

Sustainable development select committee

Title	Progress on the Implementation of Air Quality Action Plan 2016 – 2021		
Key Decision	NO		Item No.
Ward	All wards however focus on wards north of A205 where Air Quality Management Areas have been declared.		
Contributors	Geeta Subramaniam, Head of Public Protection and Safety Christopher Howard, Senior Environmental Protection Officer		
Class	Part 1	Date:28 th October 2019	

1. Summary

- 1.1. Mayor and Cabinet approved the Air Quality Action Plan 2016-2021 in December 2016. The Sustainable Development Scrutiny Committee commended the draft AQAP and made recommendations to the Mayor and Cabinet on 25th October 2016, which were all incorporated within the approved AQAP. These additional actions included tasking Lewisham’s political leadership with championing the issue of air quality inside and outside of the borough; that the Council carries out a campaign to encourage Electric Vehicle usage; and a proactive and high profile anti-idling campaign, which sets out the importance of good air quality to the whole community.
- 1.2. The Sustainable Development Scrutiny Committee have met each year to consider progress, since the AQAP has been approved.

2. Purpose

- 2.1 The purpose of this report is to provide information on the progress made with the AQAP 2016-2021.

3. Recommendations

- 3.1. That the Committee is asked to review the Action Plan progress over 2018 submitted to the GLA in July 2019 as part of the Council’s statutory required Annual Status Report (Appendix A provides the progress on actions table) and where appropriate make recommendations.

4. Policy context

- 4.1. The Council’s vision is to work together to ‘make Lewisham the best place in London to live, work and learn’. The key corporate strategic document is the Authority’s Performance Plan, which sets out the objectives, targets and performance of the authority.

- 4.2. The Council's ten corporate priorities determine what contribution the Council will make towards delivery of the shaping our future. The priorities focus on the needs of local people and are geared towards ensuring that, in delivering services, the Council focuses on its citizens, is transparent and responds to changing needs and demands.
- 4.3. The Council, along with all other Local Authorities has a legal responsibility to manage air quality within its borough. Part IV of the Environment Act 1995 sets out a Local Air Quality Management (LAQM) process that the boroughs have to follow and where levels exceed, or are likely to exceed, predefined levels of pollutants in the air, the Local Authority is required to declare Air Quality Management Areas (AQMA).
- 4.4. Where an AQMA is declared, the local authority is then required to develop an Air Quality Action Plan (AQAP) detailing the measures that will be employed to help improve air quality within that area.

5. Council's Air Quality Action: Reporting and Monitoring

Background

- 5.1. The Council has had an Air Quality Action Plan (AQAP) formally adopted since February 2008, with its current AQAP 2016-2021 approved by Lewisham's Mayor and Cabinet in December 2016.
- 5.2. The AQAP follows the guidance by GLA, which includes a matrix of actions they require all London boroughs to consider and report on. The Actions address emissions from developments and buildings; public health and awareness raising; delivery servicing and freight; borough fleet actions; cleaner transport and specific actions within Air Quality Focus Areas.

Legal Requirements

- 5.3. Section 82 of the Environment Act 1995 provides that every local authority is under a duty to review the air quality within its area. Section 83 of the 1995 Act requires local authorities to formally designate an Air Quality Management Area (AQMA) where air quality objectives are not being achieved, or are not likely to be achieved within the relevant period, as set out in the Air Quality (England) Regulations 2000.
- 5.4. Following designation of an AQMA, an air quality "Action Plan" should be completed. With the London Local Air Quality Management process, London Boroughs are to provide Annual Status Reports to the GLA on progress with Air Quality Actions and reporting on air quality monitoring. Previously Progress Reports were submitted to DEFRA.
- 5.5. The power to approve these ASR reports sits with the Mayor of London, pursuant to

Part IX of the Greater London Authority Act 1999. This yearly ASR reporting is a requirement for the Council under Part IV of the Environment Act 1995.

ASR 2018 Submission

- 5.6. The ASR for 2018 was submitted to the GLA on the 3rd July 2019. As part of the internal review of the report or was sent to the Air Quality Working Group and the Health Protection Committee, prior to submission. The report was approved by the GLA this month. The conclusion was:

‘Overall this is a very good report with engagement with all relevant local stakeholders, including strong links with public health, which has continued to deliver improvements in air quality and although there is still exceedances the work being undertaken is showing improvements.’

- 5.7. The ASR reports on progress against 45 Air Quality Actions to the GLA, which includes monitoring. The table of action progress is provided in Appendix A, along with the approval letter from the GLA. Lewisham had a very successful 2018 in air quality campaigning which included an Air Quality Conference for the public, with experts from Kings contributing and the previous Lewisham Mayor hosting the event. The ASR report also provides details on collaborative projects within the borough and also with other boroughs that are seeing the successful management of air quality.
- 5.8. In addition to following the recommended actions by the GLA the Council’s overarching aims are to galvanise borough-wide action to address air quality issues in Lewisham, seeking to both reduce emissions to improve air quality, and reduce exposure to poor air quality and enable and encourage active travel.
- 5.9. The Council priorities has been to focus on behavioural change, providing a focused approach with children, schools, transport and infrastructure projects coupled with an evidenced based approach. As previously noted an Air Quality Champion has been appointed by the Mayor which has shown the political importance and commitment to this issue.
- 5.10. The Lewisham Air App was launched in March 2018, as a free service for Lewisham residents to provide pollution alerts, with tailored health advice and also an active mapping service for travel to reduce air pollution exposure. Health professionals share information at routine health appointments with people with chronic respiratory conditions. There has now been 1,890 downloads of the app. Public Health has been promoting the app through Lewisham (Clinical Commissioning Group) CCG to raise awareness, so that the GPs promote the app to Chronic Obstructive Pulmonary Disease (COPD) and Asthma patients and their carers. The App is also promoted to the respiratory nurses as well to raise awareness with the COPD & Asthma patients. In 2019, will be working with the Respiratory Nurse Consultant to update the Asthma and COPD Care Plans which will include information on the app to be issued to patients.

Air Quality Actions – A joined up approach

5.11. With the continuation of the Air Quality Working Group and the Strategic Air Quality Board, different service areas are working together to prioritise the actions and measures that bring air quality improvements. The Council has particularly made significant steps in prioritising air quality and introducing strategies, measures and actions around road-traffic-related air pollution to manage and reduce its impact on health.

5.12. The Council is currently active in specific projects to:

- Control emissions from construction traffic and site activity within the Evelyn Corridor,
- Raise awareness and interventions around schools, including anti-idling events, STARS and a public health led school Superzone project.
- Controlling transport emissions from businesses within Lewisham Town Centre and Deptford High Street (Air Quality Focus Areas), as the lead authority for Cleaner Air Village 2, a collaborative project with 6 other London boroughs (see Section 6.0).
- Bring traffic reduction and increased walking and cycling through the Deptford Parks Liveability Neighbourhood, Healthy Neighbourhoods, Quietways and other planning development initiatives.

5.13. The majority of funding for these projects has been obtained externally through successful bid applications (see 6.0).

5.14. There have been recent strategies and policies that are being developed which will bring air quality improvements including:

- Lewisham Council has been developing a dedicated 'Low Emissions Vehicle Charging strategy 2018-2022' for the Borough in direct response to the growing appetite for electric and hybrid vehicles in both the private and commercial communities.
- Parking policy review that includes an emission based charging mechanism, which has gone through the consultation process and a planned submission to Mayor and Cabinet in autumn/winter 2019.
- Delegated powers for enforcement of idling vehicles by civil enforcement officers was submitted to Mayor and Cabinet in autumn 2019 and approved. Anti-idling enforcement is planned to start at the beginning of 2020.
- Preparing a new Local Plan for Lewisham, submission of the draft plan to Secretary of State for independent examination early 2020; and adoption by council late 2020.

Air Quality Monitoring

5.15. The Council is part of the London Local Air Quality Network. Along with the three continuous monitoring sites within the London Local Air Quality Network, Lewisham expanded its network of nitrogen dioxide diffusion tube locations in 2018 to 50 locations around the borough.

5.16. The Council contributed towards the installation of an Air Quality Supersite, at

Honor Oak Park Sports Ground. This is a new million pound air pollution research lab, with primary funding from Natural Environment Research Council (NERC), which started receiving data in January 2019.

- 5.17. The Council is continually reviewing its monitoring capabilities and has plans to commission a new continuous monitoring site in Deptford at the end of this calendar year.
- 5.18. Lewisham has been at the forefront in supporting research into air quality monitoring and assessment and is working with Kings College London in work around air quality sensors (see 6.0)

Cross borough working and priorities

- 5.19. The Council will continue to prioritise working with the GLA and neighbouring boroughs, as much of the issue with air quality is due to the London road network and travel patterns and behaviour of people across London. The Council is for instance, campaigning for the extension of the proposed Bakerloo Line to improve public transport in the south of the borough.
- 5.20. The introduction of the Ultra-Low Emission Zone, in 2020, London wide for heavy vehicles and 2021 for the Inner Area for all other vehicles, will bring the air pollution levels down, and is going to be the most effective solution to meeting health criteria levels. The Council is, over the coming months, working with TfL to ensure the adoption can take place with minimal disruption and inconvenience and that a strategy to mitigate any adverse local impacts will be in place.

6.0 DEFRA and MAQF Funded Projects

6.1 DEFRA Projects

- 6.1.1 A successful bid application was made by Lewisham for funding around low cost air quality sensors, with an award for 2019/20 of £92,000 announced in April 2019.
 - Kings College London have been commissioned to undertake this work with the objectives of developing best practice, scaling and calculation of uncertainties, for low cost air quality sensors. This will include the development of a web portal which will be available for local authorities, community groups and suppliers alike. This is going to be an important piece of work that will again show Lewisham's active support in scientific research around air quality and monitoring.
 - Currently air quality sensors are being used, but there are significant issues around the accuracy of the equipment which results in flawed assumptions as to existing air quality levels. It is hoped that this project will facilitate a resource that can be used for the standardisation of measurements from these sensors.
- 6.1.2 A successful bid application was made, with Lewisham as the lead authority for a joint London borough project around Cleaner Air Villages 2, with an award for

2019/20 near to £420,000 announced in April 2019.

- CAV2 is a behaviour change project that works with businesses within Air Quality Focus Areas. Lewisham is the lead authority, with 7 London boroughs involved. This is the second year of the project. Cross River Partnership manage the project and all funds received by the Council are being transferred to them to undertake this work.
- The project is focussing on the dual benefits of improving air quality whilst also saving businesses time and money through more efficient operations. This dual benefit ensures project outcomes will be sustained post project end. CAV2 will work with all businesses present on the village high streets as well as their suppliers, whatever the size or sector, bringing improved air quality.
- Lewisham Cleaner Air Villages are around Lewisham Town Centre and Deptford High Street.

Area	Clean Air Village characteristics
Deptford – GLA AQ Focus Area 127 (Lewisham)	<ul style="list-style-type: none"> • A range of independent traders and market stall holders and an active night time economy with a number of restaurants. There are several schools in the area. • CAV1 engagement has been met with good interest in Deptford, including from schools, and is ongoing. Shared storage space, the shared use of a low emission van and other ideas are being further defined. • CAV2 work will include face-to-face and group (including WhatsApp group) engagement, specifically gathering interest further for a shared Cargo Bike/Electric Vehicle and looking at potential take up and supply.
Lewisham – GLA AQ Focus Area 131 (Lewisham)	<ul style="list-style-type: none"> • A wide variety of retail including an historic street market, a small number of bars and restaurants and indoor shopping centre. Is among the 20% most deprived areas within England. Several schools, children’s centres, and a hospital are located near the centre. • CAV1 engagement shows that there are pockets of businesses where deliveries/servicing trips are highest and congestion builds up. The market is linked to a significant number of van movements. Shared storage space, the shared use of a low emission van and other ideas are being further defined. • CAV2 work is looking at an exciting opportunity with Lewisham hospital in the use of a consolidation centre within Dartford that will significantly reduce delivery and service vehicle movements.

6.2 London Mayors Air Quality Funding

6.2.1 Lewisham was successful in four pan borough projects which received £2,325,000 funding in total over the three year period, 2019/22.

6.2.2 Successful joint projects in which we are participating:

- Pan-London Non Road Mobile Machinery (NRMM) Enforcement project led by LB Merton -£500,00
- Healthy Streets Everyday (Pan London) led by LB Islington - £875,000
- Pan-London Idling Action project led by City of London - £500,000
- South London Construction Consolidation project led by LB Croydon - £450,000

7.0 Future Steps

Reviewing the Air Quality Action Plan

7.1 The new London Local Air Quality Management (LLAQM) has been published this month. The updates were undertaken in order to:

- Ensure boroughs are taking ambitious action, which is properly co-ordinated at the regional level, and which supports Mayoral objectives including those set out in the London Environment Strategy;
- Ensure that London boroughs continue to work towards achievement of World Health Organization safe limits for pollutants even when legal limits are met
- Update information in the guidance documents to reflect new research, policies, and priorities; and
- Update Cleaner Air Borough Status (a recognition scheme for boroughs that was introduced under the previous Mayor) so that it is transparent and fair, now promotes continual improvement, and clearly aligns with new LLAQM priorities.

7.2 The new LLAQM Technical Document has indicated that reassessment of AQMAs will start in 2020, coinciding with the London Atmospheric Emission Inventory (LAEI) update. London boroughs will be provided with concentration maps which are updated every four years based on dispersion modelling of updated emissions from the LAEI, carried out by the GLA.

7.3 The Council will review the AQAP, with an aim to submit an updated version to Mayor and Cabinet by Spring/Summer 2020. There will be an emphasis within this to ensuring actions remain clear, measurable and focused and follow the guidance provided by the GLA.

7.4 There will be an overarching strategy. An air quality priority and vision document is currently being produced.

Air Quality and Schools

7.5 Air Quality and the impact on children's health and lung development particularly, has brought a particular focus on actions around schools. We are working with local head teachers and parents to reduce air pollution around schools, supporting road closures, launching anti-idling campaigns and installing green or living walls that absorb air

pollution, where appropriate. A recent launch event for air quality champions connected with schools, was held, with an initial focus on anti-idling promotion.

- 7.6 There is a current round of DEFRA funding for 2020/21 that has recently been opened for applications and we are looking at potentially putting together an application for funding our school project work.

Ultra Low Emission Zone

- 7.7 The introduction of the ULEZ, although having significant predicted improvements in air quality will need to be managed well from the perspective of support to residents and businesses. Transport and Comms have been working with TfL reviewing the impacts and messaging needed. The Council is expecting more accurate traffic modelling from TfL in the next couple of months, reviewing what mitigation measures will be required around the South Circular.

Non Road Sources of pollution

- 7.8 Currently the main source of nitrogen dioxide, is from road transport. Approximately 50% of air pollution comes from road transport and 40% comes from diesel. As this source is reduced the primary sources will be heating but construction also has a significant contribution.
- 7.9 Non Road Mobile Machinery (NRMM) on construction sites accounts for 15% of total diesel use in the UK, in London NRMM makes up 7% of NOx emissions. It also a primary source of particulate matter. With the increase of developments within the Council controlling emissions from construction through the Planning process, will be an important future focus.

Climate Emergency and Local Air Quality

- 7.10 There are a number of strong connections across the Council's work on climate change and air quality, and the wider perception is that they are intrinsically linked, and connected to wider issues on waste & recycling, pollution, biodiversity and green infrastructure. Minimising the impact on carbon emissions, air quality and the local environment is a primary consideration when enabling growth within the borough.
- 7.12 We are currently exploring where links, particularly with communication, can be made with the Climate Emergency and Air Quality agenda and the culture change within our organisation necessary, if we are to lead by example.
- 7.13 In February 2019 the Council made a declaration of a climate emergency and an action plan is being developed in response to the declaration with the aim of making the borough carbon neutral by 2030. In addition to actions around transport and boilers, an area of synergy under the Council's control is with its own procurement. It is important to align actions being produced for local air quality to actions for climate change.

8.0 Financial implications

8.1 For the work within Air Quality this is being funded from the base budget, with additional funding from the Mayor Air Quality Fund and DEFRA bid funding.

9.0 Legal implications

9.1 Aside from the references to legislation set out in the body of the report the report does not raise other significant legal issues.

10. Crime and disorder implications

10.1 There are no crime and disorder implications associated with this report.

11. Equalities implications

11.1 The majority of the AQMAs declared are to the north of A205, encompassing all of the north of the borough.

11.2 Poor air quality is often associated with areas of deprivation and consequently tends to disproportionately affect the health of the most disadvantaged. There is no data on the specific households affected by the exceedences of NO₂ within the AQMAs but the Index of Multiple Deprivation suggests that there are many areas to the north of the borough that are deprived which fall within an AQMA.

11.3 The AQAP will apply across the areas designated as AQMAs. Measures aimed at tackling poor air quality however tend to have wider benefits and actions introduced will also improve air quality throughout the borough. Therefore, there is no adverse equalities implications associated with this report.

12.0 Environmental implications

12.1 The approval of the Air Quality Action Plan will allow the local authority to fulfil its statutory obligations under the Environment Act 1995 which are aimed at improving air quality.

12.2 An Air Quality Action Plan will have positive benefits for the environment. A synergy exists between actions aimed at improving the quality of the air we breathe locally and tackling carbon emissions and improving public health and well-being.

13.0 Conclusion

13.1 The Air Quality Action progress has been presented in this report and any comments/recommendations of the committee will be considered in formulating

Background documents and originator

Appendix A – GLA Approval of Annual Status Report 2018 and Table of Air Quality Action Progress reported as part of the Annual Status Report to the GLA for progress in 2018.

Appendix B – Presentation on DEFRA funded Cleaner Air Village

Appendix C – Summary of points made at the Sustainable Scrutiny Committee Meeting 19th July 2018

Originator: Geeta Subramaniam, Head of Public Protection and Safety
Christopher Howard: Senior Environmental Protection Officer

Appendix A

Letter of Approval from GLA: Annual Status Report in 2018

And

Table of Air Quality Action Progress reported as part of the Annual Status Report to the GLA for progress in 2018

GREATER **LONDON** AUTHORITY
Development, Enterprise and Environment

Christopher Howard
London Borough of Lewisham
Via email to: Christopher.howard@lewisham.gov.uk

Department: Environmental Protection
Team

Date: 06/08/2019

Dear Christopher,

Thank you for submitting your Annual Status Report (ASR) for 2018 in fulfilment of Part IV of the Environment Act 1995 within the required deadline.

As part of the London Local Air Quality Management (LLAQM) system introduced in April 2016, the power to approve these reports sits with the Mayor of London, pursuant to Part IX of the Greater London Authority Act 1999.

Assessment of your report

On the basis of the evidence provided by the local authority, the conclusions reached are **accepted** for all sources and pollutants.

Please see the notes below for detailed comments on the report.

LLAQM 2019

The revised LLAQM has now been finalised and the new documents can be found at <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality>

Many thanks once again for your hard work on your ASR.

Kind regards,



Poppy Lyle
Deputy Air Quality Manager

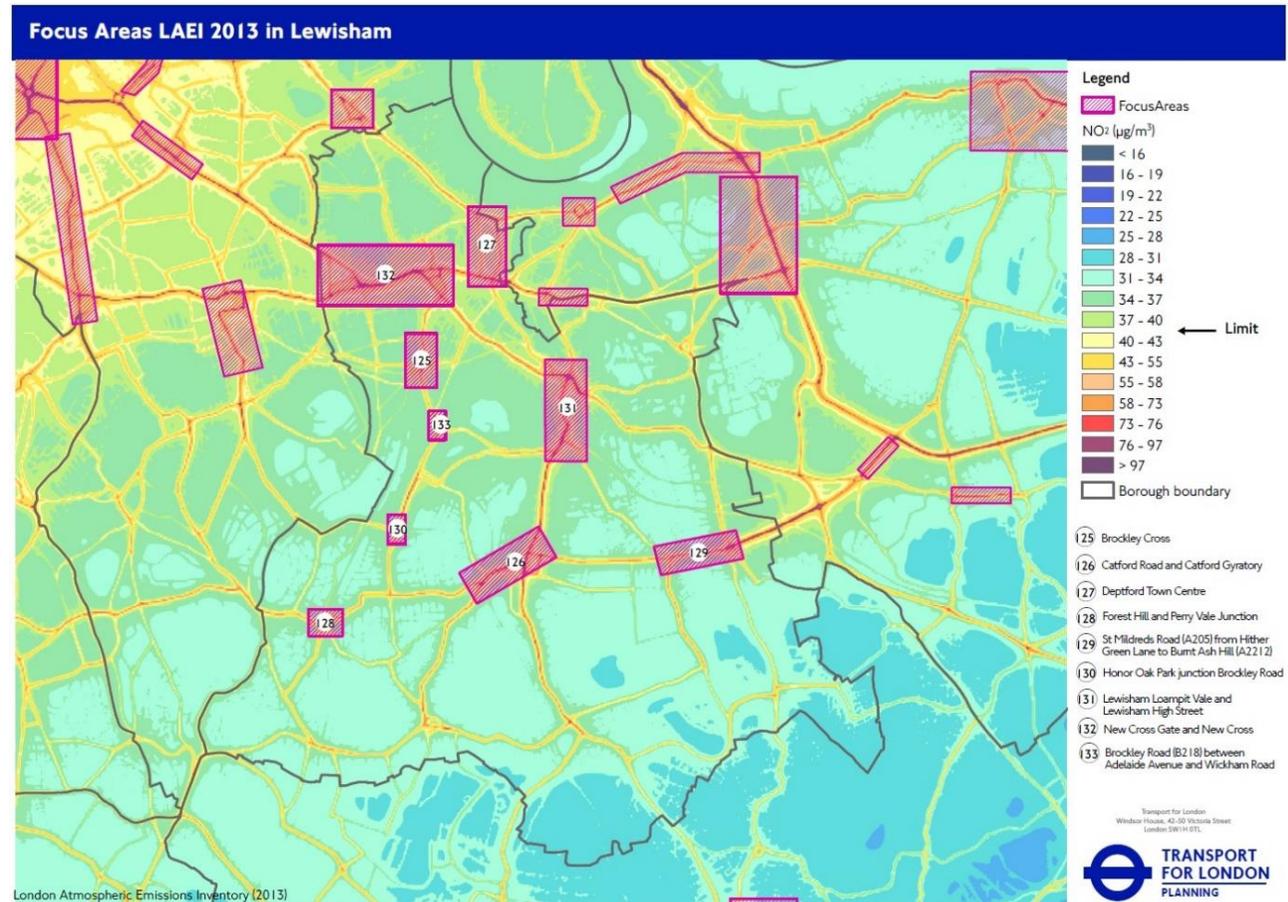
Specific feedback on your ASR and Action Plan Update

1. The London borough of Lewisham have provided a detailed ASR that uses the standard template, and covers the required content.
2. There are six AQMAs declared across the borough for exceedances of the annual mean and hourly mean objectives for NO₂ and exceedances of the 24 hour mean objective for PM₁₀.
3. There are currently three automatic monitoring stations within the borough. NO₂ is monitored at all three sites, as well as PM₁₀ and PM_{2.5} at New Cross (LW2), and PM_{2.5} at Loampit Vale (LW4). An additional automatic monitoring station at Honor Oak Park was opened in December 2018, this new site measures both PM₁₀ and PM_{2.5}.
4. Passive monitored of NO₂ using diffusion tubes was completed at 50 locations during 2018, this is an increase of 16 sites when compared to 2017. The additional diffusion tube monitoring sites have been located at primary school locations identified by LAEI as sites predicted to be close to the annual mean NO₂ objective, and one extra site has been located on the South Circular (A205) in response to the expansion of the London ULEZ.
5. Monitoring data presented within the ASR for 2018 demonstrates exceedances of the NO₂ annual mean objective at two automatic monitoring sites and seven diffusion tube monitoring sites. All of the exceedances experienced during 2018 were located within the designated AQMAs.
6. Feedback provided for the ASR for 2017 regarding distance correction has been implemented within the ASR for 2018 at all relevant monitoring locations. Following the application of distance correction at the relevant diffusion tube monitoring locations, the number of monitoring sites estimated to exceed the NO₂ annual mean objective reduces from seven to four.
7. The automatic monitoring sites within the borough did not record any exceedance of either of the 1-hour mean NO₂, the 24-hour PM₁₀ or the annual mean PM₁₀ and PM_{2.5} (2020) objectives.
8. Updates on all measures within the 2016-2021 AQAP has been included within Table J, with a high level of detail provided on all measures where relevant. Within the update two measures have been discontinued (22 and 27), one is complete (42), and there is one additional measure added within 2018 (48):
 48. Healthy Neighbourhood Cell Scheme – The first cell will be Lewisham, Hither Green and Lea Green and consultation for this and other cells has been undertaken.
9. Additional Local Implementation Plan (LIP) measures have been included in relation to the AQFAs based upon quietway routes, cycle routes, new low emissions bus services, increase in EV charging points and changes to speed limits (reduction to 20mph).
10. Overall this is a very good report with engagement with all relevant local stakeholders, including strong links with public health, which has continued to deliver improvements in air quality and although there are still exceedances the work being undertaken is showing improvements.

Action to Improve Air Quality

London Borough of Lewisham contains eight Air Quality Focus Areas (AQFAs), which are areas with some of the poorest air quality in Lewisham, and these are the focus of targeted actions to improve air quality. The AQFAs in LBL are:

- 125. Brockley Cross
- 126. Catford Road and Catford Gyratory
- 127. Deptford Town Centre
- 128. Forest Hill and Perry Vale Junction
- 129. St Mildreds Road (A205) from Hither Green Lane to Burnt Ash Hill (A2212)
- 130. Honor Oak Park junction Brockley Road
- 131. Lewisham Loampit Vale and Lewisham High Street
- 132. New Cross Gate and New Cross
- 133. Brockley Road (B218) between Adelaide Avenue and Wickham Road



Air Quality Action Plan Progress

Table J provides a brief summary of London Borough of Lewisham progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2018 are shown at the bottom of the table.

2018 was an exciting year for the borough in focusing on air quality. The Mayor appointed his own Air Quality Champion who has continued to raise the profile, through Local Assembly meetings. In March 2018 Lewisham held an Air Quality Conference open to the public and a School Air Quality Event. During these events the new Lewisham Air app was launched. Work around schools, included anti-idling events, STARS and a public health led school Superzone project. Projects within Air Quality Focus Areas continued including the MAQF funded Evelyn Corridor Construction Logistics Plan and the DEFRA funded Cleaner Air Village project managing emissions from businesses within Lewisham Town Centre and Deptford High Street.

Lewisham's Air Quality monitoring was expanded with the introduction of an additional 16 diffusion tube locations (bringing the total to 51 locations) and a contribution made by the Council towards the installation of an Air Quality Supersite, at Honour Oak Park Sports Ground, which started taking measurements from December 2018. This is a new million-pound air pollution research lab, with primary funding from Natural Environment Research Council (NERC). In collaboration with Tideway project who owned the Air Quality Station near Deptford Church Street, we agreed to take over ownership and in 2019 this new site for Lewisham will be commissioned. The original PM₁₀ monitor has been upgraded to monitor PM_{2.5}. This will increase the number of PM_{2.5} reference sites within the borough to two (three including the Honor Oak Park, Kings Supersite).

The 'Take Care of our Air' publicity campaign was launched in 2018, which included details on air quality in a Lewisham Life article, in January 2018, encouraging people to sign up to the Lewisham Council pledge: <https://lewisham.gov.uk/myservices/environment/air-pollution/sign-our-clean-air-pledge> . On Wednesday March 28th 2018, Lewisham News Shopper promoted the Lewisham Air app to all local residents. The News Shopper is delivered free to all residents in the borough. In February 2019 over 500 billboards throughout the borough displayed the image (see cover).

Table J. Delivery of Air Quality Action Plan Measures

ID	Action Category	Action	Progress and planned action presented in 2017 ASR	Progress 2018 and Planned Future Action
1	Emissions from developments and buildings	Ensuring emissions from construction are minimised	42 Construction Logistics Plan applications and 47 Construction (Environmental) Management Plan discharged. A new Local Plan is being developed in 2018. Environmental Protection Policies are being considered as part of this process and these will be informed by policies developed in the new London Plan. As part of the process wording for the conditions/controlling emissions from construction will be considered, along with the review and development of current guidance.	Lewisham is currently in the process of reviewing its Local Plan, having regard to changes in the higher level policy framework introduced since the adoption of its Core Strategy (2011) and the Development Management Development Plan Document (DPD) (2014). This includes consideration of the London Plan (2016) and draft new London Plan (2017) and National Planning Policy Framework (NPPF) (2019). Detailed policies on environmental protection and management will be updated taking into account these higher level policies. It is expected that a Regulation 18 stage public consultation on a 'preferred approach' document will be published in early 2020.
2	Emissions from developments and buildings	Ensuring enforcement of Non-Road Mobile Machinery (NRMM) air quality policies	Referred to Table K in 2017 ASR. The development of policy in the new London Plan will strengthen enforcement of NRMM.	Register of NRMM are secured in planning conditions with Construction Environmental Management Plan's (CEMPs).

ID	Action Category	Action	Progress and planned action presented in 2017 ASR	Progress 2018 and Planned Future Action
3	Emissions from developments and buildings	Enforcing alternative clean and efficient energy supplies (to replace Enforcing Combined Heat and Power (CHP) and biomass air quality policies)	<p>An energy assessment is required for every major application. An energy assessment must include:</p> <ul style="list-style-type: none"> - a response to the 3 stages of the Mayor's Energy hierarchy demonstrating compliance with each stage - a calculation of the baseline energy demand and carbon dioxide emissions (with evidence of how it has been calculated) - details of the performance of the building - a feasibility study of all renewable technologies - the proposed technical solution - an explanation of where and why the proposed development does not meet identified standards. - a fully completed 'Monitoring for Sustainability' form (can be downloaded from the Council's website: http://www.lewisham.gov.uk/myservices/planning/policy/Documents/SustainabilityMonitoringForm.pdf). 	Lewisham is currently in the process of reviewing its Local Plan, having regard to changes in the higher level policy framework introduced since the adoption of its Core Strategy (2011) and the Development Management DPD (2014). This includes consideration of the London Plan (2016) and draft new London Plan (2017) and NPPF (2019). Detailed policies on environmental protection and management will be updated taking into account these higher level policies. It is expected that a Regulation 18 stage public consultation on a 'preferred approach' document will be published in early 2020.
4	Emissions from developments and buildings	Enforcing Air Quality Neutral policies	<p>Referred to Table K in 2017 ASR</p> <p>The development of policy in the new London Plan will strengthen the Air Quality Neutral requirements.</p>	The new London Plan policy requirements for Air Quality Neutral are expected to be included in the revised Council's Local Plan Policies.

ID	Action Category	Action	Progress and planned action presented in 2017 ASR	Progress 2018 and Planned Future Action
5	Emissions from developments and buildings	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new developments	<p>Public realm improvements provided in community green space at: GARAGES AND GREEN SPACE (AT REAR OF 182-244 WOOD VALE), BUCKLEY CLOSE, LONDON, SE23 3EQ. In addition to this, Quietway routes provided in 2016 improved aesthetics and greening and had initial increase in use of 38% over 2017.</p> <p>The Council is encouraging community tree planting: https://www.lewisham.gov.uk/myservices/environment/trees/Pages/Tree-planting-scheme.aspx. A list of Tree species for air quality improvement has not been produced as there is only general advice on species available i.e. Due to the larger total surface area of needles, coniferous trees have a larger filtering capacity than trees with deciduous leaves¹. This capacity is also greater because the needles are not shed during the winter, when the air quality is usually worse. However, coniferous trees are sensitive to air pollution and deciduous trees are better at absorbing gases¹. A mix of species therefore seems to be the best alternative. Air pollution filtering capacity increases with more leaf area and is thus higher for trees than bushes or grassland².</p>	<p>There have been 620 street/community trees added in the last 3 and half years within the borough of Lewisham. Locations and species are available on request.</p> <p>https://lewisham.gov.uk/myservices/environment/trees/how-to-get-new-trees-planted</p> <p>Provision of open space approved within</p> <ol style="list-style-type: none"> 1. LAND BOUNDED BY GROVE STREET, DRAGOON STREET AND EVELYN STREET, OXESTALLS ROAD, LONDON, SE8.EXCALIBUR ESTATE REGENERATION AREA, BAUDWIN ROAD, LONDON, SE6 2. HEATHSIDE & LETHBRIDGE ESTATES - (PHASE 4), LEWISHAM ROAD, BLACKHEATH HILL, LONDON, SE10 7QR 3. FAIRCHARM TRADING ESTATE, CREEKSIDE, LONDON, SE8 3DX

¹ Stolt, E., 1982. The ability of vegetation in decreasing exposure to car fumes. (quoted from Svensson and Eliasson 1997, in Swedish).

² Givoni, B., 1991. Impact of planted areas on urban environmental quality: a review. Atmos. Environ. 25B (3), 289– 299.

ID	Action Category	Action	Progress and planned action presented in 2017 ASR	Progress 2018 and Planned Future Action
6	Emissions from developments and buildings	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	Lewisham focused on the Lewisham Mayor's Air Quality campaign (See 2.1 introduction to table) Publicity around Smoke Control Zones is now planned for Winter 2018, where we'll work with the London Mayor in providing information and requirements to reduce the air quality impact.	<p>The Lewisham website has now been updated and information around Smoke Control Zones is easier to find and view: https://lewisham.gov.uk/myservices/environment/air-pollution/rules-for-chimneys--bonfires-and-open-fires. Some work carried out to ensure all text on page will pick up enquiries that access the website from google search engine.</p> <p>There was a publicity campaign in February 2019, which included aspects of smoke control (see 2.1 introduction to table).</p>
7	Emissions from developments and buildings	Promoting and delivering energy efficiency retrofitting projects in workplaces and homes, including through using the GLA RE:NEW and RE:FIT programmes, where appropriate, to replace old boilers /top-up loft insulation in combination with other energy conservation measures.	Lewisham's Warm Homes Healthy People fuel poverty advice service was delivered in 250 homes in 2017/18. Actions taken by residents reduced emission by 83 tCO ₂ e. In 2018/19 the project will extend to cover Bexley, Bromley, Greenwich, Lewisham and Southwark with support from the GLA. Lewisham, in partnership with South East Community Energy and Retrofit Works, are enabling residents to access energy company funding for heating and insulation improvements, in 2017/18 152 measures were installed.	<p>In 2018/19 Lewisham Council led a partnership with Bexley, Bromley, Greenwich and Southwark to establish a coordinated 5 borough fuel poverty project, offering practical advice through home visits and events across south east London to over 875 residents with 450 home visits delivered.</p> <p>Lewisham has also supported 464 vulnerable households to access external grant funding for heating, insulation and ventilation works. It is estimated that in 2018/19 the project has brought in £600,000 funding</p>

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7A	Emissions from developments and buildings	Introduce a requirement for a minimum Energy Performance Certificate (EPC) rating for privately rented sector houses in multiple occupation (HMOs) covered by both the mandatory and additional licensing schemes	Works recommended in EPC inspection report to ensure property has a rating of 'E' or above is included in licensing conditions of HMOs. Enforcement action carried out if EPC forms not submitted. Also, where the Council procure properties for use by the Council for temporary accommodation this also meets a minimum EPC rating of 'E'.	<p>All properties other than those on an exemption list must now legally have an EPC of E or above to legally rent a property for residential use.</p> <p>Where a property is inspected without an EPC of E or above action is taken to ensure the landlord improves its efficiency.</p> <p>Work has commenced to employ 2 compliance officers to work with the procurement team to ensure all relevant documentation including gas/electrical safety certificates and fire risk assessments are kept up to date. These officers will also ensure properties have and EPC of E or above.</p> <p>The strategic plan has committed to introduce new licensing schemes that will target more HMO types and if agreed all single occupancy private rented property. As part of this process consideration is being given to the viability of offering discounts to landlords that show a significant commitment reducing the use of energy and carbon emissions.</p>

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7B	Emissions from developments and buildings	Introduce a requirement for any works covered by the Disabled Facilities Grant or discretionary housing improvement grants to meet level D EPC rating in privately owned accommodation.	The action has not been implemented due to staffing changes and reorganisation but has been raised with the new team management and will be considered in any future reviews of the Council's housing assistance policy and an update will be provided in the next ASR. However, from 1st April with Empty Homes Grants (Discretionary grant) officers will make sure that properties brought back into use under these grants meet the Government's requirement of at least a minimum EPC rating of 'E' on completion. The mandatory Disabled Facilities Grant helps homeowners and tenants to fund home adaptations and this is not something the Council can currently include.	In line with legislation all properties brought back into use for private renting by discretionary grants are required to meet a minimum EPC standard of E. When assessing disabled facilities grants consideration is given to the eligibility of further support to improve energy rating levels.
8	Public health and awareness raising	Ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in the local authority area, what is being done, and what is needed.	The ASR was discussed at the Health Protection Committee (HPC) meeting held on 12 February and was presented to the DMT for Community Services on 17 th May and signed off. The Director of Public Health (DPH) is part of this management team.	The ASR was presented and discussed at the HPC meeting held on 3 July 2019 and was signed off. The ASR was presented to the DMT for Community Services on 20 th June and signed off. The DPH sits in both the groups. The DPH is represented at both Lewisham Air Quality Working and Strategic groups.
8A	Public health and awareness raising	The Council's political leadership will champion the issue of air quality inside and outside of the borough.	The Lewisham Mayor's Air Quality campaign (See 2.1 within the ASR 2017 introduction to table), included the appointment of the Mayor's Air Quality Champion.	Councilor Louise Krupski is the Clean Air Champion for Lewisham Council. Councilors Brenda Dacres and Sophie McGeevor are Cabinet Members for Environment and Transport (job share). They are all very engaged with the Air Quality work in Lewisham.

ID	Action Category	Action	Progress and planned action presented in 2017 ASR	Progress 2018 and Planned Future Action
9	Public health and awareness raising	Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for their support via the DsPH when projects are being developed.	The Healthy Weight Strategy developer in 2017 has as one of its main aims to 'promote an environment that supports healthy weight and wellbeing as the norm, making it easier for our residents to choose healthier diets and active lifestyles.' There are synergies to air quality improvement with a more active lifestyle and these links are being developed.	Lewisham has signed up to the London Devolution (Public Health England) School Superzones pilot project. The aim of the project is to create a healthier and safer environment for children to live, learn and play. Superzones are a 400m radius around schools in which actions are taken to protect children's health and encourage healthy behaviours through interventions that target unhealthy food and drink sales; advertisements; alcohol; smoking; gambling; air quality; physical inactivity and crime (added by Lewisham). Air quality has the top priority for this piece of work as the identified school, Haseltine Primary School was one of the 3 primary schools in Lewisham identified for Mayor of London's Air Quality School Audit. The school is also quite engaged and was keen to be involved in this process.
10	Public health and awareness raising	Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population.	JSNA for Air Quality was refreshed in 2017.	JSNA for Air Quality was refreshed and signed off by the JSNA Steering Group and was published in February 2018.

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11	Public health and awareness raising	Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade public health specialist within the borough has air quality responsibilities outlined in their job profile.	Provided Lewisham Health Protection Committee air quality updates. The Health and Wellbeing Strategy is still being drafted.	Lewisham Health Protection Committee (HPC) is chaired by Consultant in Public Health nominated by the DPH. The DPH is well briefed on air quality issues and updates. The HPC reports to Health and Wellbeing Board and meets twice a year.
12	Public health and awareness raising	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans.	The ASR was presented to the DMT for Community Services. The Director of Public Health is part of this management team.	The Statutory Annual Status Reports was presented and discussed at the HPC meeting held on 3 July 2019 and was signed off. The ASR was presented to the DMT for Community Services on 20 th June and signed off. The DPH sits in both the groups.
13	Public health and awareness raising	Ensure Head of Transport fully briefed along with all Directors responsible for delivering air quality actions. Briefing to disseminate amongst transport team.	Provided brief through Bi monthly Air Quality Working Groups and also Strategic Air Quality Board meetings every quarter. Also separate focused meetings with transport in relation to electric vehicle provision and school projects.	Transport team works closely with the Lewisham Air Quality Working and Strategic Groups. The transport team is instrumental in organising sustainable transport initiatives/schemes and infrastructure to support transition away from car use. It also supports the provision of electric vehicle charging infrastructure, as an option where the car is used. See Clean Transport Section.

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14	Public health and awareness raising	Engagement with businesses.	<p>Number of applications for the discharge of the DSP condition approved: 11 applications.</p> <p>Promoted deliverBEST at the 2017 Mayor's Business Award. As a result of this, one Lewisham-based business (Fronte) linked in with the scheme as they promote their new sustainable delivery option (see: https://www.fronte.co.uk/sustainable-parcel-delivery-with-click-and-collect/), along with contacts with many local businesses.</p> <p>DEFRA bid application for Cleaner Villages was successful, which will provide engagement with businesses with two of the Air Quality Focus Areas, i.e. Lewisham Town Centre and Deptford Church Street. See ID 46 and 47 for new action to report for next ASR.</p>	<p>Air Quality Grant 2018-19 Lot 1 – Cleaner Air Villages 2: Cross River Partnership will be leading on this project with action to reduce emissions resulting from the delivery of goods and services to businesses in 13 of London's most polluted town centres ('villages'). <i>Lewisham is the lead authority</i> along with 6 boroughs (Lambeth, Hammersmith and Fulham, Royal Borough of Kensington and Chelsea, Camden, Westminster and Wandsworth), as well as in Cadogan Estates (landowners), and Euston Town Business Improvement District (BID). For Lewisham the focus will continue to be on Lewisham town centre and Deptford High Street.</p>

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15	Public health and awareness raising	Promotion of availability of airTEXT and Lewisham Air App.	Total subscribers to airTEXT in Lewisham in 2017 was 173. In 2017 continued to target the same groups as last year. In 2017 the Lewisham Air app was developed. 'The promotion of availability of airTEXT' action next year also to include 'The promotion of availability of Lewisham Air app' action. Launched in March 2018, the numbers downloaded have risen to 300 (end of April).	Lewisham Air App was launched in the Lewisham Air Quality Conference in March 2018. Public Health is promoting the app through Lewisham (Clinical Commissioning Group) CCG to raise awareness, so that the GPs promote the app to Chronic Obstructive Pulmonary Disease (COPD) and Asthma patients and their carers. This is along with sign up to the Air Quality Pledge in the Lewisham Council Website. The Lewisham Air App is also promoted to the respiratory nurses as well to raise awareness in the COPD & Asthma patients. In 2019, will be working with the Respiratory Nurse Consultant to update the Asthma and COPD Care Plans which will include information on the app to be issued to patients.
16	Public health and awareness raising	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme.	Schools continue to take part in the STARS programme. More targeted work is planned for 2018/19 to look at detailed travel planning and support to reduce the number of parents driving to school. A before and after evaluation will be monitored and known behaviour change models will be used to maximize change.	STARS project continues to be a priority in Lewisham, the school travel plan mode share will be monitored and comparative data from previous years will be made. Use will be made of TfL City Planning guides and routes with higher walking potential will be considered for additional work and focus.

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17	Public health and awareness raising	Air quality at schools	Through the Mayor's Air Quality campaign, we have worked with schools to develop the School Travel Plan. This has included the running of idling action events at three schools and the procurement of 50 anti-idling signs that will be introduced at designated schools in 2018. In 2017, work was carried out in the development of a School Air Quality Accreditation scheme for Lewisham, which is being piloted and planned to launch in 2018/19 academic year. A new School Travel Plan officer is to be appointed to work with schools from 2018 and an Air Quality apprentice is working with them to visit and support schools.	An anti-idling banner competition was run with banners being placed at participating schools and car parks in the borough. School Travel plans are being submitted with AQ activities being monitored and awards will be made to schools that have achieved higher than average AQ actions through the school year.
17 A	Public health and awareness raising	Air quality at schools	All primary schools are offered Bikeability for their Year 5/6 pupils. Balance Bike training was carried out at 20 schools. Scooter training courses are booked for the Summer term in 2018.	All schools are offered Bikeability training. Balance bike and/or Scooter training is an annual offer to schools for their lower school pupils.
18	Delivery servicing and freight	Update local authority procurement policies to include a requirement for suppliers with large fleets to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation.	A programme of internal staff training was provided in 2017 with a specific focus on air quality and procurement delivery.	During 2018 a new Social Value policy at Lewisham, was developed and adopted on the 6 February 2019 which covers these requirements and therefore will be included (where relevant) in each procurement under the relevant KPI for Social Value. The standardised templates will also cross-refer to the policy.

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19	Delivery servicing and freight	Update procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability criteria).	A programme of internal staff training was provided in 2017 with a specific focus on air quality and procurement delivery.	Over 2018 a new Social Value policy at Lewisham, was developed and adopted on the 6 February 2019 which covers these requirements and therefore will be included (where relevant) in each procurement under the relevant KPI for Social Value. The standardised templates will also cross-refer to the policy.
20	Delivery servicing and freight	Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up, or participating in, new logistics facilities, and/or requiring that council suppliers participate in these.	Considered as a potential action as part of the Local Implementation Plan (LIP) 3 process, which will develop a transport strategy and implementation plan for the borough. Draft document for consultation in Autumn 2018, with final version approved by February 2019.	Still waiting on the results of the Mayor's Air Quality Fund (MAQF) 2019 -2021, but Lewisham are part of the proposed consolidation centre developed by Croydon Council bid application which has been developed over 2018.
21	Delivery servicing and freight	Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles.	This has been reviewed but is not currently seen as being appropriate given the logistics of delivery and servicing areas within the borough.	As before this type of traffic restriction is currently difficult to implement in the borough due to the reasons stated before. The extended ULEZ moving to the south circular in October 2021 may give the borough more control on vehicle movements due to the associated infrastructure that brings. We will continue to investigate options for prioritizing Low and zero emission vehicles.

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22	Borough fleet actions	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation.	<p>No longer considered necessary to join the FORS scheme due to the admin burden that it will place on the reduced staff levels. Also question the benefits in terms of improving air quality as the rolling driver CPC training includes in the syllabus "driving effectively, efficiently to reduce emissions and improve safety."</p> <p>This action will be discontinued</p>	This Action has been discontinued, and will be removed from the next report. See previous years consideration.
23	Borough fleet actions	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet.	Added to the fleet another HY-BRID refuse vehicle to work on Lewisham market; this takes the total to 2.	<p>25 petrol/hybrid vehicles now on fleet plus 2 hybrid refuse vehicles.</p> <p>Considering electric refuse vehicles and are reviewing options for the future.</p>
24	Borough fleet actions	Accelerate uptake of new Euro VI vehicles in borough fleet.	<p>Reduced the order to 33 from 48 due to fleet rationalising and route analysis.</p> <p>The next step is to replace 15 Euro 5 refuse trucks and 49 Euro 5 buses before the ULEZ deadline (Oct 2020), which may reduce due to further rationalisation. Once this next order is placed and delivered all of LBL fleet will be at Euro 6.</p> <p>Any short-term hired in vehicles that are required are always Euro 6 as standard.</p>	<p>75 Euro 6 vehicles on order:</p> <p>24 refuse vehicles</p> <p>50 buses</p> <p>1 tipper</p> <p>Fleet will be 100% compliant with ULEZ by the October deadline .</p>

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25	Borough fleet actions	Smarter Driver Training, or equivalent, for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff.	Continue to run Driver Certificate of Professional Competence (CPC) training which includes in the syllabus “driving effectively, efficiently to reduce emissions and improve safety.”	Training on-going to meet legal requirements.
26	Localised solutions	Improvement and Introduction of green spaces in new developments through the Planning process by conditions and S106 obligations.	See Action 5 for further information. Also, new linear park for Pepys Estate being extended, opening up the former canal bridge, to connect the Deptford Wharves development. Proposals for improving Beckenham Place Park in progress over 2017. Lewisham Gateway confluence park planned progress 2018/2019.	Lewisham Gateway confluence park is now to open in June 2019. 203 parkland trees and 3030 whips have gone in at Beckenham Place Park over the past year.
27	Localised solutions	Low Emission Neighbourhoods (LENs).	N/A	Looking at resourcing and current work already being carried out by Transport around Liveability Funded Neighbourhood and the Healthy Neighbourhood borough wide schemes, LENs were not considered possible and resource effective, given commitments to other schemes. See Action ID45 and ID48 (new action).
28	Cleaner transport	Discouraging unnecessary idling by vehicles near schools.	Idling action events held at 3 schools. The end of year report provided details on success. Also a priority within the Lewisham Mayor’s Air Quality Campaign (see introduction to Table).	Through https://idlingaction.london/ , idling action events were held at four primary schools within 2018, with a further five events planned for 2019. 30 anti-idling signs were erected at identified schools in 2018. Also see Action 17.

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28 A	Cleaner transport	Carry out a Council-wide anti-idling campaign discouraging unnecessary idling by idling vehicles	Idling action events held at 3 schools. The end of year report provided details on success. Also a priority within the Lewisham Mayor's Air Quality Campaign (see introduction to Table)	<p>Many STARS schools carried out their own anti-idling campaigns throughout the year and were involved in initiatives that contributed to improving air quality. i.e cycling, walking, bikeability, scooting, park and stride etc. which are ongoing.</p> <p>The council is seeking delegated powers for enforcement and will be going to Mayor and Cabinet in Autumn 2019. As a lead up and part of the Clean Air Day 2019, there will a launch of a newly designed anti-idling card which will be distributed to all schools in Lewisham agreeing to take part. Also see Action 17A.</p>
29	Cleaner transport	Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas	The borough wide 20mph limit was implemented in September 2016. Monitoring has been carried out which has shown reductions in speed as a result. However, physical measures will be required on some streets to assist with compliance. These streets are currently being prioritised and potential measures identified. The borough is also encouraging TfL to introduce 20mph on the parts of the network that it is responsible for.	A programme of speed reduction measures on 30mph roads was approved by Mayor and Cabinet. Following surveys and design work speed reduction measures are programmed to be implemented on the first 8 roads between August and November 2019. Design work is continuing on the remaining roads in the programme.

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30	Cleaner transport	Expanding car clubs and increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs .	<p>1 Car Club bay provided at HAZELHURST COURT, BECKENHAM HILL ROAD, BROMLEY, SE6 3AG development.</p> <p>For all car-free developments we have secured car club memberships. For instance, in 2017 this was conditioned and discharged for 437-439 BROCKLEY ROAD, LONDON, SE4 2PJ, KENT WHARF, CREEKSIDE, LONDON, SE8 3DZ.</p> <p>Officers are currently in discussions with Zipcar (the borough's only current car club) about the potential introduction of further electric vehicles to its fleet. Zipcar has plans to gradually introduce more EVs to their Zipcar flex operations (point to point model). However, for the fixed bays it is harder to achieve without the necessary supporting infrastructure. Boroughs are limited on the degree to which they can assist with the implementation of EVCPs in fixed car club bays due to state aid rules. The Council is in discussion with other car club providers.</p>	The borough Low Emission Vehicle strategy has a clear objective to encourage and to eventually insist that car clubs move to zero emission vehicles. It also requires they clearly demonstrate how they intend to refresh their fleet with more and more low/zero emission vehicles. With an intermediate target of 50% of all their vehicles being low/zero emission by 2025 and 100% by 2030.

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31	Cleaner transport	Very Important Pedestrian (VIP) Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives.	Considering roads but need to assess full impact on surrounding streets. For Walk to School Week in 2018, Athelney Primary School is trialling this and will provide feedback. VIP campaign will take place in September 2018.	In 2018 there were approx. 75 (community) street parties and 5 or 6 school fair events. There were also 2 or 3 school parades that had rolling road closures. Schools have been contacted in 2019 to encourage more Play and Community Play Streets across the borough with links to Car Free Day.
32	Cleaner transport	Free or discounted parking charges at existing parking meters for zero emission cars.	This will be considered within the Parking review, which has been delayed and will go to Mayor and Cabinet at the end of 2018/19. Air quality is being factored into this review.	The update to the Parking policy is being undertaken in 2019 with consultation during summer. Results of this will be considered by Sustainable Development Scrutiny Committee and then go to Mayor and Cabinet at the end of 2019.
33	Cleaner transport	Free or discounted residential parking permits for zero emission cars.	<p>During the year (2016/2017) a total of 16,000 resident and business parking permits were issued. Permits issued to lower emission vehicles and sold at a concessionary rate was 345, and represent 5.75% of the total which is an increase of 4% from that of last year.</p> <p>The Parking review, which has been delayed and will go to Mayor and Cabinet at the end of 2018/19, will consider charges and concessions. Air quality is being factored into this review.</p>	The update to the Parking policy is being undertaken in 2019 with consultation during summer. Results of this will be considered by Sustainable Development Scrutiny Committee and then go to Mayor and Cabinet at the end of 2019.

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34	Cleaner transport	Surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits.	This will be considered within the Parking review, which has been delayed and will go to Mayor and Cabinet at the end of 2018/19. Air quality is being factored into this review.	The update to the Parking policy is being undertaken in 2019 with consultation during summer. Results of this will be considered by SDSC and then go to Mayor and Cabinet at the end of 2019.
35	Cleaner transport	Installation of residential electric charge points.	<p>There are currently 29 EVCPs in 10 locations, including 6 in Council managed car parks.</p> <p>The Council will be consulting on its EVCP strategy in late spring/early summer 2018, with a final document approved by the end of the year. This will set out our plans for expansion of the charging network over the next four years (to 2022).</p> <p>In partnership with Source London we are currently consulting on a further 14 sites for 7kW chargers, with a view to seeing these implemented by the end of 2018, subject to consultation. This has been delayed from last year in order to agree on legal arrangements.</p> <p>Officers are also starting to talk to other providers about introducing lamp column charging and complementing the Source London network with additional 7kW chargers run by other operators.</p>	<p>The EV strategy has been consulted on and is due to go to M and C in July 2019.</p> <p>The legal arrangements with Source London are nearing completion, the contract had more complications and progress throughout 2018 was slow but we are nearing a signed contract which will enable further Source London 7kW chargers to be installed. Of the 14 sites that were consulted on last year 7 sites have been successfully taken through the planning process and are ready to be installed.</p> <p>Residential charging infrastructure measures have moved forward to the procurement stage. Using the TfL Go Ultra Low City Scheme (GULCS) framework, the borough is currently running a procurement for a contractor to install residential charging, due to the borough lamp columns being at the back of footway we have had to move away from the chargers that are attached to the columns in favour of satellite bollard options. Once appointed we expect to have approximately 20 residential charger locations by December 2019.</p>

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35 A	Cleaner transport	Carry out a campaign to promote the use of electric charge points within the borough.	<p>Campaign wasn't carried out in 2017, as the production of the strategy was still being consulted internally. Lewisham had an Air Quality Conference in March 2018 where the principles of the strategy were communicated.</p> <p>As part of the launch of the draft EVCP strategy, public consultation, the Council will make a call for suggestions for new EVCP locations. A publicity campaign is planned for the end of the 2018/19 financial year, with details on new locations.</p>	Once the Strategy has been formally adopted and a contractor appointed through the GULCS framework the borough will be in a better position to launch any coms campaign. However, the borough need to be measured in its approach as we do not want to over publicise the use of Low/zero emission vehicles as wider transport objective are looking to reduce traffic and private car use to 'essential journeys only'.
36	Cleaner transport	Installation of rapid chargers to help encourage the take-up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV).	Officers are working in partnership with TfL to progress a number of rapid charging points. An initial long list of 20 sites across the borough (mixture of land ownership) has been identified, with two sites implemented to date.	20 potential rapid charge locations have been submitted to TfL for consideration. 3 to 5 rapid sites will be chosen from this long list to take forward. These sites are due to be selected by August 2019. A focus on serving Taxi ranks has been the main factor in deciding potential locations.

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37	Cleaner transport	Reprioritisation of road space; reducing parking at some destinations and/or restricting parking on congested high streets and A-roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic.	<p>See link for the Annual Parking report (2016/17):</p> <p>http://www.lewisham.gov.uk/myservices/parking/Pages/default.aspx</p> <p>The total number of controlled parking zones (CPZs) operating in the borough at the end of 2016/17 was 22. This will increase to 23 in 2017/18 as part of the CPZ implementation programme.</p> <p>Also, approval for 18/19 CPZ programme has been received with proposals for a further four zones. Designs have gone through public consultation in September 2017, the full results of this consultation have not been published (expected June 2018). Expect detailed design to start in 2018, and construction to start in 2019 for approximately 1 year.</p> <p>Over the past 6 months the Council have been assessing sites for the locating of bike hangers; consultation on the 1st phase of hangers is complete, and we are awaiting the award of the new contract to the supplier to start installation. Once the contractor is on board the Council will continue to roll out phases of hangers every 6 months, funding dependant.</p>	A new CPZ in Ladywell was installed during 2018/19 as part of the current CPZ implementation programme. The CPZ implementation programme includes a review of the existing Grove Park CPZ and consultation on proposals for a new CPZ in Leegate, with the latter being coordinated with Healthy Neighbourhood projects in the same area. A further CPZ in Sydenham is to be consulted on, currently programmed for the end of the 2019/20 financial year.

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38	Cleaner transport	Provision of infrastructure to support walking and cycling.	3 Quietway routes are in development with completion expected in 2019. Lewisham Council was successful in securing feasibility funding for the Deptford parks Liveable Neighbourhoods fund from TfL. This feasibility work is going to be carried out over 2018 to inform concept designs hopefully available by early 2019. Schemes include: re assigning road space to create a pocket park, reducing traffic and greening roads, creating a traffic-free walking route from the River Thames to New Cross via a new green way and other smaller intervention identified through public consultation.	All 3 Quietway routes complete bar four sections at Southend Lane, Waterlink Way, Armoury Way and Lower Sydenham. Deptford Parks Liveable Neighbourhood – feasibility study carried out and approved by TfL at Stage Gate 2 in May 2018. Prelim design/detailed design to be carried out in 2019 as well as Copenhagen Crossing programme construction.
39	Cleaner transport	Develop a 'stand-alone' Cycling Strategy for the borough.	The Cycling Strategy was adopted in late 2017.	See ID 38 & 40.
40	Cleaner transport	Increasing cycle parking.	See Section 10 of the Cycling Strategy .	31 bike hangers installed in 2017/18. A further 30 bike hangers are due to be installed in 2019/20.

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41	GLA AQ FOCUS AREA 127 & parts of 132 Cleaner Transport	Development of a Zonal Construction Logistic Framework for the Evelyn Street Corridor.	The main focus of work following the completion of the Construction Logistics Plan (CLP) has been to engage with developers in the Evelyn Street area. The primary engagement mechanism has been the three Evelyn Street CLP Forum meetings held in 2017. Air Quality (AQMesh) and traffic monitoring have been installed on Evelyn Street and Deptford Church Street in partnership with Kings College, to establish the current baselines against which the additional construction traffic can be monitored. More details on progress: http://www.llecp.org.uk/evelyn-street-clp-project	The MAQF funding for the project finished at the end of March 2018. An Evelyn Street CLP Forum was held in January 2018 where it was agreed that project should continue. Tideway have agreed to chair the Forum meetings and follow up with administrative aspect. King's College London will continue to provide air quality monitoring and management aspect to support the project.
42	GLA AQ FOCUS AREA 125, 130 & 133 Public health and awareness raising	Provision of public art along the Brockley Corridor to raise awareness on air quality.	All art installations completed. Update provided to Local Assembly in March 2017 .	ACTION COMPLETED.
43	GLA AQ FOCUS AREA 130 & 133 Cleaner Transport	Road Layout changes along the Crofton Park area of the Brockley corridor.	Progress given at Local Assembly in March 2017 . A public consultation was carried out in 2017: https://www.pclconsult.co.uk/projects/crofton-park-2/	Phase 1 of the Crofton park scheme has been programmed for delivery in 2019. Measure include speed reduction measure, and pedestrian priority measures along with general public realm improvements.
44	GLA AQ FOCUS AREA 125 to 133 Cleaner Transport	LiP projects.	Previously present in Table K3 within ASR 2017.	SEE Table K2.

ID	Action Category	Action	Progress and planned action presented in 2017 ASR	Progress 2018 and Planned Future Action
45	GLA AQ FOCUS Area 127 Cleaner Transport	Liveable Neighbourhood Scheme 'Deptford Parks'.	NEW ACTION for reporting at next ASR.	<p>Deptford Parks Liveable Neighbourhood – feasibility study carried out and approved by TfL at Stage Gate 2 in May 2018. Prelim design/detailed design to be carried out in 2019 as well as Copenhagen Crossing programme construction.</p> <p>Streets in North Deptford will see reduced traffic owing to new restrictions. Walking and cycling will be transformed by a new north-south traffic-free route along the former Grand Surrey Canal, new Copenhagen crossings, cycle parking and street lighting. New cycle routes through the park will also link to the proposed new Bakerloo line station (New Cross Gate).</p>
46	GLA AQ FOCUS AREA 127 Cleaner Transport Public Health and Awareness Raising	DEFRA Project: 'Cleaner Villages' Business engagement at Deptford High Street, to reduce impact of delivery.	NEW ACTION for reporting at next ASR.	<p>As part of the Cleaner Air Village 1 project recommendations for following up after engagement with businesses were:</p> <ul style="list-style-type: none"> Shared EV van for small businesses; Shared supplier scheme at the Albany; Micro consolidation; and <p>An Ultra-Low Emission Supplier Directory will be launched in 2019 and work will continue as part of Clean Air Village 2. Lewisham are the lead authority for this 6 borough consortium with Cross River Partnership managing.</p>

ID	Action Category	Action	Progress and planned action presented in 2017 ASR	Progress 2018 and Planned Future Action
47	GLA AQ FOCUS AREA 131 Cleaner Transport Public Health and Awareness Raising	DEFRA Project: 'Cleaner Villages' Business engagement at Lewisham Town Centre, to reduce impact of delivery.	NEW ACTION for reporting at next ASR.	As part of the Cleaner Air Village 1 project recommendations for following up after engagement with businesses were: Shared EV van for small businesses; Cargo bike lease for small businesses; Market: cheap and local storage; Market: permanent stalls with storage inside; Coordinate market stall holders recycling together; and Consolidation of food and beverage suppliers. An Ultra-Low Emission Supplier Directory will be launched in 2019 and work will continue as part of Clean Air Village 2. Lewisham are the lead authority for this 6 borough consortium with Cross River Partnership is managing.
48		Healthy Neighbourhood Cell Scheme		New Action for reporting at next ASR but consultation for schemes have been undertaken. The first Healthy Neighbourhood Cell, will be Lewisham, Hither Green and Lee Green, see link for further information: https://lewisham.gov.uk/my-services/roads-and-transport/community-led-traffic-reduction-healthy-neighbourhoods . Monitoring of air quality is planned for assessing impacts from interventions within the scheme.

Once the LLAQM has been updated the AQAP and reporting will be reviewed and also where appropriate the 'NICE Quality Standard on air pollution' used.



Completed or Discontinued Actions



New Actions

Table K.2 LIP Projects in Air Quality Focus Areas as of end of 2018

1	Deptford Church Street	Quietway 1 (Implemented)	Cycle Superhighway 4 (in design) *	Quietway 2 (in design)	S106 New Bus Services	New EVCP Sites	New 20mph limits
2	New Cross	Bakerloo Line Extension (Consultation)	A2 Corridor Study – TfL *	Old Kent Road OA work with LB Southwark & GLA	S106 New Bus Services	New EVCP Sites	New 20mph limits
3	Brockley Cross	Rail Strategy inc Overground proposals	B218 Corridor Study	New EVCP Sites	New 20mph limits		
4	Honor Oak Park	New speed camera at Stondon Park Junction(implemented) *	B218 Corridor Study	New EVCP Sites	New 20mph limits		
5	Loampit Vale & L.High St	Bakerloo Line Extension (Consultation)	Quietway 2 (in design)	New EVCP Sites	New 20mph limits		
6	Catford Road	Major regeneration programme, including A205 alignment (feasibility)	Quietway 2 (in design)	New EVCP Sites	New 20mph limits		
7	A205 Brownhill Road	A205 Brownhill Road Corridor improvements * (in design)	New EVCP Sites	New 20mph limits			
8	Forest Hill	A205 jw Devonshire Rd minor junction improvement (implemented)	Dartmouth Road streetscape improvements (inc 20mph measures) *	New EVCP Sites	New 20mph limits	Air Quality Assessment report in late Spring 2017.	

Appendix B

Presentation on DEFRA funded Cleaner Air Village at London Boroughs Best Practice Sharing Event in September 2019

Clean Air Villages 2

London Boroughs Best Practice Sharing Event
30th September 2019

Overview

1. Introduction from London Borough of Lewisham
2. Cross River Partnership – Overview
3. Clean Air Villages – Project Overview and Solutions
4. Outputs + Lessons learned
 - Ultra-Low Emission Supplier Directory
 - Business engagement
 - Re-timing of Supplier Deliveries (Shepherds Bush)
 - Shared Electric Van Scheme (Brixton)
 - InStreatham BID Shared Electric Cargo Bike
 - Sharing best practice using case studies

Introduction from London Borough of Lewisham



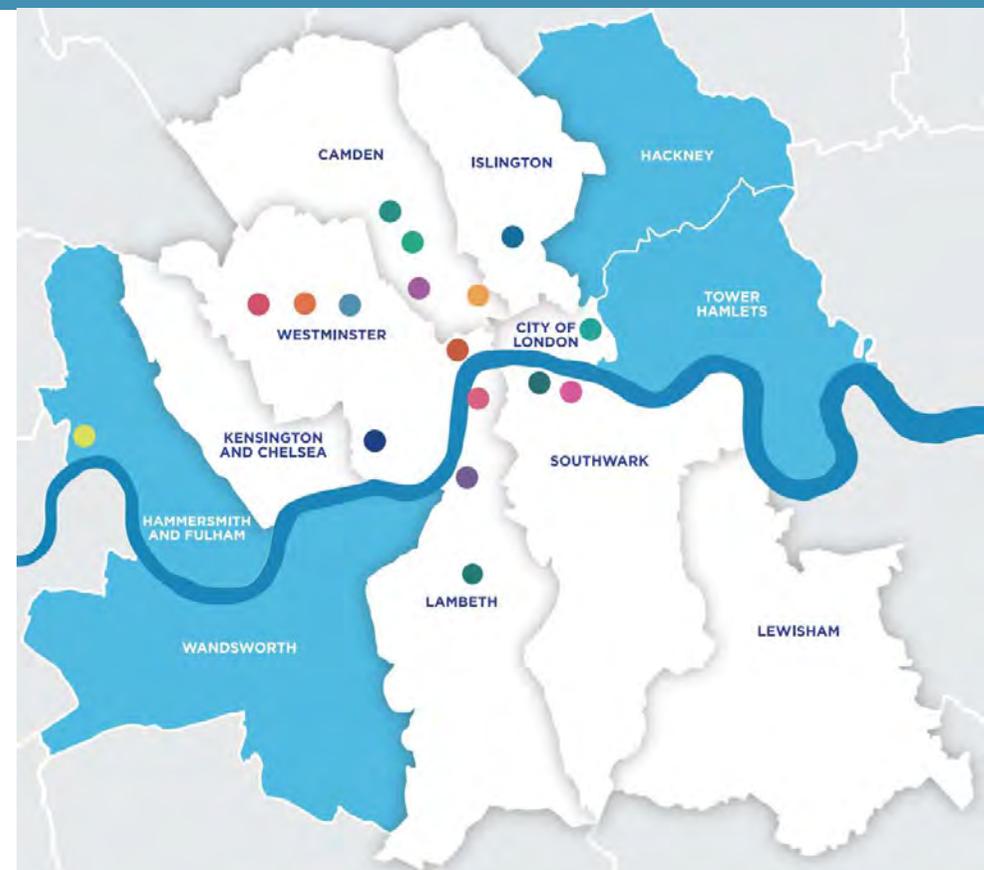
Chris Howard

Senior Environmental Protection Officer
London Borough of Lewisham

Cross River Partnership – Overview

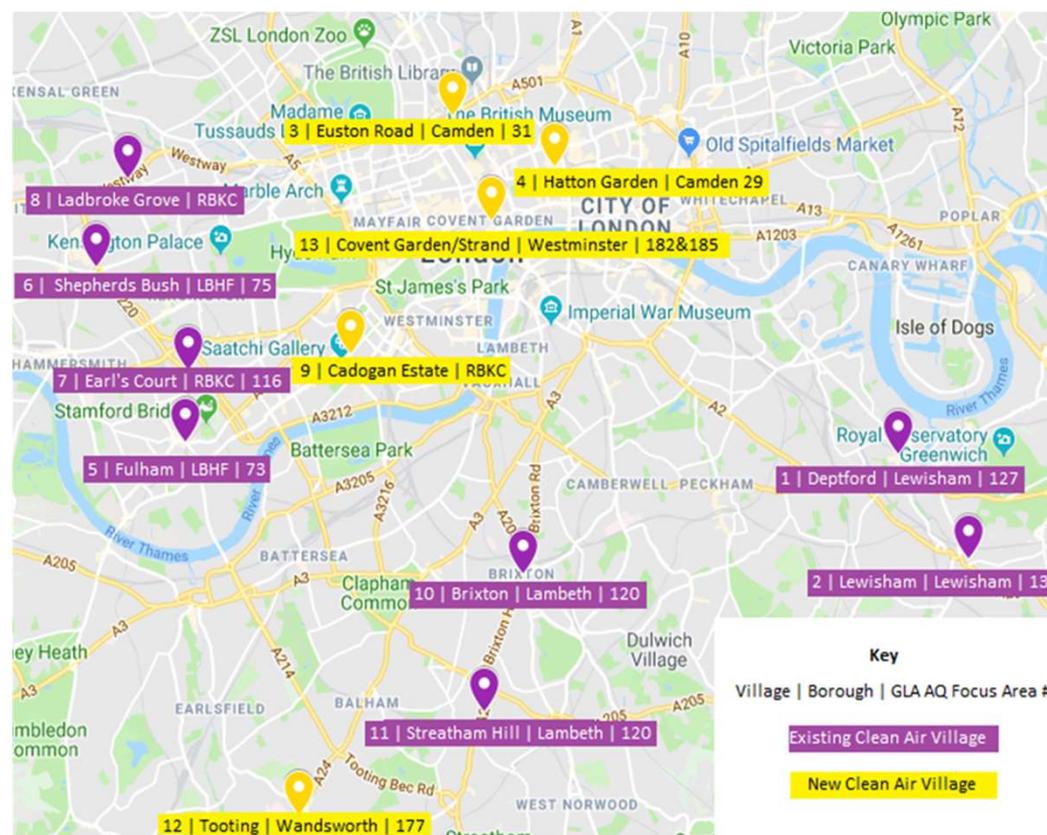
- Non-profit and impartial partnership
- **Delivering positive change** for London’s residents, businesses and visitors for the last 25 years!
- **Work collaboratively** with our public, private and community partners

CRP Local Authorities	CRP Partner Business Organisations	
City of London Corporation	Angel London	Northbank BID
London Borough of Camden	Baker Street Quarter Partnership	Paddington Now
London Borough of Hammersmith & Fulham	Better Bankside	South Bank BID
London Borough of Islington	Brixton BID	Team London Bridge
London Borough of Lambeth	Camden Town Unlimited	The Fitzrovia Partnership
London Borough of Lewisham	Cheapside Business Alliance	Vauxhall One
London Borough of Southwark	Euston Town BID	Victoria BID
London Borough of Wandsworth	Hammersmith BID	
Royal Borough of Kensington and Chelsea	Hatton Garden BID	
Westminster City Council	Marble Arch BID	



Clean Air Villages – Project Overview

- Second year of this Defra-funded programme
- Lead authority: Lewisham
- Working within 13 pollution ‘hotspots’
- Local solutions to reduce congestion and pollution
- Business engagement: workshops, seminars, 1-2-1s
- Innovative trials and pilot schemes
- Encourage sustainable behaviour change
- Shortlisted for Best Collaboration Award for the Chartered Institute of Environmental Health Excellence Awards 2019

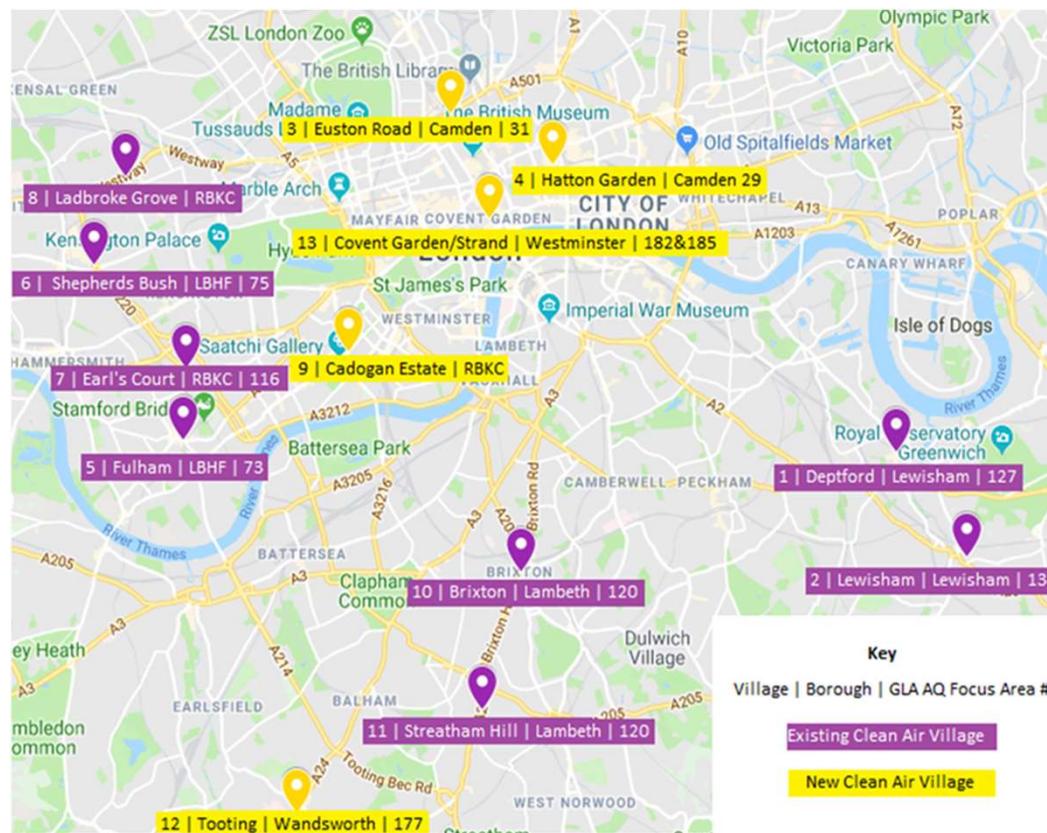


Department for Environment Food & Rural Affairs



Clean Air Villages – Project Solutions

- Ultra-Low Emission Supplier Directory
- Shared vehicle schemes: cargo bikes, electric vans
- Facilitating EV trials for SMEs
- Installing EV charge points
- Consolidation hub trials
- Zero-emission last-mile delivery
- Freight consolidation and re-timing
- Sharing of best-practice
- Encourage cross-borough learning
- Produce business case studies



Department for Environment Food & Rural Affairs



Clean Air Villages 2 – Launch in Lewisham



Outputs + Lessons learned – Summary

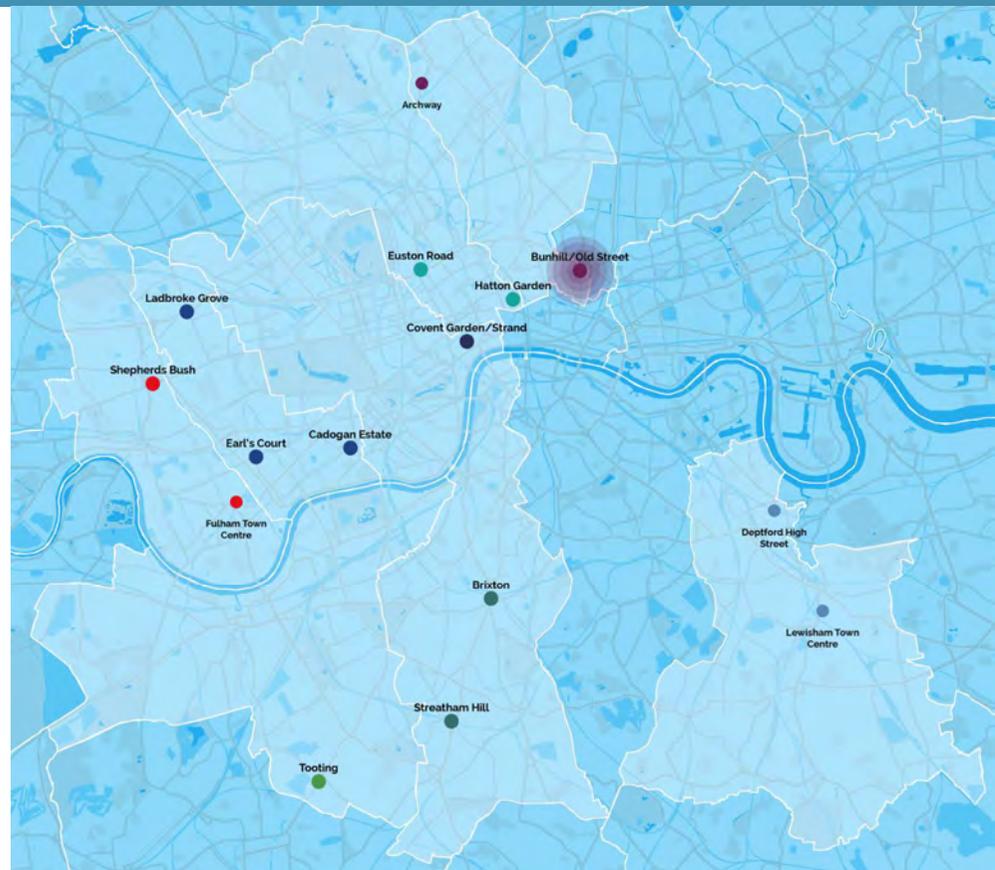
1. Ultra-Low Emission Supplier Directory
2. Business engagement
3. Re-timing of Supplier Deliveries (Shepherds Bush)
4. Shared Electric Van Scheme (Brixton)
5. InStreatham BID Shared Electric Cargo Bike
6. Sharing best practice using case studies

Ultra-Low Emission Supplier Directory

- Lists businesses providing their services using low or zero emission methods:

 Foot	 Electric vehicles	 Alternative-fuel vehicles
 Bike or cargo bike	 Hybrid (petrol) vehicles	

- Suppliers must guarantee they will use these methods at least 80% of the time when operating within the Clean Air Village concerned
- Distance from the user's postcode is shown to promote local services
- 15 dedicated 'village' pages
- Available online at:
www.crossriverpartnership.org/directory



Ultra-Low Emission Supplier Directory

- Challenge faced: setting criteria and communicating this
- Would rather have fewer eligible businesses and focus on the cleanest delivery methods
- Launched initially in just 5 areas
- Recently expanded into 10 new areas!

Find your local green supplier



Improve air quality in your area by using our directory of businesses that offer ultra-low emission deliveries and services.

Find your local directory here:
www.crossriverpartnership.org/directory/villages/lewisham-town-centre

This directory forms part of the DEFRA-funded Clean Air Villages programme.



Do you deliver in Lewisham Town Centre?

By the following modes of transport?

- Foot
- Electric vehicles
- Alternative-fuel vehicles
- Bike or cargo bike
- Hybrid (petrol) vehicles

Benefits of the directory:

- Join a growing low-emission community
- Promote your green deliveries or services
- Gain new business
- Improve air quality
- Improve health for customers and employees

If so, please get in touch so that we can put you on our free directory: katefenton@crossriverpartnership.org

This directory forms part of the DEFRA-funded Clean Air Villages programme.



Business engagement – workshops, seminars, etc.



- Targeted workshops and seminars in each village
- Bring together local independent businesses, schools, large chain representatives, Councillors
- Start a dialogue about local air quality issues and concerns



Challenges faced:

- Small businesses often struggle to attend
- Finding the right communication stream
- Balancing differing priorities

Shepherds Bush Re-timing of Supplier Deliveries

- Worked closely with two independent hotels
 - Facilitated regular meetings to discuss suppliers and delivery times
 - Implementation of green procurement policies
- Also worked with large retailers in the area: Westfields, West 12 Shopping Centre
- Shepherds Bush Business Forum
- Sharing of best practice



Brixton Shared Electric Van

- Collaboration with Lambeth Council, Brixton BID, Zipcar
- Launching the first shared electric van scheme
- A behaviour-change pilot exploring:
 - Use of EVs
 - Use of a shared asset



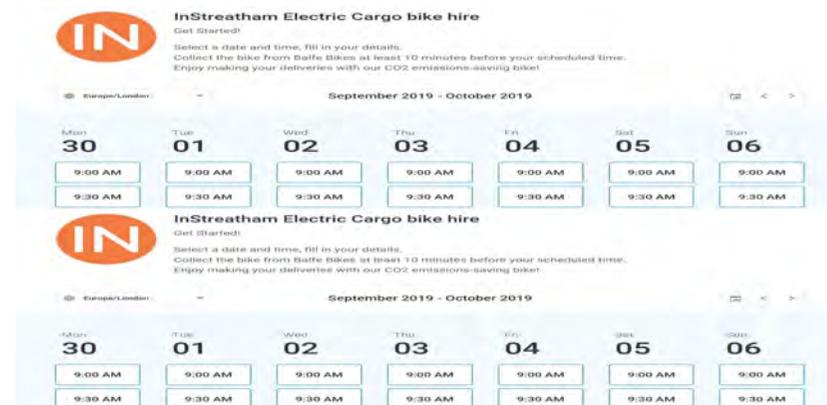
Challenges faced:

- Charging infrastructure
- Finding and securing a dedicated parking bay
- Purchase/supply of the electric van
- Management and maintenance
- Planning for worst-case scenarios



InStreatham BID Shared Electric Cargo Bike

- Collaboration with InStreatham BID who secured funding from TfL's Healthy Streets Fund
- Launched a shared electric cargo bike available for all local businesses to use for free
- Replacing cars and vans with cycle freight
- Stored and maintained by local shop Balfe's Bikes
- Businesses ride it themselves
- Scheme managed by InStreatham BID
 - Easy online booking platform
 - Free cycle training offered to employees
 - Insurance



Sharing Best Practice: Case Studies

SHARED ELECTRIC CARGO BIKE FOR STREATHAM BUSINESSES

BUSINESS CASE STUDY

InStreatham BID and Balfe's Bikes Collaborate to Run a Shared E-cargo Bike Service



"This pilot will encourage a range of local businesses to use a zero emission vehicle to transport goods, which we hope will introduce long term behaviour changes that will improve local air quality and also be good for trade."

Louise Abbotts (Project Manager, InStreatham BID)

ISSUE	OUTCOMES
<ul style="list-style-type: none"> Heavily loaded main road Lack of parking for customers Stressful high street 	<ul style="list-style-type: none"> Free delivery vehicle for local businesses Reduce emissions Encourage active travel for employees

ACTION	ESTIMATED SAVINGS
<ul style="list-style-type: none"> InStreatham BID and Balfe's Bikes secured TfL's Healthy Streets Funding for a shared e-cargo bike Local bike shop to store and maintain the bike 	<ul style="list-style-type: none"> 1.25g of CO₂ saved 309g of CO₂ emissions saved enough to power a lightbulb for 24 hours

Logos: CROSS RIVER PARTNERSHIP, Lambeth, InStreatham BID

SOCIAL ENTERPRISE USES ELECTRIC MILK FLOAT

BUSINESS CASE STUDY

Cheap and Reliable Vehicle Serves Business for Ten Years and Counting



"Going electric is imperative environmentally and economically – petrol cars are unsustainable, unreliable, expensive, dangerous and becoming rapidly obsolete."

James Skelway (Co-ordinator, Fisher Nature)

LOCAL ISSUE	RESULTS
Zero emission vehicle needed for green business to transport air cleaning equipment and materials	<ul style="list-style-type: none"> 1.2kg reduction of NOx per year 30g of PM10 saved per year 392kg of CO₂ saved per year enough to power an average house for 11 days

ACTION	also
<ul style="list-style-type: none"> Bought an electric milk float Found a multi purpose vehicle (EV platform, mobile cinema) 	<ul style="list-style-type: none"> Chosen vehicle that runs freely 1 year payback 10 mile range, sufficient for the majority of their needs, Milk Floats with average range 45 miles

Logos: CROSS RIVER PARTNERSHIP, Lambeth, Fisher Nature

THEATRE OF WINE USES CARGO BIKES TO DELIVER BY ZERO EMISSION

BUSINESS CASE STUDY

Wine Retailer Reduces Reliance on Diesel Van. Frees Up Staff Time and Saves Money



"Converting to a local cargo bike delivery service for smaller orders made business sense. Pedals are kinder, easier on cost environmentally-friendly."

Mariona Fonseca (Assistant Manager, Theatre of Wine)

ISSUE	RESULTS
<ul style="list-style-type: none"> Complete need to drive to shops for smaller orders, 10 miles round trip return Unreliable van to transport High costs of travel 	<ul style="list-style-type: none"> 8-10 trips reduction per month in mileage due to multi-stop deliveries £250-300 cost saving per month by paying nothing 2,748g of NOx saved annually 135g of PM10 saved per year 949kg of CO₂ emissions saved (enough to power a house for 40 days)

ACTION	also
<ul style="list-style-type: none"> Discovered local cargo and courier service 	<ul style="list-style-type: none"> Supporting a local courier business Mean flexible and efficient deliveries Reduced customer delivery of 140 cargo wine deliveries 25 miles of staff time saved per month

Logos: CROSS RIVER PARTNERSHIP, ISLINGTON, Pedal Me, Theatre of Wine

CARGO BIKE SPEEDS UP CURED MEAT DELIVERIES

BUSINESS CASE STUDY

Cannon and Cannon Wholesale Carve Out Niche Using Pedal Me For Deliveries



"Changing to Pedal Me has given us an advantage over our competitors. We are now able to deliver on the same day and more quickly than before, with couriers who care about the environment."

Melissa Sking (Platform Manager, Cannon & Cannon)

LOCAL ISSUE	RESULTS
<ul style="list-style-type: none"> Unable to deliver to businesses as quickly as would like Delivery vans getting stuck in traffic 	<ul style="list-style-type: none"> 5,333g of NOx saved per year 265g of PM10 saved per year 1,777kg of CO₂ emissions saved per year, enough to power an average house for 30 days

ACTION	also
<ul style="list-style-type: none"> Switched to a dedicated delivery service where possible 	<ul style="list-style-type: none"> Fastest delivery times than competitors Time saved from chasing courier companies Pedal Me professional, friendly and reliable Can't deliver? Give to saved and efficient

Logos: CROSS RIVER PARTNERSHIP, Lambeth, Cannon & Cannon, Pedal Me



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Appendix C

Summary of points made at the Sustainable Scrutiny Committee

Meeting date 19th July 2018

Sustainable Scrutiny Committee in July 2018 on Air Quality Actions and EVCP update

The following points were made in the presentation to the committee in July 2018

- A comprehensive list of activity and actions had been provided in the report to the Committee.
- A great deal of progress had been made on the air quality action plan, in line with the requirements of the Greater London Authority (GLA).
- Work had taken place with the Council's previous and current air quality champions.
- A schools air quality award had been launched, Paddy Swift had been appointed to work with schools to develop sustainable travel plans.
- The Council had joined a consortium of boroughs to form an 'anti-idling' campaign network.
- A number of events to share information about air quality had been held. This included a conference to launch the new 'Lewisham air' mobile app.
- Lewisham was due to be the location of a new air quality 'supersite' – which would be one of only three in the country.
- The number of diffusion tubes (for air quality monitoring) across the borough had been increased.
- The Council had been successful in a bid to government for the development of two new 'clean air villages' in the borough, which would engage with business to lower their emissions. The focus would be on reducing pollution from deliveries.
- The air quality audits offered by the GLA were taken up by three Lewisham schools. These schools were part of 50 schools audited across London. Schools were selected in order to ensure a coverage across as many London boroughs as possible, where legal limit levels were being exceeded and had cooperation of the school themselves but were not necessarily the 50 worst polluted schools in London.
- The report included information about the Council's response to the Mayor of London about the expansion of the ultra-low emission zone.
- The Council's position was that the low emission zone should cover the whole of Greater London.
- A detailed response was awaited from the GLA to question from officers about the likely impact of the zone on the emissions in the borough.
- The consultation on the low emission vehicle charging strategy would run until 13 August. Work would take place to analyse responses in order to finalise the strategy by the end of the year.
- The intention was to have all residents within 500m of a charging point by 2020, which was an ambitious target.
- There were four key objectives in the strategy, the first related to target markets for charging through the selection of key locations for charging points, the second was related to the uptake of grants, funding and income, thirdly, the strategy acknowledged the need to keep pace with technological developments and finally it considered the policy and public engagement options for supporting the uptake of electric vehicles.
- The strategy also considered the options for infrastructure – via lamp columns; and two kinds of dedicated charging points for standard and rapid charging.
- The website was being used to gather information about the locations at which respondents wanted to see charging points.