if so, whether they are considered to be more or less cost-effective.

In drawing up the measures to be included in an action plan; those measures, which achieve greatest air quality improvements for least cost, should be included first.

In any area, there are a potentially large number of different measures that could be implemented to improve air quality. The important decision for the Council is to develop an action plan that compares these options against each other to allow selection of the most appropriate measure or combination of measures to achieve the necessary air quality improvements.

To undertake a full cost-effectiveness assessment can be a detailed and time consuming activity and local authorities are not expected to undertake a full analysis of actions, or to attempt to calculate this for themselves. However, it is important that local authorities can demonstrate that they have considered a range of options and have attempted to quantify their costs.

The main purpose of the cost effectiveness evaluation is to ensure that an authority is pursuing a balanced and realistic approach.

Taking into account the fact that a comprehensive analysis is not possible, it is still important to consider a range of options and quantify or qualify them, in some way, to show the relative cost effectiveness of each action or option. This approach has been followed in Lewisham's assessment of costs and benefits.

Action within the AQMAs will be prioritised in the implementation of those Borough-wide measures.

5.1 *Lewisham's Air Quality Assessment of Cost and Benefits*

An estimation of the costs and benefits of all twenty-one actions have been summarised in Table 5.2 below. There is little point in local authorities assessing cost effectiveness of measures that they would be doing anyway or

are obliged for other reasons to undertake. This applies to aspects such as Lewisham's Local Implementation Plan, to our enforcement of Smoke Control legislation and industrial air Environmental Health.

The London Borough of Lewisham considers that all the measures in this action plan are feasible and as a result of their different natures it is impossible to rank them in order of priority or relative effectiveness in improving air quality.

It is expected, however, that the implementation of the London-wide LEZ scheme will produce significant reductions in emissions from traffic and as a consequence an improvement in local air quality. Therefore we have not ranked our measures but indicated the level of benefit as low, medium or high. In spite of the LEZ, this Action Plan is a key document, which combines a range of measures that will not only increase public awareness but also reduce air pollution.

Indicative costs for implementing each of the action have been provided in Table 5.2, in accordance with DEFRA policy guidance addendum LAQM.PGA(05)² and the criteria showed in Table 5.1. Funds for the majority of the actions have been secured as they are part of ongoing or committed schemes related to other policies. Where additional capital expenditure may be required in addition to officer time (for example Action 20) the implementation of the action is dependant on availability of external funding (e.g. the Air Quality Grant) and this is indicated under the Status heading in Table 5.2. A further detailed analysis of costs will be provided in the next progress report.

It is expected that the measures aimed to directly reduce emissions from transport, although affecting a large area within the Borough, will be most effective in the areas affected by traffic congestion and therefore within the AQMAs.

The majority of the measures on the list are expected to have wider environmental, economical and social benefits. The following wider impacts have been considered and reported in brackets in Table 5.2 under the AQ benefits:

- CO₂ - Reduction in CO₂ emissions
- Noise - Reduction in noise
- Safety - Improved road safety
- Health - Improved health
- Congestion - Reduction in traffic congestion
- Education - Raising awareness on air quality issues

A quantitative estimation for emission reduction was only carried out for the LEZ action, as discussed previously. However the quantification was carried out in 2004 and it is considered not to provide accurate estimates and

² <http://www.airquality.co.uk/archive/laqm/documents/laqm-pga05-addend.pdf>

therefore the results have not been included in Table 5.2. Further quantification exercises will be carried out and results included in the next progress report.

It is expected that the majority of those actions classified as having low impact on air quality have a potentially significant cumulative impact if implemented effectively, and done in support of other initiatives such as the traffic management, parking management and travel planning schemes.

Table 5.1 Key to the cost benefit analysis in the Action Plan Measures Table

High (H)	Medium (M)	Low (L)
Air Quality Benefits		
> 1 $\mu\text{g m}^{-3}$	0.5 -1 $\mu\text{g m}^{-3}$	< 0.5 $\mu\text{g m}^{-3}$
Costs		
> £100K	£10-100K	Less than £10K
Timescale		
> 2010	2009-10	< 2009

5.2 Responsibilities and Implementation

A large proportion of the actions will involve collaborative working with officers inside and outside the Council to achieve the goals set. Officers in Environmental Health have been working actively with officers in other departments such as land and traffic planning, energy efficiency, environmental initiatives, road safety, fleet management and the corporate management team since the beginning of the review and assessment process.

This was seen to be of great importance as a large proportion of the actions will have to be implemented by departments other than environmental health and a clear understanding of the air quality issues within the Borough was essential to understand the methodology behind the review and assessment process and beyond.

The following service groups will take a lead or support in the implementation of the actions reported in Table 5.2:

- Transport policy and planning group
- Procurement and Energy Efficiency team group
- Planning department
- Parking section
- Fleet management
- Highway and transport
- Traffic planning
- Environmental Health
- Corporate services and management team
- Road safety group
- Travel Planning department

The implementation of some of the actions will be dependant on the availability of funding and resources.

5.3 Monitoring of progress of Action Plan measures

At this stage it is difficult to verify whether the exceeded NO₂ and PM₁₀ objectives will be met. However it is unlikely that, considering the current

trends discussed in Chapter 3, the objective for NO₂ will be met by the EU target date of 2010. Considering the results from the LEZ scenario testing and assuming the effective implementation of all the Action Plan measures, the total reduction in NO₂ could be above 10% (more than 5µg/m³) of the current levels by 2010. The achievement of the PM₁₀ daily mean objective could also be compromised due to emerging trends.

Amongst the factors which could slow down the reduction in emissions expected through the implementation of the AQAP are: the increase in the use of biomass as a renewable energy source in urban areas, the increase in use of diesel and bio-diesel, and the increase in primary emissions in NO₂. Other constraints are also described in Sections 3.4 and 3.5. Moreover, the source apportionments in Section 3.3 showed that a significant proportion of nitrogen dioxide and particulates levels measured within Lewisham originate outside the borough.

Targets and baseline have been provided (i.e. school travel plans) where possible in Table 5.2. For those actions where specific targets are not provided the aim is to improve the existing situation. Work within the Environmental Health group and discussion with other departments within the Council are ongoing in order that a more detailed quantification of baseline, targets, indicators and air quality benefits can be provided in future progress reports.

Although it is unlikely the objectives will be met Lewisham Council will work toward significantly improving air quality within the Borough. Progress reports will include details on progress for each of the actions.

5.4 Consultation on the Draft AQAP

As described in Chapter 1, following the declaration of the AQMAs in June 2001, the consultation process continued internally and externally during the production of the Draft Action Plan, which was published in July 2004.

A summary document was also produced and made available for public consultation during the summer at libraries and during the 'People's Day' held in July to promote services across the Council. No comments were made in respect to specific actions.

Since then the Environmental Health section has continued working with internal and external partners to progress implementation of the actions contained in the Draft Plan and updates made were presented in the Progress Report submitted to DEFRA and the GLA in May 2007³. In the same month a Revised Draft Action Plan was also published and submitted for consultation.

³ www.lewisham.gov.uk

Feedback and recommendations were received from DEFRA, the GLA and Lewisham Sustainable Development Select Committee (SDSC) and have been incorporated into the current and final version of the Action Plan.

Response to the SDSC recommendations

“The Select Committee expresses grave concern that air pollution in Lewisham exceeds the recommended legal levels and at the lack of air quality monitoring stations in the borough...in the shorter-term we urge the Mayor to seek alternative funding for additional stations with a view to implementing a further 4 air quality monitoring stations in Lewisham to have a total of 6 in operation within the next 2 years”. Addressed in Section 4.2.8 – Action 20. The Environmental Health group supports the recommendations from the SDSC.

“The Select Committee is concerned in particular that there is currently no way to monitor PM_{2.5} emissions from SELCHP and believes that the council should act jointly with the Environment Agency to address this shortfall.” This problem has been highlighted in the Section 4.2.8 – Action 19. The Environmental Health group will liaise with the Environment Agency to investigate the issue and possible actions.

Responses to the AQAP following GLA and DEFRA recommendations

Listed below are some of the changes incorporated into the Final AQAP as a consequence of the recommendations received from the GLA and Defra respectively in August and October 2007 (copy of responses are available through the Environmental Health Department):

- Further details of the outcome of the consultation process have been included in Chapters 1 and 5.
- A clear statement of the measures to be progressed has been included in Table 5.2 under the heading “Funding & Status” (of the measures).
- Further consideration of the wider impacts and cost-effectiveness of measures has been provided in Chapter 5 and under the heading “Air Quality Benefits (Wider impacts)” in Table 5.2. Quantification of air quality impacts was reviewed. Detailed quantification had already been carried out for Action 1 (LEZ). Further quantification has not been possible at this stage (due to lack of accurate input data, unavailability of tools such as dispersion modelling software or MapInfo/ArchView GIS, and staffing issues). This will be included in the next progress report.
- Clear statement of key responsibilities and whether funding has been secured are made in Chapter 5, Chapter 4 (within the sections describing the relevant actions) and in Table 5.2 under the headings “Lead/Key Responsibility (Partners)” and “Funding & Status”.
- Explicit timescales for implementation of measures have been included in the relevant paragraphs within Chapter 4 and under the heading “Targets & Performance Indicators” in Table 5.2.
- Key performance indicators, specific actions and targets for the majority of the measures have been included in Chapter 5 and under the heading “Targets & Performance Indicators” in Table 5.2.

ANNEX 3 - LEWISHAM AIR QUALITY ACTION PLAN –Table 5.2 Action Plan Measures

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
Action 1 – Introduction of London Low Emission Zone (LEZ)	High (CO ₂ , Noise)	Zero	Short	GLA - TFL (London Councils, London Boroughs)	GLA, TfL	Ongoing Publicise LEZ implementation within the Borough - Feb 2008
Action 2 - Vehicle Emissions Testing.	Low (CO ₂)	Low	Med	LBL - Environmental Health (VOSA)	Air Quality Grant	Subject to funding Carry out at least one emission testing survey (voluntary or roadside) - Apr 2009
Action 3 – Measures to address idling Engines	Low (CO ₂ , noise)	Low	Short	LBL Environmental Health (LBL Transport, TfL)	LBL existing budget, Air Quality Grant	Subject to funding a) Complaints recording and follow-up actions - May 2008 b) Implement at least one scheme aimed to raise awareness on the impact of idling engines (i.e. information leaflets, eco-driving, signage at critical hotspots) - Dec 2008

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
Action 4 – Measures to encourage the Use of Cleaner Technology and Alternative Fuels in Council and Contractors Fleet.	Medium (CO ₂)	High	Short	Fleet management (Transport, Sustainable Energy)	LBL existing budget Air Quality Grant Ongoing	Ongoing: Full fleet compliance with LEZ standards - Feb 2008 Subject to funding: Establish fleet emissions inventory (baseline) using toolkit for new air quality National Indicator NI194: Reduction in NO _x and PM ₁₀ emissions through local authority's estate and operations
Action 5 – Measures to encourage the Use of Cleaner Technology and Alternative Fuels in Public Transport Vehicles	Medium (CO ₂)	Low	Short-Med	TfL, London Bus companies, Fleet Management	GLA	Ongoing Bus fleet compliance with LEZ standards – Feb 2008
Action 6 - Measures to encourage the Use of Cleaner Technology and Alternative Fuels in taxis	Medium (CO ₂)	Low	Short	Transport for London, GLA	GLA	Ongoing

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
Action 7 - Measures to encourage the Use of Cleaner Technology and Alternative Fuels in Delivery and Freight Road Vehicles	Medium (CO ₂ , noise, congestion)	Low	Med-Long	Transport for London (London Boroughs, Private Sectors)	GLA	Ongoing Active participation to SLFQP – Jan 2008 Implement one or more SLFQP schemes within the Borough boundaries
Action 8 – Measures to support a sustainable Transport Strategy for Lewisham	Low (CO ₂ , health, congestion)	High	Med - Long	TfL & LBL Transport	LBL existing funding, TfL	Ongoing LIP indicator. Traffic volumes (millions of vehicles kilometres) Target change in traffic growth - maximum of 4% growth between 2001 and 2011 (Lewisham Western Screenline Data 12 Hour Flows) LIP indicator. Bus Excess Wait Time (EWT) on High Frequency Routes, minutes per customer: 1.3 min – 2008/09

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
Action 9 – Measures to encourage and promote the use of Travel plans	Low (CO ₂ , education)	Medium	Short-Med	LBL Transport (TfL)	LBL existing funding	Ongoing Increase number of staff travelling by more sustainable modes of transport by organising walking/cycling events and training e.g. safer travel at night - Dec 2009 Increase the number of workplace travel plan within the borough - Dec 2009 100% of schools to be engaged in the STP process - Dec 2008 100% of schools to implement a STP - Dec 2009
Action 10 – Measures to promote and publicise improvements to public transport	Low (CO ₂)	Low	Medium	TfL (LBL Transport)	TfL LBL existing funding	Ongoing
Action 11 – Promotion of Walking	Low (CO ₂ , health)	Medium	Medium	LBL Transport & TfL	LBL existing funding	Ongoing LIP indicator. Walking trips per person per annum and target year: 171,798 – 2008; 175,300 – 2011

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
Action 12 – Promotion of Cycling	Low (CO ₂ , health)	Medium	Medium	LBL Transport & TfL	LBL existing funding	Ongoing Increase of at least 80% in cycling in the Borough between 2001 – 2011 12-hour flow: 3296 by 2011
Action 13 - Measures to manage parking in the Borough	Low (CO ₂)	High	Short - Med	LBL Parking	LBL existing funding	Ongoing Number of new Controlled Parking Zones Number of new on-street parking places for car club vehicles
Action 14 – Speed Management	Low (Safety)	Medium	Medium	LBL Transport &	LBL existing funding	Ongoing Number of new 20mph zones
Action 15 - The Council will work with external bodies such as TfL to manage road planning	Low-High (CO ₂ , noise)	Low	Medium	TfL (LBL Transport)	TfL LBL existing funding	Ongoing

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
Action 16 - Measures to reduce emissions from new developments	Medium (CO ₂)	Low	Short	LBL Development Control & Environmental Health	LBL Existing funding, S106	Ongoing % of new major developments to provide S106 funding for air quality related schemes % of new development within AQMAs with 0.5 or lower car parking allocation per unit (residential), residential and work-place travel plans, secure cycling parking allocation, schemes aimed to maximise use sustainable travel modes
Action 17 - Measures to reduce or eliminate emissions from commercial construction sites	PM ₁₀ - High NO ₂ -- Low (CO ₂ , safety)	Low	Short	LBL Environmental Health	LBL Existing funding	Ongoing Update LBL web-site to include link to new London-wide Best Practice Guidance – May 2008
Action 18 - Measures to reduce emissions from domestic buildings	Low (CO ₂)	Medium	Short	Procurement and Energy Efficiency & Environmental Health (Development Control)	LBL Existing funding	Ongoing Finalise the Draft Energy and Carbon Reduction Strategy – Dec 2008 Re-designation of Smoke Control Zone – Dec 2008

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
<p>Action 19 - The Council will continue to control the release of emissions from Industrial and commercial premises</p>	<p>Low (CO₂)</p>	<p>Low</p>	<p>Short-Med</p>	<p>LBL Environmental Health & Sustainable Energy</p>	<p>LBL Existing funding</p>	<p>a) Ensure statutory requirements under LAPC regime are met and work towards implementation of best practice</p> <p>b) Investigate provision of district heating from SELCHP to the proposed Convoy Wharf development – Dec 2010.</p> <p>c) Carry out energy management surveys at Council buildings, make recommendation to reduce energy bills.</p>

Action	AQ Benefit (Wider impacts)	Council Costs (yearly)	Timescale	Lead (partners)	Funding	Status, Targets & Performance Indicators
Action 20 - The Council will continue to assess the current air quality levels across the Borough and increase awareness on air quality issues	Low (Health, education, awareness, CO ₂)	Medium	Short	LBL Environmental Health	LBL Existing funding, Air Quality Grant, S106 (medium-term)	<p>a) Subject to funding Additional capital expenditure necessary: Establish 1 new fixed continuous monitoring stations (AQMS) for NO₂ & PM₁₀/ PM_{2.5} within one of the AQMAs - Jan 2009</p> <p>b) Ongoing: Establish NO₂ diffusion tube monitoring network - Mar 2008</p> <p>c) Subject to funding: Publicize the Air-Text scheme – Jul 2008</p> <p>e) Ongoing: Organise one event to raise awareness on air quality issues and/or engage local community/business/voluntary groups/schools etc – Dec 2008</p> <p>f) Ongoing: Quantification of air quality benefits (reduction in pollutant emissions or concentration) in progress reports– May 2008</p> <p>g) Subject to funding: Further Source Apportionment Study</p>
Action 21 - The Council will implement procurement measures to reduce overall pollution levels across the Borough	Low (CO ₂)	Medium	Short	LBL Procurement & Energy Efficiency	LBL existing funding	Ongoing Contractors to fill in the Council performance indicators checklist

ANNEX 4 – Sustainable Development Select Committee – Referral Report

MAYOR AND CABINET		
Report Title	Matter referred by the Sustainable Development Select Committee – comments on the Draft Air Quality Action Plan	
Key Decision		Item No. (Addendum)
Ward	All	
Contributors	Sustainable Development Select Committee	
Class	Open	Date: 13 February 2008

1 Summary

This report informs the Mayor and Cabinet of the feedback and comments on the draft Air Quality Action Plan.

2 Purpose of the Report

To inform the Mayor of the feedback and comments of the Sustainable Development Select Committee from their consideration of the draft Air Quality Action Plan made at the select committee meeting held on the 21 June 2007.

3 Recommendations

The Mayor is recommended to:

- (i) note the views of the Sustainable Development Select Committee set out in section 4 as below
- (ii) agree that the Executive Director for Regeneration be asked to advise accordingly in relation to responding to the issues as indicated below.

4. Sustainable Development Select Committee Views

On 21 June 2007, the Sustainable Development Select Committee reviewed the draft Air Quality Action Plan currently under public consultation and provided the following feedback and comments for the Mayor to consider:

1. The Select Committee expresses grave concern that air pollution in Lewisham exceeds the recommended legal levels and at the lack of air quality monitoring stations in the borough. The committee urges the Mayor to prioritise the establishment of additional air quality modelling stations in order to provide accurate data and analysis of air quality across the borough.
2. The Select Committee supports the recommendation made in the draft air quality action plan to use Section 106 Agreements where applicable to secure money from large developments to fund further air quality monitoring stations. We note that Greenwich Council has successfully used Section 106 Agreements to secure an additional £750,000 for air quality monitoring and currently has 12 monitoring stations compared to only 2 monitoring stations in Lewisham. However, we are concerned at the length of time it may take to secure sufficient funding for additional stations through this means and in the shorter-term we urge the Mayor to seek alternative funding for additional stations with a view to implementing a further 4 air quality monitoring stations in Lewisham to have a total of 6 in operation within the next 2 years.
3. The Select Committee is concerned in particular that there is currently no way to monitor PM2.5 emissions from SELCHP and believes that the council should act jointly with the Environment Agency to address this shortfall.
4. The Select Committee welcomes the planned introduction of the Low Emissions Zone across London next year and hopes that this will have a significant positive impact on air quality in the borough.
5. The Select Committee recommends the Council should do more to promote and require 'car-free developments', particularly in areas which are close to transport hubs.
6. The Select Committee recommends that the Council should seek to further understand and address the high levels of congestion on roads in Lewisham, as congestion is a major cause of air pollution.

5. Financial Implications

There are no financial implications arising from this report, however subsequent financial implications arising from the recommendations of the select committee will be reported in the response of the relevant Executive Director(s) to Mayor and Cabinet.

6. Legal Implications

The Constitution provides for the Select Committees to report to the Mayor and Cabinet and for the Executive to consider the report within one month of receiving it.

BACKGROUND PAPERS

The Sustainable Development Select Committee report on the Air Quality Action Plan and the minutes of the committee meeting held on 21 June 2007 are available on the council website at: <http://www.lewisham.gov.uk>

And on request from the Scrutiny Team at:0208 3149170

Glossary of Terms

ADMS:	Atmospheric Dispersion Modeling System - Computer software used to predict future concentrations of air pollutants.
London Councils:	Association of London Government – works on behalf of councils in London
AQMA:	Air Quality Management Area – area where it is predicted that air quality objectives are unlikely to be met by specified deadlines
AURN:	Automatic Urban & Rural Network – a network of air quality monitoring stations funded by central Government
BRE:	Building Research Establishment
CERC:	Cambridge Environmental Research Consultants
CfIT:	Commission for Integrated Transport – government funded agency on congestion charging
CNG:	Compressed Natural Gas – gas found underground mostly made up of methane. When burnt it produces less pollution than diesel or petrol.
CO:	Carbon Monoxide – a gas formed during incomplete combustion of fossil fuels
COMEAP:	Committee on the Medical Effects of Air Pollution – group set up by the government to quantify health effects of air pollution
CoCP:	Code of Construction Practice – guidelines for developers to minimize dust generation
CPZ:	Controlled Parking Zone – areas where only those with permits are allowed to park otherwise they could risk being fined
CRT:	Continuously Regenerating Trap – traps fitted to diesel engines to reduce the production of particles and gases
CVTF:	Cleaner Vehicles Task Force – Government group to encourage use and purchase of cleaner vehicles
DEFRA:	Department of Environment, Food and Rural Affairs
DfT:	Department for Transport
DOH:	Department of Health
DTLR:	Department of Transport, Local Government and the Regions

- EAHEAP:** Economic Appraisal of the Health Effects of Air Pollution – group set up by the government to determine costs associated with air pollution as a follow up from COMEAP
- EC:** European Commission – develops policies and initiatives at a European level
- EGR:** Exhaust Gas Recirculation – new and future technology to reduce NO_x emissions in HGVs by 50%
- EIA:** Environmental Impact Assessment – procedure to identify likely significant environmental effects resulting from a proposed development
- EPAQS:** Expert Panel on Air Quality Standards
- ERG:** Environmental Research Group – Consultants who are part of King’s College, London, University of London
- EST:** Energy Saving Trust – a Government funded organisation to encourage use of cleaner vehicles
- GLA:** Greater London Authority
- GTN:** Green Travel Network – way to provide businesses and other organization with information on sustainable transport such as local green delivery companies and taxis
- HC:** Hydrocarbons – a group of gases made up of hydrogen and carbon which includes the pollutant, benzene which is known to form cancer
- HGV:** Heavy Goods Vehicle
- ITP:** Interim Transport Plan – annual plans for spending on transport schemes
- LAEI:** London Atmospheric Emission Inventory
- LAQM:** Local Air Quality Management – Continuous process of review and assessment of air quality required by local authorities
- LAPC:** Local Air Pollution Control – powers for local authorities to control air pollution from certain industrial processes
- LCN:** London Cycling Network – network of over 2000 miles of cycle routes and facilities planned around London
- LGV:** Light Goods Vehicles – vehicles under 3.5 tonnes

LEZ:	Low Emission Zone – an area where commercial vehicles that do not meet pollution emission standards are legally barred
LNG:	Liquefied Natural Gas – Liquefied form of gas mainly made up of methane
LPG:	Liquefied Petroleum Gas – a gas mainly consisting of propane mainly produced as a by-product of oil refining. Less efficient than petrol or diesel but cleaner vehicle fuel
MHGV:	Medium and Heavy Goods Vehicles $\mu\text{g}/\text{m}^3$ Micrograms per metre cubed – measurement term used to describe concentrations of pollutants, such as fine particles
MOT:	Annual test legally required for vehicles older than 3 years.
NAQS:	National Air Quality Strategy – Government strategy outlining health based targets for 7 air pollutants
NETCEN:	National Environmental Technology Centre
NO₂:	Nitrogen Dioxide – pollutant created during high temperature combustion as a result of the oxidation of nitric oxide (NO)
NO_x:	Nitrogen Oxides – a term used to describe both nitrogen dioxide and nitric oxide
NSCA:	National Society for Clean Air
PAH:	Polycyclic Aromatic Hydrocarbons – group of organic compounds with complex structures produced from burning oil (heaters and vehicles). Can cause cancer in large concentrations
PM₁₀:	Airborne particles with a diameter less than 10 μm
PM_{2.5}:	Airborne particles with a diameter less than 2.5 μm
ppb:	Parts Per Billion - a measurement term used to describe concentrations of pollutants
PPG:	Planning Policy Guidance
ppm:	Parts Per Million - a measurement term used to describe concentrations of pollutants (1000 times greater than ppb)
RPC:	Reduced Pollution Certificate – can be given to vehicles that have had retro-fitting or after-exhaust treatment to increase their emission standard

RTRA:	Road Traffic Reduction Act – 1997 legislation whereby local councils have to prepare a report on existing levels of traffic and forecast expected growth
SO2:	Sulphur Dioxide – a gas mainly produced from the burning of coal and oil
SCR:	Selective Catalytic Reduction - new technology that potentially could be fitted to HGVs to reduce NO _x emissions by up to 90%
SPG:	Supplementary Planning Guidance – additional documents to the UDP on specific issues.
SLFQP:	South London Freight Quality Partnership
TfL:	Transport for London – section of GLA concerned with delivering London Mayor’s transport strategy and responsible for the TLRN.
TLRN:	Transport for London Road Network
TRL:	Transport Research Laboratory
TRO:	Traffic Regulation Orders – legislation by which councils can ban certain types of vehicles into areas
TTR:	Transport and Travel Research
µg/m³:	Microgrammes per cubic metre
UDP:	Unitary Development Plan – sets out Lewisham’s policies for use and development of land and buildings
ULSD:	Ultra Low Sulphur Diesel – diesel fuel containing lower concentrations of sulphur (less than 50 ppm sulphur)
ULSP:	Ultra Low Sulphur Petrol – petrol with lower sulphur content (less than 50ppm sulphur)
VED:	Vehicle Excise Duty – Government’s vehicle tax for which there are reductions for cleaner vehicles
VET:	Vehicle Emissions Testing – programmes of voluntary and enforced testing of vehicle exhaust emissions