

AQAP Steering Group meeting

29/03/2021

15.00-16.30

Online Teams meeting

In attendance

Chair/Host	Sabrina Chiaretti – Chair, Climate Change and Sustainability Project Officer
Lambeth Council	Paul Keenlyside – Climate Change and Sustainability Technical Lead Jonathan Pook - Head of Parking & Highways Enforcement Kieran Taylor - Principal Transport Planner
Steering Group	Daniel Instone Charlie Holland Sandy Nuttgens Jemima Hartshorn - Mums for Lungs Founder Amy Butterworth - Sustainability Manager for Guy's and St Thomas' Trust

Action Points

SC: Look into PM2.5 monitoring capacity for all of Lambeth's 3 air quality monitoring stations

SC: Look into opportunities for bringing forward awareness raising component of the Defra wood burning project

SC: Raise suggestions for wood burning intervention options with Defra

SC: Share list of green screen schools with group once public, and follow up on biodiversity co-benefits. Consult with parks team on use glyphosate weed killers

PK: Follow up internally on process for submitting evidence on experience of LTNs re. Potential JR

SC: Follow up with the GLA on air pollution monitoring post-ULEZ expansion

SC: Follow up with transport team on Liveable Neighbourhoods in addition to Brixton

SC: Circulate email with proposed dates for next AQAP SG

Introductions

Cllr Holland sends apologies, unable to attend due to urgent business. Questions for Cllr Holland will be passed on to her for response.

Jemima (Mums for Lungs) welcomed as new members of AQAP SG.

Projects update since last AQAPSG meeting

Annual Status Report.

ASR due for submission in May 2021. Final draft will be shared with the Steering Group for comments in early May 2021. The final version will be submitted to the GLA at the end of May.

Air quality monitoring.

Light-weight air quality monitors will be used to supplement existing monitors. Lambeth is testing 5 monitors up to June 2021. If results are reliable, Lambeth will deploy these monitors at a larger scale.

Question: Why are new stations not monitoring PM2.5? It is a much more dangerous carcinogen.

SC: We are considering supplementing existing monitoring capacity with PM2.5 capability at Brixton

Question: Where will the new air quality monitors be placed?

SC: For the pilot, they will be co-located with air quality monitoring stations. If data is good enough, they will be deployed at larger scale. For wider scale roll out, will prioritise location where vulnerable people/sensitive receptors spend time. Mindful that current monitoring is concentrated in the north and centre of borough.

Mayor's Resilience Fund:

GLA will allocate funds to London-based company to develop a tool that identifies the exposure of vulnerable residents to PM2.5, and impacts of mitigation measures on public health.

Defra 2021-22 Grant Scheme:

Lambeth allocated funding to monitor and reduce PM2.5 from woodburning. Prioritising Clapham and Streatham. Measurements in winter 2021. Lambeth now part of wood burning working group led by the GLA. Lambeth will share results with the GLA

Question: Why need monitoring project to raise awareness? We know from smell that wood burning is a problem. Asked council to run an awareness campaign in December, but did not receive a response.

Question: It will remain an issue over summer – with BBQs/bonfires etc.

SC: Lambeth to review bringing forward awareness raising

Question: Are wood burners in Pizza restaurants an issue for PM2.5?

Question: Is it possible to register every wood burner? Would advocate for eventual ban of wood burning in urban areas.

Question: Would it be possible to send text message to wood burners on high pollution day

SC: GLA putting together databases to find out which businesses are buying solid fuels – once we have that data, we can run a more targeted campaign

Green Screens

In the process of delivering green screens at 16 schools. We should be able to select a supplier to deliver by June 2021, for immediate installation. Target is to have installed at 16 by December 2021.

Question: Which schools? Where will info be publicised?

SC: Will be made public, the delegated report is online, so the list of schools should be there. Names of the schools will also be published in subsequent publicly.

Question: Is it tied into Lambeth's biodiversity policy? Preference for native species? Butterflies, pupae?

Question: Experience gained into types of plants that are good for biodiversity etc – we could share these lessons with other schools/institutions where Council will not be installing green screens

Idling Action London:

Engines Off campaign, run between February and March, with online (social media, websites) and offline (billboards, radio ads) materials distributed

Parking presentation: Controlled Parking Zones

Context: At last AQAP SG comment made that Lambeth had overall aim to have borough wide CPZ, but this seemed to fall off the agenda very quickly. Why? Where is Lambeth with securing a borough-wide CPZ? If Lambeth can install a 20mph zone throughout borough, why not CPZ?

JP: Key purpose of CPZ is to stop commuter parking. Lambeth engages with residents and businesses to ensure controls will be equitable and fair prior to introduction. There was an intention to make the whole borough a CPZ. What has happened is that this is being done piecemeal, because this is a sensitive topic e.g. limiting parking on residential streets for friends/relatives to visit. Some streets view it as an issue, others less so. There is a programme in the works to consult on six or seven areas in next couple of years, but this has to be handled sensitively.

Question: Has never felt that there has been a coherent parking strategy in Lambeth. Picture house has 4 parking spaces. But one domestic property has 9 parking spaces. Traders in vintage vehicles can park their stock on some residential streets. Concern that when ULEZ is introduced, areas south of south circular will become giant parking zone. Thinks it is fairer to do it all at once, rather than on a piece by piece basis.

JP: Has to be public support for CPZs in order for them to be introduced. Council is developing proposals to increase prices for 2nd, 3rd etc vehicles for one dwelling, but this is also subject to consultation.

Question: What decision making process?

JP: No timetable. These are proposals that are being worked up, but there is a statutory process for implementing controlled parking zones.

Comment – Would strongly encourage this.

Comment: There hasn't been a significant, hard hitting, factual air pollution campaign in Lambeth. That is why there has been so much pushback. If there were a stronger sense among the 50% of households that don't own a car, but that are exposed to pollution. Can see that level of willingness/speed of actions has increased, but these things would be much easier to achieve if there was a higher level of awareness.

Transport presentation: EV charging points rollout

(See attached presentation)

Transport team published transport strategy in 2019. An appendix to this includes EV infrastructure delivery plan.

Three kinds of EV charge points: 9 rapid EV charge points, 12 x7Kw destination CPs, 183 Lamp-column CPs.

Rapid charge points have to work from highways standpoint and grid connection standpoint. They are targeted at high usage vehicles (e.g. taxis) but also usable by residents.

Lambeth's strategic approach is to try to match supply with demand. Bench-marked against other boroughs, Lambeth not doing a bad job with charge point rollout. Current ratio of 4.1 EVs to every CP (aiming for between 3 and 5). Lambeth has a clear methodology for resident requests, based on minimum level of service calculation.

Connection quote from UKPN often uncertain – related to capacity at substation, distance from substation etc. Ranges between £24k and £230k

In Local Implementation Plan, Lambeth has targets on tCO₂e and NO_x emissions from transport. Lambeth broadly on target.

See slide for plans for the coming 12 months.

Funding was withdrawn from TfL for parking bays for charge points. Over the next 12 months there will be development of dedicated EV parking bays.

Question around long term prospects for funding of EV charge points.

Rapid chargers deliver much more CO2 reduction than the lamp-columns – due to Kwh output and use rate.

Comment: Southwark have a sign over EV post – but Lambeth don't advertise them physically. Many EV charge points have petrol and diesel cars parks in front of them – so they would need to be designated as dedicated bays.

Council response: Signage issue will be rectified – had assumed that people would be searching digitally for them, and underestimated importance of physical signs

Question: 2 different figures on lamp-post column usage?

KT: 12.6% is latest figure for December

Question: Do we have current figure for number of cars altogether in the borough?

KT: No, TfL update on this annually, but the figure is not volatile so will not have shifted greatly.

Question: Are there car clubs in housing estates?

KT: Yes. 5 existing and 5 going in.

Question: Shouldn't motorists be paying for car charging provision?

KT: At the moment grants are coming from central Government which Lambeth is making use of. Most of the levers sit with national rather than local government.

Question: Grid capacity is maxed for development of hospital estate, so cannot accommodate rapid chargers on site. So lack infrastructure.

KT: Recommend contacting UKPN (with reference to green recovery fund)

Question: Is there any demand for mobility scooter hangars, like the cycle ones?

KT: Not on the policy radar, and no demand that we're aware of. But exploring other uses of kerbside e.g. tree plants, SUDs, to reflect that majority of residents do not own a car.

Question: What more are Lambeth doing to promote the presence of chargers on Lampposts?

KT: Charge-points will become more prominent as parking bays are rolled out

Question: What is the cost of fully charging an average EV?

KT: Charging at a public CP is roughly double the cost of charging off street at home.

AQAP update. Section “Highways and Transport” – actions 40-49

Action 40: Continue to build on anti-idling work from Mayor air quality fund project

- Lambeth part of Idling Action London
- Idling fineable offence since May 2020
- Installation of 200 anti-idling signs in 2021/22

Action 41: Work with car clubs to increase amount of electric, hydrogen and ultra-low emission vehicles in their fleet

- Zipcar's e-van continues to remain available to Brixton businesses
- Defra's AQ grant scheme: working with car clubs to increase provision of low emission vehicles in Lambeth

Action 42.1: Increase amount of citizens cycling outside the 18-38 age group

- In 2020-21, Lambeth has has 176 users of cycle hangars outside age group

Action 42.2: Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives

- 21 operational schools streets
- No car free day events

Action 43: There is currently a review of CPZs in Lambeth. There will also be investigations to look at whether there should be discounted parking charges based on emissions and a surcharge on parking permits for diesel vehicles below Euro VI/6 standards

- Update provided by Parking Team in today's presentation

Action 44: Installation of more residential electric charging points

- Covered by the Transport team in today's presentation

Action 45: Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles

- Covered by the Transport team in today's presentation

Action 46: 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

- Our Transport Strategy prioritises walking, cycling and public transport
- 6 Low Traffic Neighbourhoods

Action 47.1: Campaign for low-emission buses to serve all routes in Lambeth

- All London's 9000 buses are now fully Euro VI. 455 buses are electric
- Cllr Holland continues to campaign to the Mayor and TfL to reduce emissions from buses in Lambeth

Action 47.2: Continue to request extension of ULEZ to south of the borough

- ULEZ expanded to cover up to the South Circular in October 2021
- Working with TfL to ensure our residents are aware and ready
- Cllr Holland continues to campaign to the Mayor and TfL to expand the ULEZ to cover the whole of Lambeth

Action 48: Link air quality to road closures for street parties and the Play Streets scheme

- Working with GLA and Active Travel team to assess the air quality impact of schools streets
- LTNs' air quality impact modelling

Action 49: Read through Lambeth Transport Plan 2011-31, the Cycling Strategy and also the Transport Strategy and add any relevant actions in to AQAP

- This Action is now marked as completed.
- In 2019 we adopted our Transport Strategy
- Currently working on Lambeth Climate Action Plan

Action 50: Brixton Liveable Neighbourhood

- Brixton Liveable Neighbourhood no longer active
- 6 Low Traffic Neighbourhoods