

Air Quality Action Plan 2017–2022



Lambeth

Foreword from Cabinet Member

Lambeth has some of the highest levels of air pollution in the UK. Our citizens' health is at risk and it is for this reason that we are determined to forge ahead with our bold and ambitious plans to improve the air quality in our borough. Poor air quality affects us all, but disproportionately it is the very old and young and individuals with existing heart and respiratory conditions that suffer the most. It is an invisible killer.



Lambeth's location in inner London, an ever growing population and huge development underway, all have a big impact on the quality of our air. But there are things we can do, and are doing, to reduce emissions and tackle air pollution. Progress will only be made by working collaboratively with other authorities across London, the GLA, London's Mayor, and central government; and if proper resources are made available.

We have campaigned against the reduction in the annual air quality grant from Central Government and will not be afraid to press for the issue of pollution to be made a priority across all levels of government.

We have lobbied the Mayor of London and Transport for London to get as many buses as possible retrofitted or replaced with cleaner models. Progress has been made in this respect but there is more to do and we will not relent until all buses travelling through Lambeth are zero or low emission vehicles.

We are committed to becoming the leading cycle-friendly borough in London, with Cycle Quietways and Superhighways being built in Oval, Streatham, Waterloo and Clapham, traffic calming projects in Brixton and Loughborough Junction, and a borough-wide 20mph limit in force from April 2016.

We have introduced action to tackle vehicle idling and we are partnering with other boroughs to reduce emissions from construction sites and delivery vehicles.

We all have a role to play in tackling poor air pollution: using our cars less, walking and cycling more, not running engines when stationary.

Lambeth is fast developing a reputation as a borough which takes poor air pollution seriously, but there is much more we can do and this Air Quality Action Plan goes into detail about the measures we must take to achieve the healthy, clean borough we deserve.

A handwritten signature in black ink, appearing to read 'J Brathwaite', enclosed in a light grey rectangular box.

Cllr Jennifer Brathwaite
Cabinet Member for Environment and Transport
London Borough of Lambeth
June 2016

Foreword from Public Health

Although air quality has improved in Lambeth since the days of 'pea-soupers', sources of pollution have also changed since the Clean Air Act of 1956. Today poor air quality is mainly due to vehicle emissions, but pollution is still a risk to health. Long term exposure to particulates in vehicle emissions contributed to 1520 years of life lost in Lambeth in 2009¹.

Poor air quality affects the activities and life of the most vulnerable people in our society: the youngest; older people, especially people with respiratory or circulatory conditions, and people who are less well off, who are more likely to live on congested busy roads where rents are cheaper.



Today there is much better knowledge about the health effects of some of the most significant pollutants. In London particulate matter (PM) and nitrogen dioxide (NO₂) are the main concerns. Ambient air pollution contributes to deaths from causes such as cardiovascular diseases, respiratory diseases, and lung cancer.

Although the main potential to improve air quality comes from government including local authorities working together (in London with the Mayor and Transport for London), and from industry and business, everyone can help to improve air quality. Doing what we can to share cars, use low emission vehicles and public transport, walk or cycle really helps to protect our most vulnerable residents and ourselves.

Lambeth already prioritises action to improve air quality by encouraging people to maintain a healthy weight and lead active lives thereby reducing use of motorised transport. The way we develop our local economy and conduct regeneration schemes also has the potential to minimise negative impact on air quality, whether by reducing pollutants or enabling people to walk or cycle rather than use the car or bus.

This updated Lambeth Air Quality Action Plan summarises the situation in Lambeth and sets out the arrangements Lambeth Council is making to enable all partners and citizens to improve air quality, especially in the designated Air Quality Focus Areas. In the Action Plan you will find what the Council will do and who it will work with to improve air quality. I hope everyone who reads this will also be motivated to get involved and do what they can to improve the air we breathe.

Dr Sarah Corlett
Interim Director of Public Health
London Borough of Lambeth
July 2016

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf

Summary

Lambeth, like all local authorities, is facing unprecedented cuts to funding. But we understand that improving air quality and reducing exposure to air pollution is a priority for our citizens. Whilst this Air Quality Action Plan (AQAP) has been produced as part of Lambeth Council's statutory duty to London Local Air Quality Management we have not written this plan to simply tick a box. Instead we have used this as an opportunity to question what we are already doing and identify where the problems are, in order to write a plan which will actively make a difference.

The plan outlines the actions the Council will take to improve air quality in Lambeth and protect our most vulnerable residents from exposure to the main pollutants between 2017 and 2022. The whole of Lambeth was declared as an Air Quality Management Area (AQMA) in 2007 for the pollutants of nitrogen dioxide (NO₂) and particulate matter (PM₁₀).

Air pollution is associated with a number of adverse health impacts and it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with inequalities, because areas with poor air quality are also often less affluent^{2,3}. The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion⁴. In Lambeth, Public Health England estimates air pollution attributes to 112 deaths a year among people aged 25 years and over⁵. Lambeth is committed to reducing the exposure of people in the borough to poor air quality in order to improve health and quality of life. Without action our air quality and consequently the health and wellbeing of our residents will continue to deteriorate.

We have built upon and developed actions that can be considered under six broad topics:

- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the nitrogen oxide (NO_x) emissions across London, so are important in affecting nitrogen dioxide (NO₂) concentrations.
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution.
- **Delivery servicing and freight:** vehicles delivering goods and services are usually diesel-fuelled with high primary NO₂ emissions.
- **Borough fleet actions:** our fleet includes some diesel-fuelled vehicles; tackling our own fleet means we are leading by example.
- **Localised solutions:** these seek to improve the environment for local neighbourhoods through a combination of measures to reduce pollution and/or reduce exposure.
- **Transport and Highways:** road transport is the main source of air pollution in Lambeth, as in the whole of London. We will continue to encourage walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

² Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

³ Air quality and social Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

³ Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

⁴ Defra. Air Pollution: Action in a Changing Climate, March 2010

⁵ Public Health England: Estimating Local Mortality Burdens associated with Particulate Air Pollution, April 2014

In this AQAP we outline how we plan to effectively use local opportunities within our control to improve air quality. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as European standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond Lambeth's influence. Our top priorities are to:

1. Continue to encourage sustainable travel and sustainable construction.
2. Reduce exposure to air pollution and to raise awareness.
3. Work in partnership with residents, community groups, Business Improvement Districts (BIDs), TfL and other organisations to concentrate on local pollution problems in Lambeth.

Progress on our AQAP will be reported each year in our Annual Status Report as part of our statutory London Local Air Quality Management duties. In addition, our AQAP will be reviewed by the Lambeth steering group every three months to ensure the plan is being followed and new actions are added. The most recent version of our AQAP will be available at www.lambeth.gov.uk/AQAP.

If you have any comments on this Air Quality Action Plan please send them to sustainability@lambeth.gov.uk.

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Abbreviations and Glossary

AQ	Air Quality
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
BID	Business Improvement District
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
CIL	Community Infrastructure Levy
EV	Electric Vehicle
GLA	Greater London Authority
JSNA	Joint Strategic Needs Assessment
LAEI	London Atmospheric Emissions Inventory
LAPPC	Local Authority Pollution Prevention and Control regime
LAQM	Local Air Quality Management
LEZ	Low Emission Zone
LIP	Local Implementation Plan(s)
LLAQM	London Local Air Quality Management
LLECP	London Low Emission Construction Partnership
MAQF	Mayor's Air Quality Fund
Modal Shift	To change from one form of transport to another (such as no longer driving to work every day and instead riding a bike there)
NAEI	National Atmospheric Emissions Inventory
NRMM	Non-Road Mobile Machinery
NO _x	This is the collective term for nitrogen oxide (NO) and nitrogen dioxide (NO ₂)
OLEV	Office for Low Emission Vehicles
PM ₁₀	Particulate matter less than 10 microns in diameter
PM _{2.5}	Particulate matter less than 2.5 microns in diameter
S106	Section 106 of the Town and Country Planning Act 1990
TEB	Transport Emissions Benchmark
TfL	Transport for London
ULEZ	Ultra-Low Emission Zone

1 Introduction

Nearly 9,500 Londoners die each year from exposure to air pollution⁶. The Mayor of London, Sadiq Khan, has made improving air quality one of his key priorities. Some of his achievements to date include consulting on an emissions surcharge for the current congestion charge zone, making additional funding available for air quality programmes in schools, and introducing a London-wide alert system for high pollution days. The Mayor wants London to be one of the world's greenest cities and Lambeth will work in partnership with him to achieve this.

This plan supports the Mayor's ambitions and outlines the actions Lambeth will deliver at a local level between 2017 and 2022 in order to reduce concentrations of air pollutants and exposure to air pollution. It also realises the three strategic objectives in our Borough Plan: **Inclusive Growth** by increasing sustainable transport and sustainable construction in the borough; **Strong and Sustainable Neighbourhoods** by making our streets cleaner, greener and healthier places to be; and **Reducing Inequality** as the imbalance of the effects from poor air quality on the very old and young and also the less well-off is reduced.

It has been developed in recognition of Lambeth's legal requirement to meet air quality objective limits under Part IV of the Environment Act 1995 and relevant regulations made under that part, and to meet the requirements of the London Local Air Quality Management process⁷.

Another area of concern for Lambeth is climate change. Sadly some actions to reduce CO₂ emissions result in an increase in NO₂ and vice-versa. Nevertheless, there are a lot of actions that help reduce both our CO₂ emissions and air pollution. This plan has been written with the aim of not increasing CO₂ and in 2017/18 Lambeth will be consulting on its draft Climate Change Action Plan.

2 Summary of current air quality in Lambeth

The 2001 UK Air Quality Strategy (AQS), provides the overarching strategic framework for air quality management in the UK, and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives take into account EU Directives that set values which member states are legally required to achieve by their target dates.

Section 83 of the Environment Act 1995 requires local authorities to 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. In 2007 Lambeth declared the whole of the borough an Air Quality Management Area (AQMA) for nitrogen dioxide (NO₂) and particulate matter (PM₁₀).

Our monitoring stations show that we are still failing to meet the EU annual mean concentration limit for nitrogen dioxide (NO₂), and modelling indicates that it is being breached at a number of other locations, most particularly in areas with heavy traffic. Levels of PM₁₀ are lower, but there are risks of exceedences at some junctions, most notably in the north of the borough, around Vauxhall Cross Interchange and main roads in the borough.

Lambeth has monitoring stations in Vauxhall, Brixton and Streatham. To find out the location and see the data from these stations, please visit:

https://www.londonair.org.uk/london/asp/publicbulletin.asp?la_id=22&MapType=Google.

We have also used data from the London Atmospheric Emissions Inventory (LAEI) in this report, please see: <http://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013>.

⁶ https://www.london.gov.uk/sites/default/files/hiainlondon_kingsreport_14072015_final.pdf

⁷ https://www.london.gov.uk/sites/default/files/llaqm_policy_guidance_llaqm.pg_16.pdf

The following maps explain the levels of NO₂, PM₁₀ and PM_{2.5} in Lambeth in more detail.

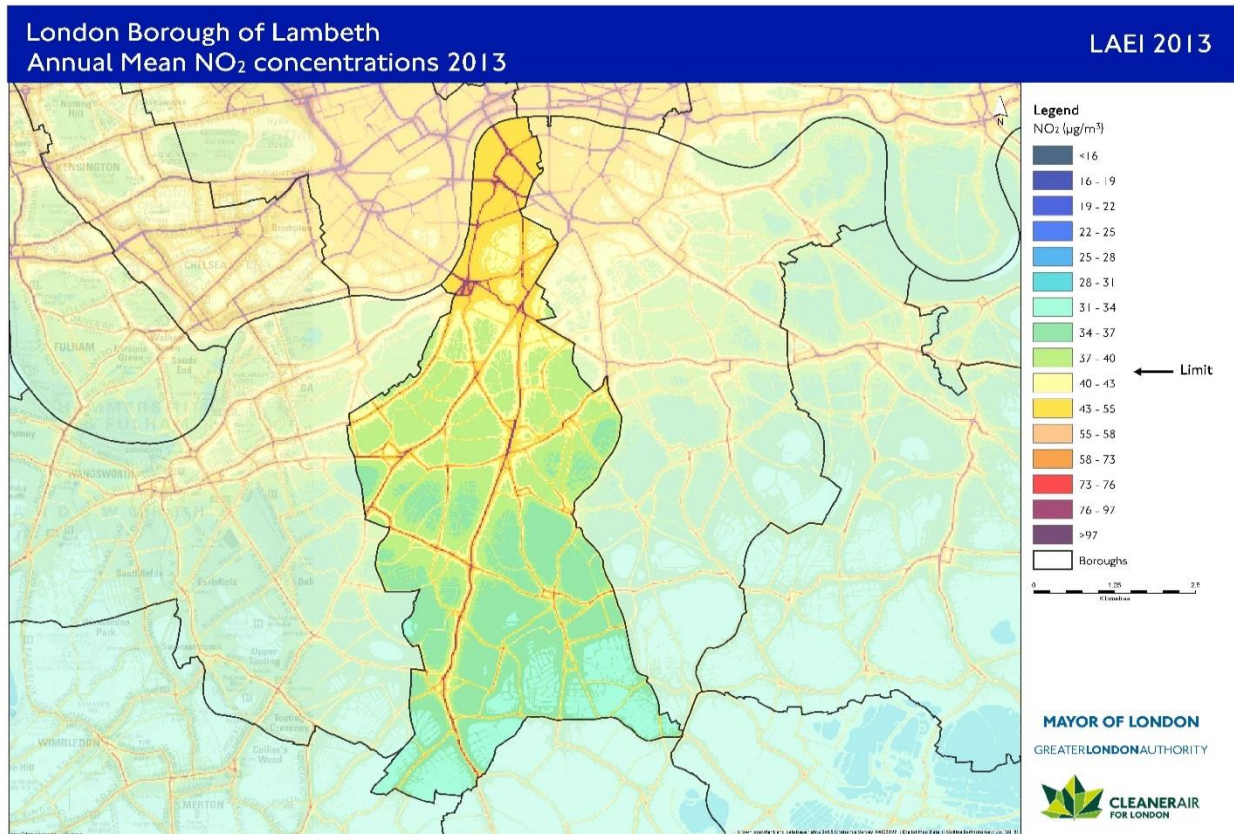


Figure 1 Annual mean NO₂ concentrations in 2013 (from the LAEI 2013)

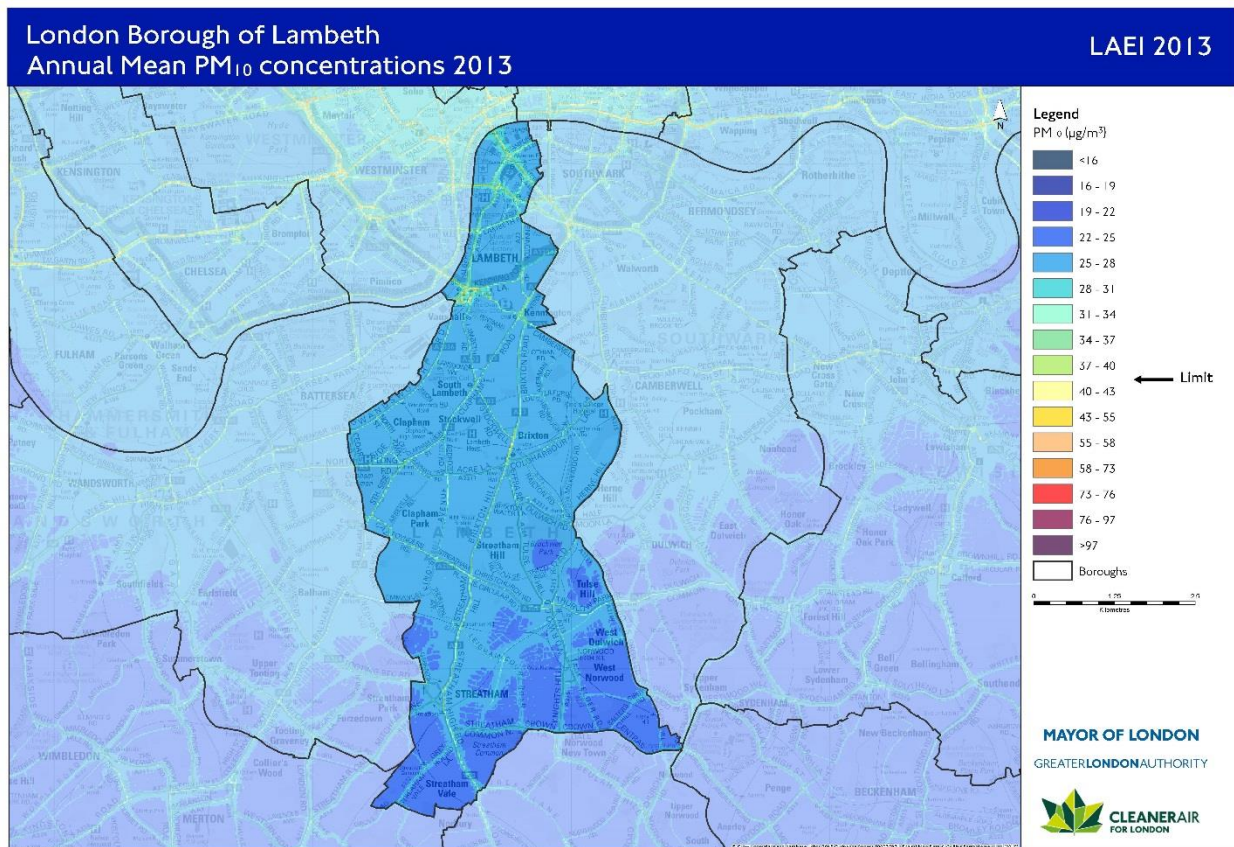


Figure 2 Annual mean PM₁₀ concentrations in 2013 (from the LAEI 2013)

London Borough of Lambeth
Greater London - Number of days with a daily PM₁₀ mean greater than 50 µg/m³

LAEI 2013

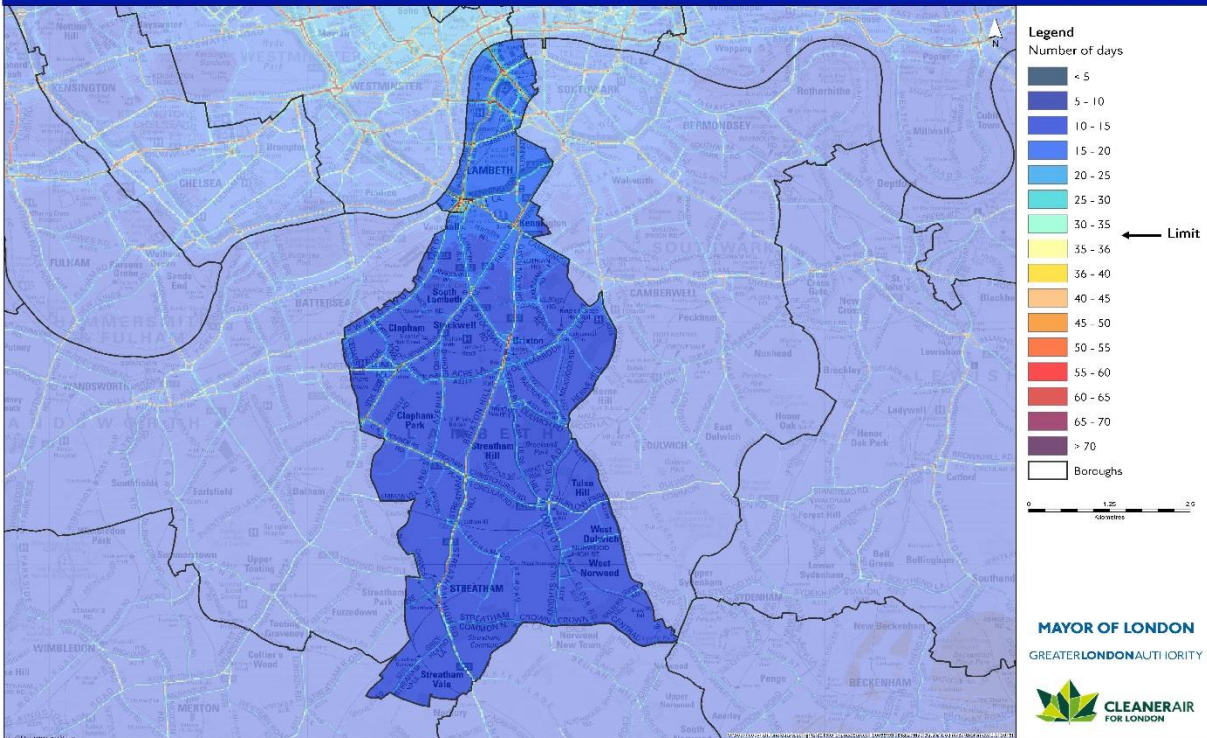


Figure 3 Number of days with a daily PM₁₀ mean greater than 50 µg/m³ in 2013 (from the LAEI 2013)

London Borough of Lambeth
Annual Mean PM_{2.5} concentrations 2013

LAEI 2013

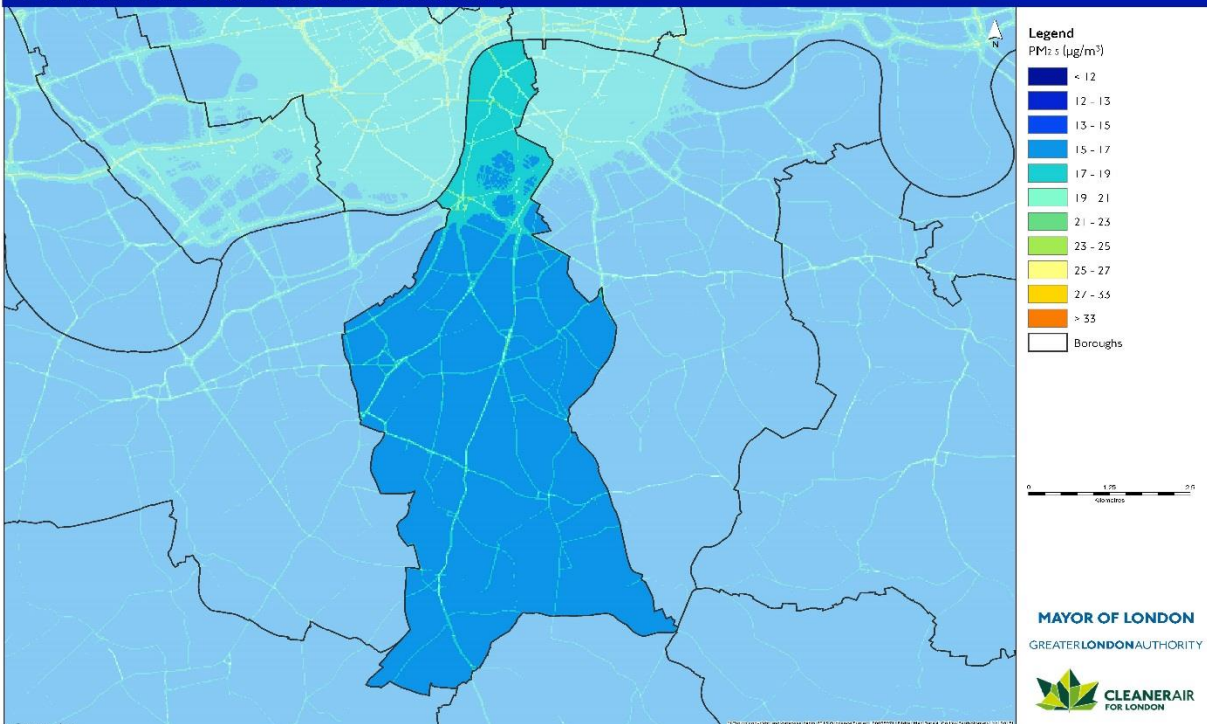


Figure 4 Annual mean PM_{2.5} concentrations in 2013 (from the LAEI 2013)

3 Sources of air pollution in Lambeth

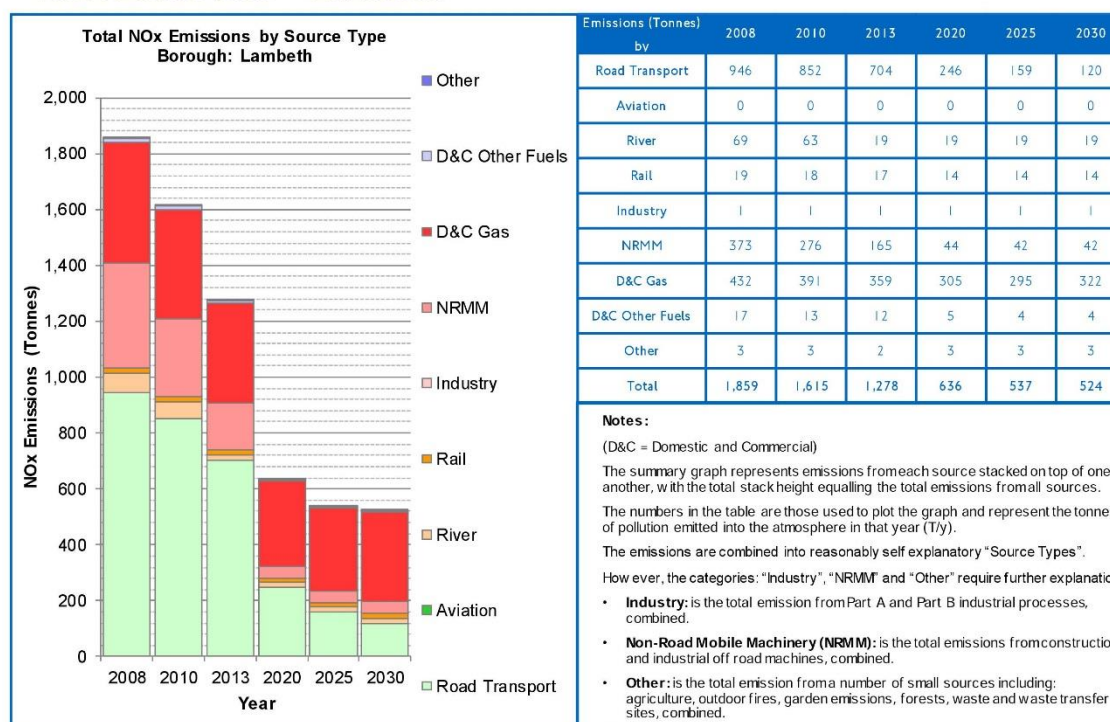
At present road transport is the main source of pollution in Lambeth. This is despite Lambeth having some of the lowest car ownership in the country. The principal roads through the Borough include the A3, A23, A24, A202, A205, A214, A301 and A302. The majority of principal roads in Lambeth are controlled by TfL. The Borough also has four road bridges linking it to the north side of the river Thames: Waterloo, Westminster, Lambeth and Vauxhall.

There are relatively few [industrial sources in the Borough and no large Part A installations](#). The other major sources of emissions in Lambeth include those from: residential and commercial premises, which mainly relate to gas boilers used for space and water heating; and construction sites, including dust and machinery emissions. In recent years there has been a significant increase in construction activities in the borough, making reducing emissions from construction one of the main Lambeth air quality priorities.

It is estimated that up to 40% of air pollution comes from sources outside London; both within the UK and abroad. The below charts illustrate sources of NO_x, PM₁₀ and PM_{2.5} in Lambeth.

London Atmospheric Emissions Inventory

NO_x Emissions - Lambeth



GREATERLONDONAUTHORITY



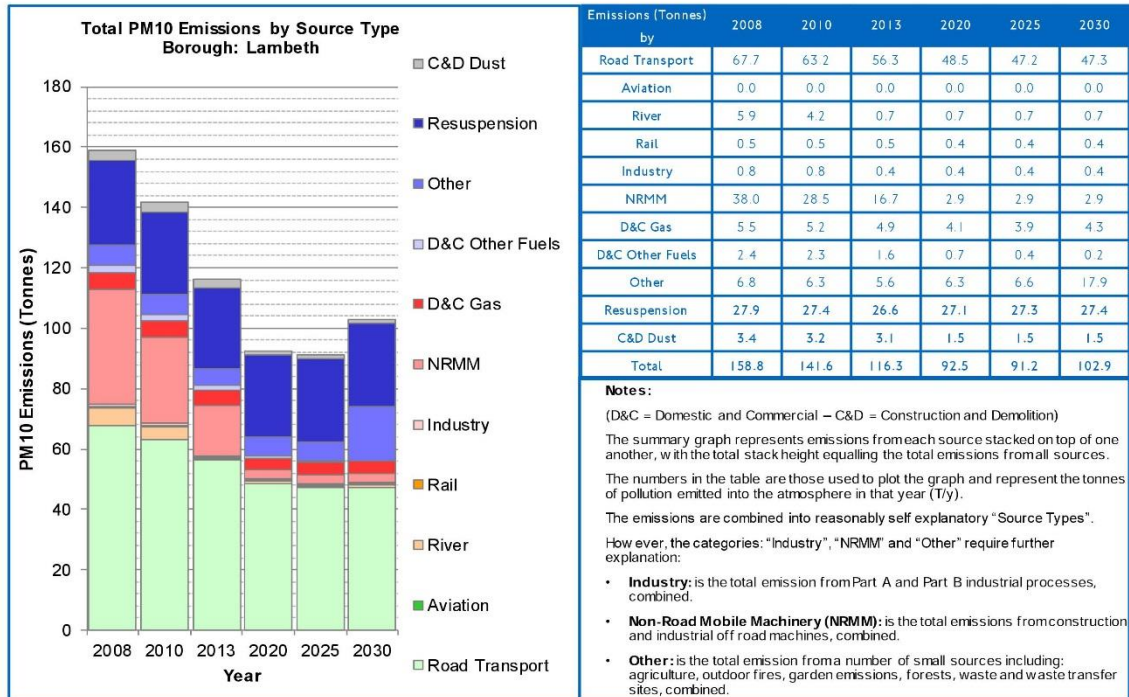
MAYOR OF LONDON

Figure 5 Actual and projected sources of NO_x in Lambeth (LAEI 2013)

The large predicted fall in NO_x from 2020 onwards from road transport is attributed to the introduction of the Ultra-Low Emission Zone (ULEZ). Lambeth disputes whether there will be such a drastic change in NO_x and continues to campaign for the ULEZ to be strengthened and widened from the original plans.

London Atmospheric Emissions Inventory

PM10 Emissions - Lambeth



GREATERLONDONAUTHORITY

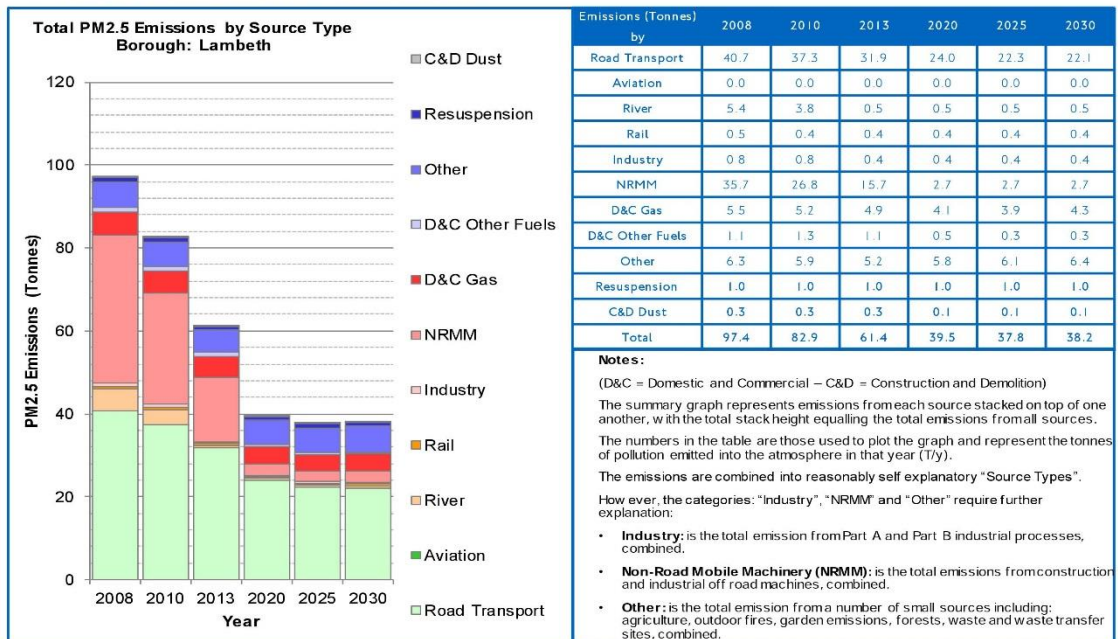


MAYOR OF LONDON

Figure 6 Actual and projected sources of PM₁₀ in Lambeth (from the LAEI 2013)

London Atmospheric Emissions Inventory

PM2.5 Emissions - Lambeth



GREATERLONDONAUTHORITY



MAYOR OF LONDON

Figure 7 Actual and projected sources of PM_{2.5} in Lambeth (LAEI 2013)

4 Focus areas and Lambeth air quality priorities

4.1 Lambeth Air Quality Focus Areas

An air quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. Focus areas are designated by the Greater London Authority in consultation with each borough.

There are five focus areas in Lambeth. These are:

1.	A23 from Brixton to Streatham
2.	Kennington Oval/Camberwell New Road (A202)/Kennington Park Road (A3)
3.	Vauxhall Cross
4.	Clapham Road (A3)
5.	Waterloo Road

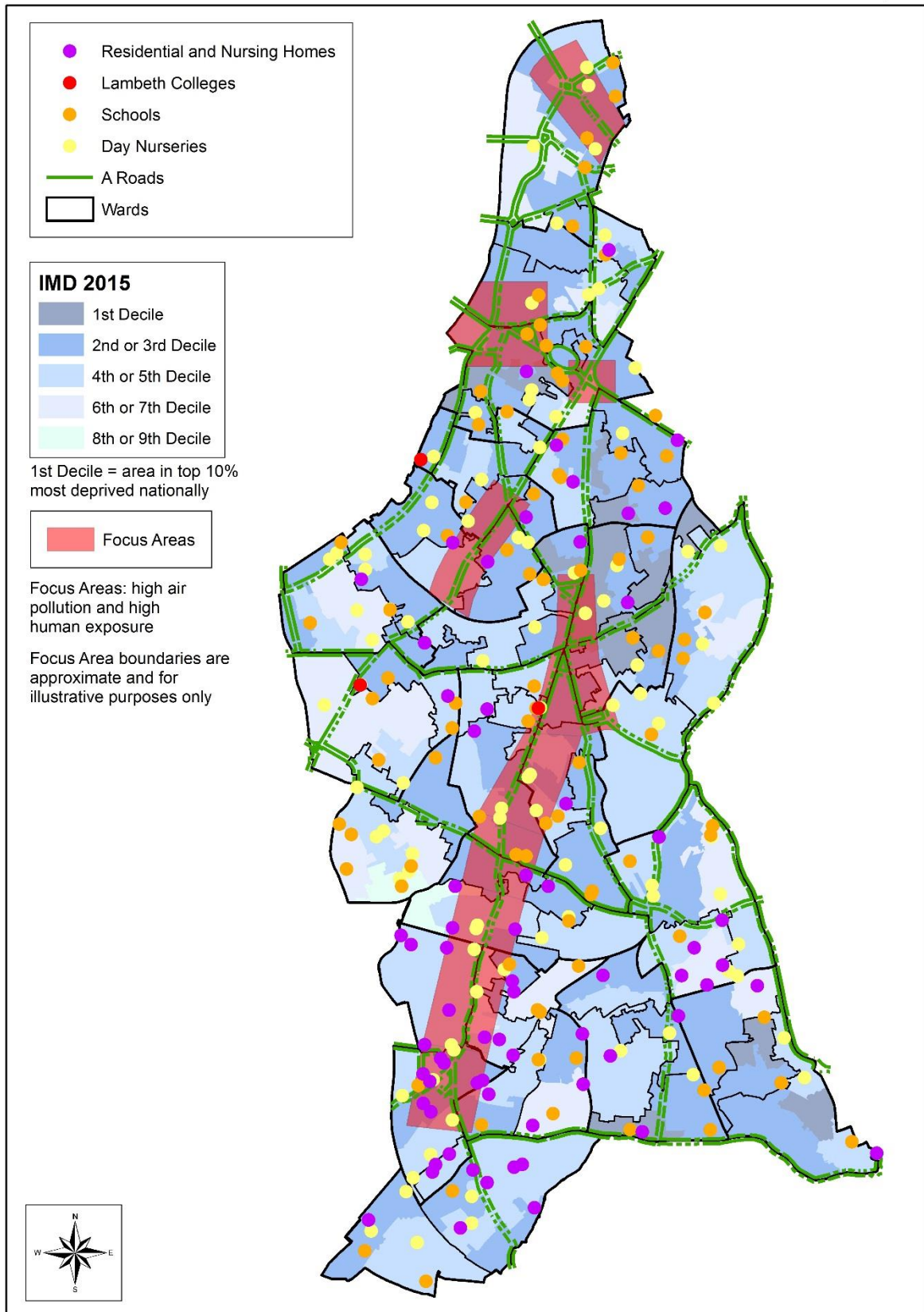
The majority of the above routes are managed by TfL.

We will prioritise these areas when developing and implementing actions listed in this plan wherever relevant.

In December 2016 the GLA and TfL updated Focus Areas in each borough. Previously the A205 Christchurch Road and Streatham Hill, and Herne Hill Croxted Road/Half Moon Lane/Dulwich Road/Norwood Road were classed as air quality Focus Areas.

Air pollution particularly affects the most vulnerable people in our society: children, older people, and those with heart and lung conditions, who are all classed as sensitive receptors. There is also evidence of a strong correlation between poor air quality and areas of deprivation. The most recent 2015 Index of Multiple Deprivation (IMD) ranked Lambeth as the 8th most deprived borough in London and 22nd most deprived in England. With this plan we want to reduce the effects from air pollution for all citizens and *Narrowing the Gap* is one of our three strategic priorities in the Community Plan.

In order to focus our efforts on providing localised solutions to poor air quality and limiting the exposure of those who need our protection most, we have prepared a map of the borough showing key locations for sensitive receptors and areas of deprivation in relation to air quality Focus Areas. This will allow everyone involved in implementing actions listed in this AQAP to visualise and to understand where our work should have most impact.



The contractor or end user is permitted to use paper or digital copies of the map solely for the purpose of assisting with the delivery of those goods or services it has been engaged by Lambeth Council to provide.

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ArciCT/110

Figure 8 Lambeth Air Quality Focus Areas and sensitive receptors

4.2 Lambeth Air Quality Priorities

1. **To continue to encourage sustainable travel and sustainable construction.** The three main sources of emissions in Lambeth are road transport, construction, and domestic and commercial gas use. To achieve this aim we will deliver actions listed in *Emissions from Developments and Buildings, Delivery Servicing and Freight, Highways and Transport*, and *Borough Fleet Actions* in the action plan. Any major planning application in Lambeth is assessed for impact on air quality and potential mitigation to address that impact.
2. **To reduce exposure to air pollution and to raise awareness.** We are limited in what we can do to reduce poor air quality, as it is estimated that up to 40% of pollution in Lambeth is from sources outside the borough. But we can help our citizens to reduce their exposure by travelling differently, etc. We can also help citizens to understand how they can make positive changes in their own behaviour to reduce pollution. This will be delivered through *Public Health & Awareness Raising* in the action plan.
3. **To work in partnership with residents, community groups, Business Improvement Districts (BIDs), TfL and other organisations to concentrate on local pollution problems in Lambeth.** The only way to ensure our AQAP is successful is to work closely with those the plan was written for, who know their local area better than anyone else and know where the problems are. This aim will be realised through *Localised Solutions* in the action plan.

5 Development and implementation of Lambeth's AQAP

5.1 Consultation and Stakeholder Engagement

Lambeth held a consultation on this AQAP from 15 September until 15 November 2016. In developing the action plan we worked with other local authorities, agencies, businesses and the local community. Feedback from the consultation with recommended changes to the draft plan is available at www.lambeth.gov.uk/AQAP.

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	Transport for London
Yes	the Mayor of London
Yes	all neighbouring local authorities
Yes	local Business Improvement Districts (BIDs)

5.2 AQAP Steering Group

Lambeth's AQAP Steering Group has been set up to ensure clear governance and ownership of the plan. The Steering Group consists of representatives from Lambeth Council, and also TfL, the GLA and other interested organisations will also be asked to join. A selection of residents and representatives from local pressure groups, charities and BIDs will also be invited. The group will meet every three months to evaluate progress in implementing the AQAP, to approve Annual Status Reports (every 12 months) and to identify the following:

- if there are existing programmes in other areas that will contribute to emissions reductions (or increases) that should be accounted for within the AQAP
- what may influence the local pollution situation in the near future (i.e. 5 to 10 years)
- the future trends that are likely to contribute (regional emissions trends as well as local factors)
- if more technical assessment may be required before proceeding to updating the AQAP
- if traffic management interventions are required

The AQAP Steering Group will be chaired by the Cabinet Member for Environment and Transport. Minutes of the Steering Group meetings and reports showing any changes to the actions listed or new actions added, along with their rationale, will be available on Lambeth's website www.lambeth.gov.uk/AQAP.

6 AQAP progress

6.1 Air Quality Action Plan

REF	ACTION	RESPONSIBLE	COST	BENEFITS	TIMESCALE	MONITORING	FURTHER INFO
Emissions from Developments and Buildings							
1	Air Quality Planning Policy						
1.1	Include a policy on air quality as part of the Local Plan review	Assistant Director Planning and Development and Strategic Transport	-	Citizens, planners and developers think about air quality through every stage of the development and construction process	by March 2019	Air Quality Policy included in updated Lambeth Local Plan	The Lambeth Local Plan contains many policies that indirectly seek to improve air quality, for example: sustainable travel, open spaces, sustainable design and construction. But at present the Plan does not have a specific air quality policy. This will be considered as part of the Lambeth Local Plan review. An Air Quality Guidance Note for planners and developers has already been published
1.2	Work with neighbourhood planning forums on area-specific air quality policies in emerging neighbourhood plans	Assistant Director Planning and Development and Strategic Transport	-		Throughout Plan	Minutes from Neighbourhood Forums and Neighbourhood Plans	The Localism Act 2011 created Neighbourhood Plans , which give communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Policies, once adopted, will form part of the Lambeth Local Plan and will have the same weight in decision making. We will work with any local community which wants to write a Neighbourhood Plan to develop policies to improve air quality for local citizens
1.3	Explore the potential for allocation of funds from s106 planning obligations aimed at offsetting air quality impacts from a development Explore potential to add an Air Quality fund should Lambeth CIL Charging Schedule be reviewed	Assistant Director Investment and Growth	-		Throughout Plan	Update in Annual Status Report	Further work on triggers for the requirement of s106 contributions and identifying suitable projects on how this can be spent, which will need to meet s106 tests. This would be supported by an air quality local plan policy being in place If the Lambeth CIL charging schedule is to be reviewed, explore potential to add an Air Quality Action Fund. Monies generated will be used to develop projects and create infrastructure in Lambeth to reduce pollution and to support active travel
1.4	Identify and manage the impact of growth and regeneration on waste management and industrial processes regulated under the Environmental Permitting Regulations	Assistant Director Planning and Development and Strategic Transport	-		Throughout Plan	Updated Waste Management Policy and Air Quality Policy included in updated Lambeth Local Plan	In their feedback to the draft AQAP consultation, the Environment Agency recommended that an action is added to ensure: <ul style="list-style-type: none"> any waste management facilities relocated due to redevelopment master plans, is suitably planned and funded to allow operators to invest in appropriate dust management control infrastructure to minimise the creation and migration of dust from the activities. In certain circumstances, where particular waste management activities occur in close proximity to receptors this may include the provision of a building where redevelopment results in bringing receptors closer to existing regulated processes, full consideration is given to whether and how, infrastructure to minimise the impact of those industries need to be improved as receptors have been brought closer to them

2 Ensuring enforcement of Non Road Mobile Machinery (NRMM) and other air quality policies							
2.1	Educate and raise awareness amongst developers of NRMM and enforce NRMM policies	Assistant Director Neighbourhoods	£2,000 per annum	Replacing an average size piece of NRMM equipment (37 ≤ kW < 75) meeting Stage II emission standards operating for the whole year by same size equipment meeting Stage IIIA emission standards would reduce NOx emissions by 33%, with no change in PM10; or meeting Stage IIIB emission standards would reduce NOx and PM10 by 53% and 94% respectively	by March 2019	Update in Annual Status Report	Lambeth has been successful in an MAQF2 funding bid with other boroughs, which was led by Merton. This was for officer(s) to educate, raise awareness and ultimately enforce NRMM . The funding is until March 2019 with match funding of £2k from Lambeth each year
2.2	Develop internal processes to continue to educate and raise awareness amongst developers of NRMM; and enforce NRMM policies after funding expires in March 2019	Assistant Director Neighbourhoods	-		Throughout Plan	Update on progress in next AQAP	After funding has expired in March 2019 we will either submit another bid to the MAQF or look to see if there are other funds and/or methods to continue to promote and enforce NRMM
2.3	Continue to research pollution mitigation measures as part of London Low Emission Construction Partnership (LLECP); promote LLECP scheme, findings and recommendations among developers operating in the borough	Assistant Director Neighbourhoods	-		by March 2019	Regular project meetings with KCL and partner boroughs. Regular updates on LLECP website with a link from Lambeth website	LLECP is funded by MAQF and we are partnered with KCL and other London boroughs. This is a research project to develop and trial construction equipment which is less polluting. Funding is until March 2019
2.4	Continue work and legacy of LLECP after funding expires in March 2019	Assistant Director Neighbourhoods	-		by March 2022	Report to Steering Group on progress	After funding has expired in March 2019 we will either submit another bid to the MAQF or look to see if there are other funds and/or methods to continue to promote and build on the work of LLECP
2.5	Carry out an investigation into whether a Construction Impact Monitoring Officer(s) should be recruited to monitor and enforce against dust from construction	Assistant Director Neighbourhoods	-		by October 2018	Report to Steering Group on progress	We will look at the amount of complaints received regarding dust, benchmark with other councils and look at costs. We will also look to see if officer(s) could be recruited through S106 money

3	CHP and biomass air quality policies Lambeth's Air Quality Guidance Note encourages developers to select plant that meets the standards for emissions from combined heat and power and biomass plants as set out in the GLA Sustainable Design and Construction SPG and use ultra-low NOx boilers	Assistant Director Planning and Development and Strategic Transport	-	Minimises exposure to residents of new developments and helps to prevent onsite energy generation from becoming a major new source of emissions in London. Use of equipment meeting GLA emission standards for APEC A band (0.7 g/kWh) for gas-fired (spark ignition) CHP plant rather than the RHI emission standards would reduce NOx emissions by 30%	Throughout Plan	Update in Annual Status Report	The sustainability team will offer regular training to the Planning team to increase their knowledge in Air Quality. We will provide guidance to councillors on the Planning Committee to develop their knowledge in air quality issues. We will also advertise the Lambeth Air Quality Guidance Note to developers at all available opportunities, including on our website, whenever developers contact us for advice, and we will approach building companies which often work in Lambeth to let them know the document is in use
4	Implementing London Plan Air Quality Neutral Policy Lambeth's Air Quality Guidance Note sets out the air quality neutral policies of the London Plan and Sustainable Design and Construction SPG	Assistant Director Planning and Development and Strategic Transport	-	Developers to design their schemes so that they are at least 'air quality neutral', meeting the minimum emission benchmark for buildings' operation and transport	Throughout Plan	Update in Annual Status Report	
5	Ensuring adequate, appropriate, and well located green space and infrastructure is included and protected in developments Lambeth's Air Quality Guidance Note includes a reference to Section 9 of the current Lambeth Local Plan regarding Green Infrastructure	Assistant Director Planning and Development and Strategic Transport	-	Green infrastructure can play a significant role in reducing exposure to pollution	Throughout Plan	Update in Annual Status Report	
6	Ensuring emissions from construction are minimised Lambeth's Air Quality Guidance Note sets out Lambeth's requirements for dust control during construction	Assistant Director Planning and Development and Strategic Transport	-	Planners and developers will think about air quality through every stage of the development and construction process	Throughout Plan	Update in Annual Status Report	

7	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	Assistant Director Neighbourhoods	£2,000 per annum	We no longer have the smog of the 1950s. But in recent times log and coal fires have become popular again and we must ensure we don't re-introduce new sources of pollution	By March 2020	Publicity on Lambeth website and in local publications	We will produce information material on smoke control zones and raise awareness amongst citizens on this issue and also how to report non-compliance
8	Promoting and delivering energy efficiency retrofitting projects in workshops and homes using the GLA RE:NEW and RE:FIT programmes to replace old boilers/top-up lost insulation						
8.1	Lambeth Housing to make full use of funding available under RE:NEW scheme and to replace at least 250 boilers each year	Director Housing Services	Apply for funding from GLA. If funding not available, project will not go ahead	A previous boiler scrappage scheme, was responsible for over 12,000 boiler replacements in London and saved 15.6t/y of NOx.	Throughout Plan	Update in Annual Status Report	We are currently working with the RE:NEW team to design insulation at Myatt's Field South. We are working towards bidding for the maximum amount of funding available to decrease fuel poverty and carbon emissions. They will also be working directly with residents to provide them with advice on budget management and optimising the use of their heating systems
8.2	Promoting RE:NEW scheme to individual households, social and private landlords to increase uptake of the scheme in the borough	Director Housing Services	-		Throughout Plan	Update in Annual Status Report	The RE:NEW team are also reviewing the wider Capital Investment programme to identify opportunities for grant access
8.3	Explore opportunities for Lambeth to make full use of the RE:FIT information support scheme to retrofit all remaining public buildings including schools, libraries and leisure centres	Assistant Director Neighbourhoods	Apply for funding from GLA. If funding not available, project will not go ahead		Throughout Plan	Update in Annual Status Report	We will submit a bid to the GLA to apply for funding to RE:FIT any remaining buildings in Lambeth, which are not part of the Your New Town Hall project. We will apply for funding at the earliest opportunity. If we are not granted GLA funding, we will look for other funding sources and this action will be reviewed by the Steering Group
9	Review and enforce emissions management control techniques at facilities the Council regulates under the Environmental Regulations	Assistant Director Neighbourhoods	-		Throughout Plan	Local Pollution Control Statistics Survey report submitted to Defra each year	In their feedback to the draft AQAP consultation, the Environment Agency recommended that an action is added to monitor Part B installations that Lambeth regulates

Public Health and Awareness Raising							
10	Director of Public Health is fully briefed on the scale of the problem, what is being done and what is needed	Assistant Director Neighbourhoods	-	Helps to ensure that directors take responsibility for delivery on air quality, and are supporting and advocating the air quality work programme	Throughout Plan	Director to sign-off Annual Status Report	The Director will say if they have any concerns or require further information regarding any area
11	Public Health teams support engagement with local stakeholders (businesses, schools, community groups and healthcare providers) and are asked for their support	Director Public Health	-	Citizens are more likely to be supportive of schemes to improve air quality if there is information of health benefits	Throughout Plan	Publicity on Lambeth website and in local publications	As per points 15, 17 and 18, with this AQAP we will be engaging with schools and businesses to reduce exposure to pollution and improve air quality. We will ask Public Health for their input into these projects to give schools and businesses accurate information on the health benefits of reducing pollution to include in our publicity. In point 16 we are going to produce a warning system for high pollution days, we will work with Public Health to get contact details of community groups and healthcare providers to include in the cascade system
12	Ensuring the Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population and providing other air quality information to citizens						
12.1	JSNA includes air quality as a key theme and has up to date information on air quality impacts	Director Public Health	-	Information available to all stakeholders and the public	To add information by April 2017 and to continue to update afterwards	JSNA published on Lambeth website	Public Health will write text to be included in the JSNA regarding air quality
12.2	Communications campaign highlighting health impacts of poor air quality	Assistant Director Neighbourhoods	£2,000 (one off cost for information pack)		Throughout Plan (information pack to be written by March 2018)	information available on www.lambeth.gov.uk and distributed through GP clinics, schools, libraries and other public places	We will write an information pack and focus on citizens with heart and lung conditions. We will also blog and use social media frequently to let citizens know about new studies which have come out about air quality, to inform citizens of high pollution days (point 16.1), to advertise community projects to improve and campaign for better air quality (such as planting days for green infrastructure and petitions to other organisations)

13	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 Public Health Consultant is a member of AQAP Steering Group and ensures coordinated action on air quality across all PH projects	Director Public Health	-	Helps to ensure that air quality is prioritised and that work on this agenda is recognised and rewarded within public health teams	Throughout Plan	Confirmation from Public Health at Steering Group meetings that the officer is still in post	
14	Ensure that the lead officer for Transport has been fully briefed on the Public Health duties and the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough	Assistant Director Neighbourhoods	-	Enhanced co-ordination will benefit all air quality initiatives	Throughout Plan	Update in Annual Status Report	Air quality to be included as a risk factor for all transport projects. LIP funding to be allocated to specific air quality projects each year
15	Engagement with businesses						
15.1	Prepare information pack for businesses on how to help improve air quality and reduce exposure for employees and customers	Assistant Director Neighbourhoods	£5,000 in total	All citizens have the opportunity to learn how to limit exposure to poor air quality and why this is important. Businesses help to play their part in reducing air pollution	by July 2018	Information pack available at www.lambeth.gov.uk	During consultation to write this draft AQAP, businesses told us they want more information regarding air quality to see how they can positively affect air quality, such as looking at how to reduce deliveries. In partnership with businesses we will write a business information pack
15.2	Annual business engagement event to educate and raise awareness regarding air quality; and to find joint working opportunities	Assistant Director Neighbourhoods	Funded through BIDs. No additional cost to Council. If funding can't be found, project will not go ahead		Throughout Plan	Report to Steering Group on progress	We will ask businesses beforehand what information they want to be presented at the event, such as best practice from other BIDs, etc. We will also create an award scheme for businesses demonstrating positive action to improve air quality

16 Promotion of availability of air pollution information services							
16.1	Promote and build on the work of airTEXT to alert sensitive receptors and other vulnerable citizens of high pollution days	Assistant Director Neighbourhoods	£2,000 in total	High pollution days can exacerbate heart and lung conditions	by July 2018	Report to Steering Group on progress	We will work to build a cascade system to alert citizens when we know there is going to be a high pollution episode. Wherever possible citizens will be able to alter their behaviour on these days to prevent aggravating existing heart and lung conditions. We will ask citizens to sign up to a mailing list, which we will email whenever there is a high pollution episode. We will proactively contact schools, nurseries and doctors surgeries; we will ask them if they want to be added to the mailing list and if so, will ask them to forward our email to their parents/guardians or patients. The communications team will advertise high pollution episodes on our social media accounts, Lambeth's website, etc. As per point 40, we will also ask our air quality volunteers to go out on high pollution days to raise awareness of the pollution episode and advise residents and visitors to the borough what action they can take to protect their health. Consideration will also be given to elderly citizens who may not be comfortable with using IT
16.2	Increase promotion of cycling and walking websites and apps, such as walkit.com	Assistant Director Neighbourhoods	£2,000 in total	Apps and websites will help to reduce emissions. People are given support and information for a better quality of life	by March 2019	Report to Steering Group on progress	We will use social media to promote the use of websites and apps which encourage modal shift to active travel. We will do this by highlighting the websites and apps on leaflets, on posters in libraries, doctors surgeries, etc., using social media such as Twitter and articles in Lambeth Talk
17 Encourage schools to join the TfL STARS (Sustainable Travel: Active, Responsible, Safe) accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme							
17.1	Continue to actively engage with all schools in the STARS programme	Assistant Director Planning and Development and Strategic Transport	-	The STARS programme saves about 22 million vehicle kms annually between 8 and 9am. Total 44m vkms per year. Calculations determine this can be estimated as an equivalent saving of around 51.5 t/yr of NOx	Throughout Plan	Report to Steering Group on progress	Lambeth has already successfully rolled out the STARS programme . However, we will now also include an air quality focus in this work to let citizens know how the work reduces concentrations and exposure to air pollution
17.2	Continue to support schools to implement travel plans moving from bronze to silver to gold	Assistant Director Planning and Development and Strategic Transport	-		Throughout Plan	Report to Steering Group on progress	
17.3	Engage with TfL Children's Traffic Club programme to add focus on air quality and active travel	Assistant Director Planning and Development and Strategic Transport	-		by March 2018	Report to Steering Group on progress	
17.4	Travel Plans Poster campaign for under 5s: link between active travel and air quality	Assistant Director Planning and Development and Strategic Transport	£5,000 in total (LIP)		by March 2020	Poster campaign material available at www.lambeth.gov.uk	

18	Air quality at schools and other educational institutions Develop individual air quality action plans for interested schools, colleges and universities. Plans to include: introducing healthy cycling and walking routes, anti-idling campaigns, raising awareness of air pollution for children (which will encourage children to pester parents to travel sustainably)	Assistant Director Neighbourhoods	£10,000 per year	Children are sensitive receptors to poor air quality. These actions increase awareness and can help reduce pollution	Throughout Plan (at least 12 schools per year)	Report to Steering Group on progress	We will create a package of measures to improve air quality at schools, such as training for anti-idling and clean walking routes. We will approach schools, colleges and universities to invite them to work with us. We will start with those primary schools in the borough which have been highlighted in this AQAP as suffering most from high levels of pollution
19	Air Quality at the Council						
19.1	Air Quality to be considered when making decisions	Corporate Management Team	-	Improving air quality and reducing exposure will be at the centre of everything Lambeth does	Throughout Plan	Cabinet members, other councillors and senior management when signing-off reports	A report has to be written for all decisions within the Council. This report has an environment section and senior management will not sign-off reports unless air quality impacts have been considered. The sustainability team will be available to offer advice to colleagues in the council
19.2	Air quality awareness increased amongst Lambeth officers	Director HR and Organisational Development	-		Throughout Plan	Report to Steering Group on progress	As part of their induction, new officers at Lambeth will be made aware of the challenges regarding air quality in the borough. There will also be regular bulletins in the staff newsletter. Furthermore, information will be made available on the council's intranet. All officers will be expected to consider air quality in their daily duties
20	Work with Lambeth Youth Council to raise awareness	Assistant Director Neighbourhoods	-	Young people are sensitive receptors to poor air quality. These actions increase awareness and can help reduce pollution	Throughout Plan	Report to Steering Group on progress	Unfortunately no responses were received from 16-24 year olds during the consultation for the draft AQAP, even though young people are at a higher risk of suffering poor health from air pollution. We will work with the Youth Council to engage with young people to raise awareness
21	Engagement with older citizens						
21.1	Work closely with colleagues in Adult Social Care and Housing to identify vulnerable citizens	Assistant Director Neighbourhoods	-	Older people are sensitive receptors to poor air quality. These actions increase awareness and can help reduce pollution	Throughout Plan	Report to Steering Group on progress	There was only a small response from citizens aged 55+ during the consultation for the draft AQAP, despite this group being at

21.2	Work closely with Age UK and other relevant organisations to produce tailored leaflets for older citizens and to visit future events aimed specifically at older citizens	Assistant Director Neighbourhoods	£1,000 in total		December 2018	Leaflets available at www.lambeth.gov.uk	a higher risk of suffering poor health from air pollution, with the risk increasing with age
22	Engagement with black and other minority ethnic citizens	Director Public Health	-	There is some evidence to suggest that black and other minority ethnic citizens are disproportionately affected by poor air quality	Throughout Plan	Report to Steering Group on progress	The majority of respondents during the consultation for the draft AQAP were white, despite some evidence suggesting that Black and other Minority Ethnic citizens are at more risk from the effects of poor air quality. Through the Health and Wellbeing Board , we will work with healthwatchlambeth.org.uk and other relevant organisations to engage with the BME community to promote health and wellbeing regarding poor air quality
23	Annual Residents' Air Quality Conference	Assistant Director Neighbourhoods	£1,000 per year	To raise awareness amongst citizens	Throughout Plan	Annual event organised and advertised on www.lambeth.gov.uk	A lot of responses to the consultation for the draft AQAP asked questions instead of giving feedback. In some cases the Council needed more information from the resident to understand what they wanted to know to be able to answer the question; in other cases the question was very specific to a particular street. Therefore it is recommended that every year there is an air quality conference to allow citizens to talk and ask questions to council officers
Delivery, servicing and freight							
24	Update Lambeth procurement policy						
24.1	Procurement policy to include a requirement for suppliers providing services over £100,000 to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation	Head of Procurement	-	Efficient driving and the use of fleet fuel tracker tool contributes to reduction in emissions and increases drivers' and fleet operators' awareness of air quality issues	by March 2019	Procurement policy updated and published on www.lambeth.gov.uk	This requirement will be written into the Council's Sustainable Procurement policy. In addition, the requirement will be advertised during procurement training for officers in the Council to make them aware and be considered by the Procurement Board
24.2	Update procurement policy to give preferential scoring to bidders delivering goods and services with zero or low emission vehicles when there is a heavy transport element to the tender	Head of Procurement	-	The Council is leading by example to encourage reductions in emissions	by March 2019	Procurement policy updated and published on www.lambeth.gov.uk	This requirement will be written into the Council's Sustainable Procurement policy. In addition, the requirement will be advertised during procurement training for officers in the Council to make them aware and be considered by the Procurement Board

25	<p>Consolidation Lambeth is leading on the Low Emission Logistics project, which commenced in 2016/17 in partnership with Southwark, Croydon and Wandsworth to look at freight consolidation for council services, local businesses and other organisations. At present this project has funding until March 2017, but depending on the results could continue to March 2019</p>	Assistant Director Neighbourhoods	TBC	Freight consolidation can lead to a reduction in NO2 and PM10/2.5 as less delivery vehicles are on the road	by March 2017 (project may continue to March 2019 depending on results of feasibility study)	Lambeth and partner boroughs will report to the GLA	We are currently carrying out a feasibility study to map where deliveries come from and use this information to decide where would be the best location to build a consolidation centre. But we do not want the consolidation centre to be a financial burden on the Authorities, so we are looking at what savings will be made from joint procurement to pay for the centre. In other words, the centre must pay for itself. The project is also looking at other ways to reduce emissions, such as seeing whether deliveries can be retimed to reduce pollution during rush hours. We are also approaching businesses and other boroughs to ask them to join the project
26	<p>Introduce Virtual Loading Bags (VLB) allowing the user to book kerb space online for loading and unloading at a particular time and place; and priority for ultra-low emission delivery vehicles</p>	Assistant Director Neighbourhoods	-	Pre-booked Virtual Parking Bays would allow drivers to load and unload in close proximity to their delivery point without causing congestion or impacting on air quality. Priority access for ultra-low emission delivery vehicles would encourage take-up of LEV and electric vehicles by the delivery industry	Feasibility study to be written by March 2019	Copy of report available on Lambeth website	A study will be carried out to see what the requirements to create virtual loading bays are. There will be benchmarking with other councils and consultation with TfL for best practice. At the end of the feasibility study a report will be written for Cabinet to decide whether to go ahead with VLBs. This will also depend on the results of point 25 (the Consolidation Centre project), as VLBs may not be necessary.

Borough Fleet Actions							
27	Obtain Fleet Operator Recognition Scheme (FORS) Gold accreditation for Lambeth's own fleet	Director HR and Organisational Development	-	Efficient driving and the use of a fleet fuel tracker tool contributes to a reduction in emissions and increases drivers' and fleet operators' awareness of air quality issues	by March 2022	Report to Steering Group on progress	The Health & Safety team are working towards all of Lambeth's fleet achieving Gold accreditation for FORS and have an action plan in place
28	Increase the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet and accelerate uptake of new Euro VI/6 vehicles	Head of Procurement	TBC	By reducing the amount of diesel vehicles on the borough's roads, Lambeth is leading by example and helping to reduce local air pollution	by March 2022	Report to Steering Group on progress	A report is currently being written for Cabinet to decide whether the Council should only purchase and lease low emission and electric vehicles. However, in some circumstances it may be necessary to buy a diesel vehicle if no alternative exists
29	Smarter Driver Training for Lambeth fleet drivers to increase fuel efficient driving	Director HR and Organisational Development	-	Studies show an average reduction in fuel consumption of 14% would lead to a further reduction of 113kg of CO ₂ and approximately 455kg NO _x and 11kg PM ₁₀	Throughout Plan	Report to Steering Group on progress	It is already a requirement for any council officer wishing to drive a vehicle while at work to complete this course before getting behind the wheel. This requirement will be maintained throughout this plan
30	Conduct feasibility study for introducing regenerative street sweepers into Lambeth's street cleansing fleet	Assistant Director Neighbourhoods	-	Studies show regenerative street sweepers could significantly remove fine road dust	by March 2020	Copy of feasibility study findings available on www.lambeth.gov.uk	A study has already been carried out in Canada looking at the effect on air quality from street sweeping. New technology is now being used to reduce re-suspension of particulates. We will carry out a feasibility study to see whether this technology is available in the UK and is suitable for an inner-London borough. We will also look at costs and will talk to Veolia about introducing the technology to street cleansing in Lambeth
31	Review of car users to determine whether the number of Lambeth officers driving vehicles for work could be reduced	Director HR and Organisational Development	-	Less cars on the road will help to reduce pollution and congestion in Lambeth	by March 2020	Report to Steering Group on progress	We will be reviewing the staff car usage as part of moving into YNTH with a view of reducing the number of personal and Council fleet being used

Localised Solutions							
32	Green Infrastructure All projects in the public realm and other spaces, such as on estates, to protect existing green infrastructure and introduce more green infrastructure, such as green roofs, pocket parks and fresh air squares whenever possible	Assistant Director Neighbourhoods/Assistant Director Investment and Growth	Funded through individual projects	Green infrastructure can help to reduce pollution and flood risk. It also helps to make an area look more attractive, which can help boost the local economy	Throughout Plan	Report to Steering Group on progress	As per point 19, decisions in the Council will need to consider air quality. The sustainability team will also give training to other teams of best practice on how to use green infrastructure to improve air quality. Officers will be asked to give examples of how they have maintained or increased green infrastructure in the Steering Group meeting. All relevant strategies and policies in the council will include a section regarding air quality
33	Investigate other measures, such as building a Low Emission Neighbourhood (LEN), to improve air quality and/or reduce exposure to pollution in focus areas	Assistant Director Investment and Growth	£40,000 (LIP)	Low Emission Neighbourhoods combine a series of measures to reduce air pollution, such as increasing green infrastructure, adding filtered permeability, low emission zones, etc.	by August 2019	Final report available at www.lambeth.gov.uk	Funding may become available over the next few years; for example it is hoped that the GLA may announce opportunities for more LENs to be created in London. The timeframe for submitting an application is small, so Lambeth needs to be ready beforehand with suggestions. Areas with pollution have already been identified in this document. The sustainability team will visit these areas and speak to local businesses and residents to identify what the problems are and how they can be solved and therefore ready to submit plans when funding is announced. Any plans will be agreed with other relevant council teams
34	Investigate whether to install Santander bikes or other bike schemes outside Brixton Underground station, along Brixton Hill, Streatham Hill and Streatham	Assistant Director Planning and Development and Strategic Transport	-	As Brixton is at the end of the Victoria Line, many citizens continue their journeys by bus	by March 2022	Report to Steering Group on progress	The transport team is already working with TfL on this proposal, but a lot of work needs to be carried out before. Funding for the scheme needs to be found, considerations for changes to the road layout for cyclists, buses and cars, etc.
35	Lambeth is already part of the Central London Air Quality Cluster Group, which includes Southwark. Increase joint working with other neighbouring boroughs (Wandsworth, Merton, Croydon, Bromley and Lewisham) to tackle air pollution	Assistant Director Neighbourhoods	-	Air pollution does not respect borders. By working together we can help to improve air quality and reduce exposure	Throughout Plan (to meet with other boroughs at least once a year)	Report to Steering Group on progress	We will ask whether Lambeth can attend the South London Air Quality Cluster Group and also join www.lovecleanair.org . We will arrange site meetings with colleagues from other councils at the borders between our boroughs to discuss problems creating pollution and find joint solutions, such as a poor traffic layout on a road joining the two boroughs
36	Continue project to reduce pollution at Waterloo station from idling taxis	Assistant Director Investment and Growth	-	Citizens are concerned by the large amount of taxis idling at the station	by March 2022	Report to Steering Group on progress	Lambeth carried out an anti-idling project at Waterloo station in 2015/16. The project flagged up that the layout of Waterloo is a problem, as there is not sufficient space for black cabs to queue to pick up a fare, and research has been carried out to look for a solution to this problem. There are plans to redevelop Waterloo station and the Council wants to work with TfL and Network Rail to include considerations for taxis in their plans. As per point 40.2, Waterloo station will also be included in our next anti-idling project

37	Look into building a green wall at Lambeth North Station	Assistant Director Neighbourhoods	£60,000 in total	A green wall can contribute to reducing pollution and raises awareness of the issue. It also helps to make an area look more attractive, which can help boost the local economy	by March 2019	Report to Steering Group on progress	Citizens have asked whether a green wall could be built at Lambeth North underground station. We are currently discussing this with TfL. We hope to build the wall providing there are no structural problems and the budget can be secured
38	Recruit citizens to help form a Steering Group to monitor our Air Quality Action Plan	Assistant Director Neighbourhoods	-	Citizens will help ensure that our plan is followed. If the plan needs to be changed, citizens in the group will be told the reasons why	Throughout Plan	Steering Group in place	Citizens have been recruited. The group will run throughout the life of the AQAP
39	Investigate whether Lambeth should replicate the Wandsworth Tree Warden scheme	Assistant Director Neighbourhoods	-	Green infrastructure can help to reduce pollution and flood risk. It also helps to make an area look more attractive, which can help boost the local economy	July 2018	Report to Steering Group on progress	This action was suggested by a resident during the consultation for the draft AQAP
Highways and Transport							
40	Anti-Idling						
40.1	Joint anti-idling project with other London Boroughs	Assistant Director Neighbourhoods	£5,000 per annum	Idling vehicles are unnecessarily producing pollution	by March 2019	As MAQF funded, project report to be submitted to GLA and TfL	We have put in a successful bid with other London boroughs to the MAQF, which was led by the City of London. The project is to recruit volunteers to educate and raise awareness among other citizens not to idle. We will recruit volunteers by emailing all our Green Champions and also use other council mailing lists. In addition, we will advertise that we are looking for volunteers using council social media accounts. When volunteers have been recruited, we will provide them with training and also equipment, such as a high-visibility jacket and leaflets to distribute. We will agree with volunteers an area they will be responsible for. We will organise scheduled days when all volunteers will go out and we will email them to go out on high pollution days, using the cascade system in point 16.1. Funding is only until March 2019 and we will look for ways to continue the project after this date
40.2	Continue to build on anti-idling work from MAQF project	Assistant Director Neighbourhoods	-		by March 2022	Report to Steering Group	

41	Work with car clubs to increase amount of electric, hydrogen and ultra-low emission vehicles in their fleet	Assistant Director Planning and Development and Strategic Transport	-	Car clubs encourage citizens to only use a car when essential and electric, hydrogen and ultra-low emissions vehicles lead to even less pollution	by October 2019	Update in Annual Status Report	This action is linked to the increased provision of both on-street charging points and provision of rapid charging points at convenient locations across the borough. Where practical, any new contracts or agreements will stipulate a minimum level of low emissions vehicles within the fleet
42	Increase modal shift to more sustainable transport						
42.1	Increase amount of citizens cycling outside the 18-38 age group	Assistant Director Planning and Development and Strategic Transport	-	The majority of cyclists in Lambeth are aged 18-38. By identifying and meeting the needs of other age groups, we can increase modal shift to cycling and therefore lower pollution	by March 2022	Report to steering group	We will continue the work of our Silver Cycling project, which encourages residents over 60 to cycle. We will also look at promoting infrastructure, such as the Quietways, as an alternative to busy carriageways to encourage cycling in the over 38s. We will also do promotional work in secondary schools to encourage cycling in under 18s
42.2	Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives	Assistant Director Planning and Development and Strategic Transport	£3,000 per year (LIP)	Modelling for a main road showed that removing all vehicles from the road on Sundays would reduce NOx and PM10 emissions by 11%	Throughout Plan	VIP days advertised on Lambeth website and in other publications	We will continue to offer an annual car free day and will also contact BIDs to discuss introducing VIP Days in their town centres
43	Parking 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	Assistant Director Neighbourhoods	-	By encouraging modal shift to less polluting vehicles, there will be a reduction in emissions	by October 2017	Copy of reports available on Lambeth website	
44	Installation of more residential electric charging points	Assistant Director Planning and Development and Strategic Transport	Funded through private companies	To make it easier for residents to use an electric vehicle will encourage uptake	by March 2022	Report to Steering Group	Officers will work with a range of private sector EVCP providers to ensure that a good provision of charging points, accessible by all, is provided across the borough. Officers will also work with TfL on the Go Ultra Low scheme to shape and deliver the roll-out of charging points funded by the public sector
45	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Assistant Director Planning and Development and Strategic Transport	Funded through private companies	To make it easier for businesses to use an electric vehicle will encourage uptake	Throughout plan	Report to Steering Group	Officers will work with private sector rapid charging point providers and other third parties to enable the roll-out of rapid charging facilities at strategic locations across the borough

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: Highways & Transport, Regeneration, Planning to implement whenever possible in all decisions	Assistant Director Investment and Growth	Funded through individual projects	To encourage modal shift, which will lead to a reduction in pollution	Throughout Plan	Report to Steering Group	When carrying out studies, such as the CPZ, or thinking about planning applications, etc. officers will consider how changes could help improve air quality. Sustainability officers will be available to provide advice to colleagues and can provide training
47	Transport for London						
47.1	Campaign for low-emission buses to serve all routes in Lambeth	Assistant Director Planning and Development and Strategic Transport	-	All opportunities for Lambeth citizens to have access to clean air are exploited	Throughout Plan	Report to Steering Group	Under the previous mayor Boris Johnson, Lambeth was concerned that the ULEZ was not strong or wide enough and polluting buses were driving on Lambeth's roads. The new mayor Sadiq Khan has said he will look to strengthen ULEZ and create clean bus corridors. Lambeth will work with the new mayor as much as possible and campaign for the cleanest air possible by reducing polluting traffic in the borough. We will do this by meeting with TfL/GLA representatives, responding to consultations and continue to lobby for a stronger, wider ULEZ and also look at changes to LEZ
47.2	Continue to request extension of ULEZ to south of the borough	Assistant Director Neighbourhoods	-				
48	Link air quality to road closures for street parties and the Play Streets scheme	Director of Policy and Communications	-	To encourage modal shift, which will lead to a reduction in pollution	Throughout Plan	Report to Steering Group	When Lambeth approves road closures for street parties and the Play Streets Scheme, we should also highlight air pollution benefits to help raise awareness amongst residents. This was a suggestion during the AQAP consultation by a local pressure group
49	Read through Lambeth Transport Plan 2011-31, the Cycling Strategy and also the Transport Strategy and add any relevant actions in to AQAP	Assistant Director Neighbourhoods	-	There is continuity between council departments	Completed by March 2018	Report to Steering Group	This was a suggestion from a resident during the draft AQAP consultation. During 2017/18 sustainability officers will read through these documents and add any relevant points in to AQAP in partnership with colleagues in transport

7 Wish list and ideas from consultation

Some responses in the consultation to the draft AQAP said the plan needed to do more and aim higher. Lambeth would like to do more, but the current plan includes everything that can be achieved within the current budget. However, it is possible that further funds will become available, such as through Defra or the Mayor's Air Quality Fund. Therefore included below is a wish list for future projects in case funding becomes available. This wish list has been written using information from the consultation, but citizens will be able to add to it by submitting ideas to the steering group.

Response from Consultation	Council comment
Additional air quality monitoring around nurseries, schools and care homes.	Lambeth is already carrying out a project to enable citizens to monitor air quality, please see http://love.lambeth.gov.uk/love-lambeth-air/ . Anyone was allowed to request a diffusion tube to monitor air quality, including nurseries, schools and care homes. Furthermore, we are carrying out a schools project in partnership with Sustrans, which includes monitoring. If additional funding becomes available, we will continue these projects after 2016/17 and encourage nurseries, schools and care homes to work with us.
TfL has previously talked about a trial to use electric bikes in a cycle hire scheme in Alexandra Palace. It is unclear whether this trial took place, but the challenging gradient of Brixton Hill might make this an excellent place for a similar trial.	This is a very interesting idea and will be considered in point 33 when looking at measures to build a Low Emission Neighbourhood in Brixton and/or Streatham.
We think that Clapham Common and Herne Hill would make natural extensions to the existing cycle hire scheme.	This idea will be considered in point 33 when looking at measures to build a Low Emission Neighbourhood in Clapham and Herne Hill.
We support efforts to reduce engine-idling. If there is any funding available, we suggest that Actions 34 should be complemented by local advertising and perhaps direct messages to permit holders.	Lambeth is part of a Mayor's Air Quality funded project to reduce idling (http://idlingaction.london/) and therefore believe the advertising should be London wide and paid for by the GLA. Regarding permit holders, we believe this is a good idea and will produce promotional material if funds become available.
More green infrastructure	Whenever additional funding becomes available we will build more green infrastructures.
Trade-in scheme for children's bikes	Create and manage this scheme if funding becomes available.