EXECUTIVE SUMMARY:

This Action Plan has been developed as part of the ongoing Review and Assessment of air quality in their area that Local Authorities are required to undertake as a statutory duty under the Environment Act 1995, Part IV. Local Authorities are required to assess the present and likely future air quality against the air quality objectives of seven main pollutants, prescribed in the Air Quality Regulations 1997. Where the objectives are unlikely to be met, the Local Authority must designate an Air Quality Management Area (AQMA) and detail an Action Plan for improvements in air quality within the designated AQMA.

In October 2001, the London Borough of Waltham Forest designated the whole borough an AQMA for the pollutants of nitrogen dioxide (NO$_2$) and respirable particles (PM10). A comprehensive 3-stage review and assessment determined that the objective levels for these pollutants would not be met along certain roads in the borough. The Stage 4 Review and Assessment confirmed this and in particular, the annual mean NO$_2$ objective is the more stringent of the objectives that need to be met.

The Stage 4 review and assessment investigates further the source contributions of NOx and PM10 at a series of locations throughout the borough. The source contributions of NOx were determined rather than NO$_2$; as NO$_2$ is mostly a secondary pollutant formed due to atmospheric chemistry. The results of this source apportionment modelling work determined that, depending on the location, a reduction of between 2.7µg/m$^3$ to 19.1 µg/m$^3$ is required for NO$_2$ levels to meet the objective by 2005 and between 50% – 80% of NOx contributions are related to road transport.

A Low Emission Zone (LEZ) scenario was also modelled. A LEZ is a defined area, which can only be entered by vehicles meeting certain emission standards. The results indicated that with an LEZ in place, for NO$_2$ levels there is a predicted improvement of between 4.39µg/m$^3$ and 12µg/m$^3$. However, even with an LEZ in place, further measures are required borough wide in order to achieve the objective levels.
1. **INTRODUCTION:**

1.1 In October 2001, the London Borough of Waltham Forest declared the whole borough an Air Quality Management Area (AQMA). This was as a result of a comprehensive 3-Stage Air Quality Review and Assessment that identified areas of the borough likely to have pollution levels exceeding the Governments Air Quality Objectives. These areas of exceedences are identified to be adjacent to busy roads in the borough. The pollutants of concern are nitrogen dioxide (NO$_2$) and respirable particles (PM10). These pollutants are sourced predominantly from road traffic.

1.2 Section 84 (2) of the Environment Act 1995 requires local authorities to undertake a further ‘Stage 4’ review and assessment within their AQMA and to draw up an Air Quality Action Plan. Action plans are essentially a list of proposals, detailing what the local authority is doing or intends to do in their area in their aim to meet the Governments Air Quality objectives.

1.3 The Stage 4 review and assessment is essentially an extension of air quality work already completed, including looking at sources of pollution and monitoring results in more detail. In conjunction with the Stage 4 review and assessment, a boroughwide air quality Action Plan is developed. The Action Plan will detail measures that can be implemented in order that the Governments air quality objectives may be achieved.

1.4 Identified in this Action plan is a wide range of proposals aimed at improving air quality in Waltham Forest. Apart from providing a framework for developing initiatives to improve air quality in the borough, the Air Quality Action Plan aims to:

- Demonstrate the councils commitment to improving air quality
- Provide an overview of local key policies with respect to air quality
- Improve air quality while maintaining economic stability and to explore wider economic opportunities.
- Involve all relevant council departments and external agencies where appropriate, to ensure a balanced and integrated approach.
- Engage everyone who lives, works and travels in and through Waltham Forest.
To improve the quality of life and health of the residents and workforce in Waltham Forest.

1.5 The London Borough of Waltham Forest’s air pollutant exceedences of NOx and PM10, are predominantly due to the impact of road traffic. The Stage 4 Air Quality Review and Assessment confirms the original appraisal from the Stage 3 Air Quality Review and Assessment that the borough of Waltham Forest will exceed the objectives for the annual mean NO$_2$ and 24 hour mean PM10 and so confirms the designation of the AQMA. The exceedences are identified to be along main traffic routes within the borough. This is further confirmed via the detailed source apportionment modelling of a series of locations across the borough to help understand source contribution of oxides of nitrogen and PM10. Source apportionment determines how much of a particular pollutant contribution there is at a given location from commercial/industrial sources, neighbouring roads, other transport sources such as railways, airports and shipping, secondary contributions such as windblown Saharan dust, buses and domestic sources. Source apportionment was determined for 10 locations across the borough.

The results of the source apportionment predictions determined that, depending on the location, in general between 20 – 50% of reduction in nitrous oxides (NO$_x$) and respirable particles (PM10) is required in the London Borough of Waltham Forest in order that the objective level set by the Government is met. Based on the median façade result of these 10 locations, approximately 36% of the total contribution is derived from background sources of NO$_x$ and 62% is from road transport. However approximately half of the background contribution is also from roads, including roads outside the borough.

The source apportionment study of 10 locations in the borough of Waltham Forest illustrated that whilst cars and HGV’s dominate the NO$_x$ contribution, the PM10 transport contribution is predominantly attributed to HGV’s. Thus the ability to reduce the impact of air pollution in and around the borough lies chiefly with the effective management of traffic on the borough’s roads.

Whilst the local road network is the responsibility of the Council; Transport for London (TfL) is responsible for the main roads in the borough, for instance, the North Circular Road (A406) and the A12 Hackney to M11 Link Road.
The Council’s Transportation Policy section has been monitoring traffic flows in the borough for over 25 years. The statistics show that traffic in Waltham Forest has increased by 33% between 1971 and 1993 at an average rate of between 1% - 1.4% per annum. Traffic levels within the borough increased significantly with the opening of the M11 Motorway in 1977 and the Barking – South Woodford Relief Road in 1988. The M25 initially provided traffic relief on many of the boroughs roads, particularly for heavy goods vehicles. However, this relief was soon eroded by extra vehicular journeys being undertaken when the extra road capacity was provided. Other trunk routes cutting the borough include the A406 North Circular Road and the A12 – M11 Link Road.

A recent ‘Before and After’ survey of vehicle flows for the Hackney / M11 Link Road, commissioned by TfL concludes that, in March 2001, this A12 / M11 Link Road was carrying about 85,000 vehicles per day (vpd). The ‘Before’ survey data used in this report was collected between 1989 and September 1993. The ‘After’ data was collected in February and March 2001. The 24-hour ‘Before’ data for Leytonstone High Road totals 23,972 vpd; the 24-hour ‘After’ data totals 14,026 vpd, a total reduction in traffic of 58.5% of traffic along Leytonstone High Road. Leytonstone High Road is one of the roads of concern for air quality, but the opening of the A12 - M11 Link Road has had a significant impact on the improvement of the air quality along this area.

A reduction in local traffic is also determined along Grove Green Road, for which the 24-hour ‘Before’ data totals 26,746 vpd and the 24-hour ‘After’ data totals 12,005 vpd; a total reduction in traffic of 44.9%. However, this contrasts significantly with the survey data for Gainsborough Road. Along Gainsborough road, the 24-hour ‘Before’ total is 4139 vpd and the ‘After’ total is 12,210 vpd; a massive increase in traffic of 295%.

Nitrogen dioxide is monitored for by diffusion tube, an indicative method, at a local kerbside site, adjacent to the A12 / M11 Link Road. The results are shown in the table below. The Government has set an annual mean objective level for 2005 of 40 µg/m³.
<table>
<thead>
<tr>
<th>Year</th>
<th>Diffusion Tube Annual Average</th>
</tr>
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<tbody>
<tr>
<td>1997</td>
<td>58 µg/m³</td>
</tr>
<tr>
<td>1998</td>
<td>48 µg/m³</td>
</tr>
<tr>
<td>1999</td>
<td>54 µg/m³</td>
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<tr>
<td>2000</td>
<td>39 µg/m³</td>
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<tr>
<td>2001</td>
<td>37 µg/m³</td>
</tr>
<tr>
<td>2002</td>
<td>50 µg/m³</td>
</tr>
</tbody>
</table>
2 National Measures to Improve Air Quality.

2.1 The Environment Act 1995 required that a national air quality strategy detailing national standards and objectives for specific pollutants. The Government published The National Air Quality Strategy in 1997, which was reviewed and revised in 2000.

The air quality objectives for specific pollutants are implemented through the Air Quality (England) Regulations 2000. The concentration levels, or standards, are set on the basis of the medical effects of each pollutant, together with the date by which the level must be achieved. These concentration levels are expected to be achieved by a combination of national measures and local measures.

The London Borough of Waltham Forest local measures are detailed in section 5. National measures are noted below, under the headings where they are usually applied. Many of these guiding principles do not refer specifically to air quality; instead reference is made to ‘pollution’ or the ‘environment’.

2.2 Land Use Planning

The national framework for ascertaining that developments satisfy certain principals is via Planning Policy Guidance Notes (PPGs). The PPGs most relevant to air quality when considering developments are:

- **PPG 6 Town Centres and Regional Developments**
  This guidance note deals with town centre development and sustainable development, ensuring that there is adequate public transport.

- **PPG 12 Development Plans**
  This guidance note deals with development plans and that sustainability principals must be considered. The consideration of air quality is just one element. The Unitary Development plan (UDP) of Waltham Forest sets out the Council’s proposals and policies with respect to developments and land use planning. See section 3.5 for further details.

- **PPG 13 Transport.**
It is widely accepted that effective management of vehicle movements on the borough roads is required in order to reduce the impact of air pollution. The introduction of a London Wide LEZ is singularly the most effective action towards achieving the Governments air quality objectives. It has been estimated that a significant reduction in traffic levels is required in order that the London Borough of Waltham Forest can meet the Governments air quality objectives. Conversely, by tackling emissions at source, such as new, cleaner vehicle technology and cleaner fuels, on board diagnostics and computer control technology to improve engine efficiency and reduce the number of vehicles on the roads, will have a significant impact in working towards the pollutant objectives. However, policies such as the recently introduced Congestion charging zone in central London is estimated to increase traffic flows along the North Circular route and adjacent roads by at least 5%. The proposed Ikea development in the neighbouring borough of Enfield will increase traffic by a further 3% and the average annual traffic increase in vehicles on roads is widely accepted at 3%. These increases, along with others, such as the Stratford City Development and the proposed Lee Valley Olympic Development, highlight the conflict between the various strategies and policies in place.

This action plan not only provides a framework for developing initiatives to improve air quality in the borough but also brings together actions and initiatives taking place on a local and national level. There are six main objectives of this Air Quality Action Plan:

- Demonstrate the councils commitment to improving air quality
- Provide an overview of local key policies with respect to air quality
- Improve air quality while maintaining economic stability and to explore wider economic opportunities.
- Involve all relevant council departments and external agencies where appropriate, to ensure a balanced and integrated approach.
- Engage everyone who lives, works and travels in and through Waltham Forest.
- To improve the quality of life and health of the residents and workforce in Waltham Forest.
Identified in this Action plan is a wide range of proposals aimed at improving air quality in Waltham Forest, tabulated in Section 5. The actions are listed under 5 main headings, with those actions having a direct impact on improving air quality in Waltham Forest listed first, to those actions which will have an indirect impact on improving air quality, such as policy measures. The actions are also prioritised in terms of cost and improvement in air quality.

It is envisaged that the actions scheduled in this action plan will engage everyone who lives, works and travels through the London Borough of Waltham Forest.
This guidance note deals with transport and accessibility to public transport. It details air quality as an important consideration in the integration of planning and transport and emphasises effective traffic management as a measure to reduce local air pollution.

- **PPG23 Planning and Pollution Control.**
  This guidance note deals with pollution control and highlights air pollution as a material consideration in determining planning applications. Following on from this is the DETR guidance, published in 1997, ‘Air Quality and Land Use Planning’. This states that air quality is a consideration which relates to the use and development of land and is a material consideration. Planning applications can, and have been, refused on the grounds of air pollution not being a material consideration.
  PPG 23 is currently being revised. It will provide guidance on air quality as a material consideration, the impact of AQMAs on planning decisions and the requirement for Environmental Impact Assessments.

2.3 **Transport**
Transport is closely allied with air quality. As detailed earlier, much of the pollution in Waltham Forest is from traffic. National measures to tackle traffic on roads to improve air quality include reducing the need to travel, reducing car use and encouraging more sustainable modes of travel.
National guidance with particular reference transport available to local authorities include:

- **PPG Note 6**
  This Guidance note is for Town Centre and Regional Developments. This sets out the Government’s objective of promoting development in town centres in an effort to improve urban vitality. Public transport is recognised as important here.

- **PPG Note 13**
  This Guidance Note on Transport is aimed primarily at promoting better integration between planning and transport, different transport modes and
at achieving more consistent implementation of the existing approach. It states that local authorities must consistently apply planning policies that aim to reduce the need for car journeys, in order that people can make sustainable transport choices.

- **RPG 9 – Regional Planning Guidance for the South East (Proposed changes)**  
  This sets out in its transport section the need to manage travel demand in order that a more sustainable pattern of spatial development can be achieved i.e.: to concentrate travel generating developments in areas where there are good non-car transport modes.

- **RPG 3 (Strategic Guidance for London Planning Authorities)**  
  This recommended that Local Authorities must develop plans that promote, amongst others, less demand for travel and greater protection of the environment. The strategic guidance has indicated that London must have safe, good and cost effective public transport. It approves traffic management measures to obtain better use of the existing road system and recognises that parking controls are useful in combating congestion, particularly that caused by commuting. Further support is given to improving the safety of pedestrians and cyclists.

However RPG 3 is soon to be replaced by the Mayor of London’s Spatial Development Plan.

- **London Planning Advisory Committee (LPAC)**  
  The overall aim of this guidance is to reduce the amount of non-essential vehicle trips over set time periods and suggested initiatives, such as, road user charging, a workplace parking levy, improving public transport and improvement of conditions for pedestrians and cyclists. LPAC recommended that high trip generating developments be located within town centres and reduce off-street parking for new developments.

- **Government White Paper – ‘A New Deal For Transport, Better For Everyone’**.
  The main objective of this white paper was to create a better, more integrated transport system to tackle the problems of pollution and
congestion. It aimed to encourage people to use the private car less and switch to more environmentally friendly forms of transport. In 1998 the Government published its Integrated Transport Strategy, which was outlined in ‘A New Deal For Transport – Better for Everyone’. The Council’s transport policies are very much in line with this strategy and reflect Government initiatives.

- **The Road Traffic Regulation Act 1984**
  This Act gives local authority’s powers to make Traffic Regulation Orders to prohibit, restrict or regulate traffic along roads. Schedule 22 of the Environment Act 1995 extends these powers to enable local authorities to make Traffic Regulation Orders specifically to achieve the air quality objectives.

- **The Road Traffic Reduction Act 1997**
  This Act set a target for reducing the number of road traffic casualties by 2000. In order to focus on a reduction in traffic levels on roads, LAPC published ‘Supplementary Advice on a Strategy for Road Traffic Reduction in London’ (December 1999). This determined a target of a 15% reduction in traffic levels by 2010 across Waltham Forest as appropriate. The principal of which is supported by the Council.

2.4 **The Mayor of London’s Strategies**

The Mayor is required, under the Greater London Authority Act 1999, to prepare a state of the Environment report and a number of strategies. The principal purpose of the GLA is to promote economic and social development and the environmental improvement of Greater London. The strategies that are of direct concern to air quality are:

2.4.1 **Mayors Spatial Development Strategy (The London Plan)**

This replaces the Regional Planning Guidance (RPG 3) and sets out London specific measures on planning. Although not yet finalised, it is anticipated that the London Plan will embrace the social, economic and environmental issues for the future development of London. It will provide a framework for land-use management, development and regeneration in London. Overall, the priorities of the draft London Plan are:
• Intensified development in the Central Activities Zone (Central and East London sub-regions) and Opportunity Areas to accommodate substantial growth, especially in economic activity. (Opportunity Areas include major brownfield sites and places with potential for significant increases in density).
• Major development in East London along the Thames Gateway with an expansion of economic activities to the east, into the City fringe, Isle of Dogs and Stratford.
• Enhancement and diversification of town centres in many places across London.
• Significant improvements in access, services and sustainability in suburban areas.
• Regeneration in defined areas, integration of spatial policies with policies for neighbourhood renewal, better health, improved learning and skills, greater safety and better employment and housing.
• Appropriate intensification and mix of uses with special focus on the Opportunity Areas and Areas for Intensification.

More specifically, the London Plan calls for East London to necessitate:

'Major improvements in the quality of services, and a huge environmental upgrade, are essential. Similarly major public transport improvements are needed. Crossrail 1 has been identified as the main priority.

East London has the potential to become London’s gateway to mainland Europe, building particularly on the Stratford International Railway Station, but also on access to the City and Stansted airports, the Channel Tunnel and the Port of London. The Isle of Dogs is now a key economic centre in London, while Stratford should promote itself as a home for European business'.

The Councils initiatives in respect of the above transport nodes are discussed in detail in Section 4.3.

2.4.2 The Mayors Air Quality Strategy

This strategy concentrates on policies to reduce emissions from road vehicles and sets out the measures that the Mayor proposes to take to tackle London’s air quality problem. The Air Quality strategy is focused on working towards the national air quality objectives and details a package of
measures for London, which can lead to achieving these objectives as quickly as practicable. The other main objectives identified in the Mayors Air Quality Strategy are:

- To reduce the impact of activities, including transport on air quality, whilst promoting economic growth,
- Promote more sustainable forms of transport and cleaner fuels for the transport of people and goods,
- Enhance environmental quality throughout London,
- Reduce emissions of air pollution.

The London Borough of Waltham Forest already implements many of the measures proposed in the Mayors Air Quality Strategy. These are discussed in detail at Section 5.

Appendix 1 details the Mayors Londonwide Air Quality Actions.

2.4.3 **Mayors Transport Strategy**

This Strategy focuses on the need to increase the capacity, reliability, efficiency, quality and integration of London’s transport network.

The ten key transport priorities identified are:

1. To reduce traffic congestion.
2. Investment in the Underground.
3. Radical improvements to bus services across London.
4. Better integration of the National Rail system with London’s other transport systems.
5. Increase the capacity of London’s transport system.
6. Facilitate car travel in outer London whilst promoting more sustainable forms of travel.
7. Supporting London borough’s local transport initiatives.
8. Making the distribution of goods and services in London more reliable and efficient, whilst minimising environmental impacts.
9. Improving the accessibility of London’s transport system for everyone.
10. To improve key interchanges, enhance safety and security and provide integrated, simple and affordable public transport fares.

The Transport Strategy supports the aims of the emerging London Plan (the Mayor’s Spatial Development Strategy), in promoting London’s economic and social development and improving the environment. It is anticipated that the
Mayors transport strategy will benefit the environment through improving the public transport system and significantly ease congestion over the next ten years. In general terms this will result in:

- a 15 per cent reduction in traffic in central London;
- a reduction of traffic growth in inner London to zero;
- a reduction of traffic growth in outer London by a third,

and is consistent with Government policy.

With respect to priority No. 6, noted above, the Council recognises that for practical reasons the car will remain an important mode of transport in Waltham Forest and Greater London. It is the Council's policy to discourage further car use through implementation of the Council's Traffic Restraint Strategy. This is discussed further in Section 4.3.2.

There is a need for the Mayor of London's Transport objectives to additionally focus on Outer London, and in particular North London. The current focus is on Central London but considerations will have to be given to implications of the Mayor's actions on north London. For example, the Mayor's principal proposal for easing congestion in London is congestion charging. It should be noted that as a result of implementing a central congestion charging area for London, there will be at least an additional 5% increase in vehicle movements along the North Circular Route.

Many of the Mayors Transport policies and proposals are echoed in the London Borough of Waltham Forest's Local Implementation Plan (LIP) and are discussed in detail at Section 3.5.
3 Local Authority Instruments To Improve Air Quality.

3.1 There are many instruments available to the Council for control of air pollution in its area. Those currently in use in the borough include:

3.2 Local Authority Air Pollution Control – Regulation of Industrial Emissions. Under the Environmental Protection Act 1990, Part 1, the Council has powers to control emissions to atmosphere from certain polluting industrial processes. This is achieved through a system of authorisation, set conditions and regular inspections. The inspections ensure that the conditions set in the authorisation are adhered to. All local authorities have a statutory duty to authorise and regularly inspect certain types of industrial processes that emit to atmosphere. However, the London Borough of Waltham Forest’s review and assessment of air quality has identified traffic emissions to be the main source of air pollution. In comparison, the air quality impact of industrial emissions is fairly small. Contributions are predicted to be approximately 0.6%.

3.3 Industrial and Domestic smoke control. On 1st July 1977 the final ward in the borough was declared a Smoke Control Area. This final ward declaration has determined that whole of the borough of Waltham Forest is designated a Smoke Control Area.

Domestic Smoke Control: This means that it is an offence to emit smoke from any chimney in the borough of Waltham Forest. The Clean Air Act 1993 restricts the sale of, and burning of, unauthorised fuel.

Industrial smoke control: Again the Clean Air Act 1993 prohibits dark smoke from industrial or trade premises, requires the local authority to approve chimney heights of certain furnaces and requires operators to notify the local council of installation of any industrial furnace and to approve grit and dust arrestment plant.
3.4 **Statutory Nuisance**
Under the Environmental Protection Act, Part III the Council has powers to deal with the following air pollution nuisances:

- smoke emitted from premises
- fumes or gases emitted from private dwellings.
- Dust and odour arising on commercial premises.

3.5 **Land Use Planning**
Improving the local environment in order to improve and maintain a good quality of life for people who live and work in the borough is the fundamental objective of the UDP and town planning. The Unitary Development Plan (UDP) for the borough of Waltham Forest sets out the framework for development and development control. It details the local planning policies and proposals to guide the development and use of land in the borough. Great weight is given to the UDP through ‘The 1991 Planning and Compensation Act’, which requires that planning decisions must be made in accordance with the UDP unless material considerations indicate otherwise.

Section 1.60 of the LBWF UDP states that, ‘in deciding the appropriate use for a particular site, or whether planning permissions should be granted, the council will take into account all of the factors involved, not least the environmental consequences of the proposed development’.

Specific policies in the Council’s UDP (2002) that associate to air quality are:

- **Strategic policy SP1** – to maintain and enhance the natural and built environment and a commitment to improving the environment of the borough by producing supplementary planning guidance for development control in the Air Quality Management Areas. In addition there is recognition of the National Air Quality Objectives and details initiatives such as car free developments and requiring the submission of transport assessments and air quality impact assessments for developments. This links to WPM 9 in the Waste, Pollution, Minerals, Water and Energy Chapter; which further states that, ‘the Council will resist development that is expected to worsen air quality within an Air Quality Management Area’.
• **Strategic policy SP3** – to promote an integrated transport network to encourage freight and travel movements by means that cause least damage to the environment.

• **Strategic policy SP4** – to oppose highway schemes that will increase the overall vehicular traffic capacity of the borough’s road network. This links with TSP14 that opposes the building of new trunk routes through the borough and also the designation of existing roads as trunk roads.

• **Strategic policy SP5** – to improve and manage effectively the road network for public transport, cyclists and pedestrians.

• **Strategic policy SP7** – to develop new sites for employment uses where there is no conflict with the environmental or other policies of the UDP.

• **Strategic policy SP16** – to support urban regeneration proposals. In particular the priorities listed in the ‘Waltham Forest Urban Regeneration Strategy 2000’, amongst others, are those which improve the physical and social environment and those proposals which improve local health and reduce inequalities in health.

The role of transport is to facilitate social and economic activities which require the development of an integrated transport system linked to regeneration programmes and environmental improvements. The Council’s main transport objectives are in accordance with national, regional and London-wide policy guidance. The principal themes behind transport policy in the UDP are as follows:

• an emphasis on improving access to employment, particularly for the most deprived areas of the borough and on improving the interchange between different forms of transport, particularly in town centre locations.

• An emphasis to concentrate all developments, which generate high vehicle trip movement, with good public transport accessibility

• To use planning agreement monies for improving more sustainable forms of transport

• All new high density developments will be designed to discourage excessive off street parking, i.e. car free developments.

The introduction of the transport chapter of the UDP recognises that motor vehicles generate more air pollution than any other activity and that transport has a major effect on the environment. It recognises the 3-stage review and assessment of air quality in the borough and lists the main pollutants of concern in the borough. The
introduction further determines that the London Borough of Waltham Forest is implementing a traffic reduction strategy, with regard to the Mayor of London’s Air Quality Strategy and Transport Strategy. It is also noted in this chapter that vulnerable groups, such as the elderly, the very young and those suffering from respiratory and heart problems are at risk in areas of poor air quality, which are more likely to be areas suffering from social deprivation.

Transport policies in the boroughs UDP (2002) that reflect the Council’s sustainable transport and development objectives and which specifically relate to air quality are:

- **TSP 1** – to provide, improve and maintain facilities for users of public transport and take these into account when considering planning applications, highway improvements and traffic management measures.
- **TSP 2** – to support the provision of bus priority measures, such as bus lanes, priority at traffic signals and measures in improving junctions.
- **TSP 5** – to promote cycling and support the provision of cycle routes.
- **TSP 7** – to encourage car free / reduced car owning residential developments.
- **TPS 9** – All major developments will be required to submit an Environmental statement, including detailed impact assessments for both air quality and noise.
- **TSP 10** – to ensure that planning permission for new developments or changes of use will not result in increases in traffic congestion or air pollution, the submission of a transport assessment and an air quality impact assessment, including detailed dispersion modelling at peak traffic flows of pollutants of concern are required.
- **TSP 15** – to improve conditions on the boroughs main road network for cyclists and pedestrians and to route through traffic and HGV’s away from residential areas.
- **TSP 16** - to improve conditions on the boroughs minor road network for cyclists and pedestrians and to route through traffic and HGV’s away from residential areas.

The introduction of the pollution chapter of the UDP recognises that although pollution control is not the responsibility of the planning section of the council, it does have a responsibility to ensure that land use and development do not lead to pollution being caused to the natural or built environment. Furthermore, it identifies
developments resulting in unacceptable pollution of air, water or land will not be permitted and that developers will be required to submit an environmental impact analysis demonstrating practical steps taken in their proposals to avoid pollution of these media. Specific policies relating to air quality / pollution are:

- **WPM 9** – ANY SIGNIFICANT DEVELOPMENT FOR SENSITIVE USES IN AREAS ADJACENT TO THE BOROUGH’S MAIN ROAD NETWORK (SEE BELOW), WHERE LEVELS OF AIR POLLUTION ARE HIGH, WILL NEED TO BE SUPPORTED BY SUCH INFORMATION AS IS NECESSARY TO ALLOW A FULL CONSIDERATION OF THE IMPACT OF AIR POLLUTION ON THE DEVELOPMENT. SIGNIFICANT DEVELOPMENT FOR SENSITIVE USES WILL INCLUDE HOUSING (ABOVE 10 UNITS) AND LEISURE OR RETAIL DEVELOPMENT (ABOVE 500 SQ MS),

9.50a The Environment Act 1995, Part IV requires local authorities to review and assess air quality in their area. Where it is apparent from this review and assessment that the air quality standards or targets are not being achieved, or are not likely to be achieved within the relevant time period, the local authority must designate an Air Quality Management Area (AQMA). Section 84 of the Act requires that where an AQMA has been designated, local authorities must prepare an action plan. The Action Plan details proposed measures to improve air quality within the area. The Council has completed a detailed 3 stage review and assessment and has subsequently identified and designated an Air Quality Management Area covering the whole borough. The detailed 3 stage review and assessment identified road traffic as the main source of pollutants of nitrous oxides Nox and particulates PM10. The Stage 4 review and assessment confirmed this.

9.50b Air quality is a material planning consideration in the determination of planning applications. The planning system has an important role in controlling certain types of development in close proximity to existing sources of pollution. The Council has now published its Air Quality Action Plan (Consultation Draft 2002) which encompasses the whole borough. The levels of air pollution are never constant, the dynamics of it are dependant to a large extent on traffic levels along certain corridors.
9.50c The Council has assessed the main road network in the borough for levels of nitrogen dioxide (NO₂) and respirable particles (PM10). It has compiled a list (see Table 9.1) which includes roads where levels of either or both of these pollutants exceed the Government’s Air Quality Objectives. Development proposals on roads listed in Table 9.1, where the above thresholds apply, will be required to address the issue of air quality and how the development is affected by pollution. This should take the form of an impact assessment and include any mitigating measures that are considered necessary.

9.50d The Council has set in place other policies in the plan concerned with reducing levels of air pollution caused by high traffic volume. Policies in the Transport chapter (see TSP7, TSP9 & TSP10) cover issues such as car-free housing (reduction of car ownership and usage), the submission of environmental statements including air quality impact assessments where any major development or any development which has significant transport implications is proposed in the borough.

9.50e It is hoped that the procedures set out in the plan will lead to a diminution of air pollution over time.

TABLE 9.1 ROADS WHERE LEVELS OF NITROGEN DIOXIDE (NO₂) AND RESPIRABLE PARTICLES (PM10) REQUIRE AN IMPACT ASSESSMENT

(NO₂)
Road
A11 High Road Leytonstone E11
A104 Woodford New Road, Woodford Green
A104 Lea Bridge Road E10 & E17
A106 Grove Green Road E10
A106 Richmond Road E11
A106 Church Road E10
A106 Ruckholt Road E10
A110 Lea Valley Road E4
A112 Hoe Street E17
A112 High Road E10
A406 North Circular Road E17
A503 Forest Road E17
A1006 Blackhorse Road E17
A1006 St James's St E17
A1006 Markhouse Road E17
A1006 Church Road E10

(PM10)
Road
A11 High Road Leytonstone E11
A104 Woodford New Road, Woodford Green
A104 Lea Bridge Road E10 & E17
A106 Grove Green Road E10
A106 Richmond Road E11
A106 Church lane E11
A106 Alexandra Road E10
A106 Warren Road E10
A106 Francis Road E10
A106 Ruckholt Road E10
A110 Lea Valley Road E4
A112 Hoe Street E17
A112 Chingford Road E4
A112 Chingford Mount Road E4
A112 Sewardstone Road E4
A112 High Road E10
A114 Whipps Cross Road E11
A406 North Circular Road E17
A503 Forest Road E17
A1006 Blackhorse Road E17
A1006 St James’s St E17
A1006 Markhouse Road E17
A1006 Church Road E10
• **WPM 20** – to encourage and ensure that all new buildings are constructed in accordance with the methods recommended by the Building Research Establishment Environmental Assessment Method (BREEAM) and that the energy conservation targets for the Home Energy Conservation Act (HECA) 1995 are met.

Looking back in a few years time, it is likely that the UDP will have set the scene, so far as it is able, for improvements to the environmental quality by a variety of means including, better policies on the control of development, traffic management and air quality.

### 3.6 Traffic management

As well as the policies relating to transport planning in the UDP, noted above, the boroughs Local Implementation Plan (LIP) sets out the Councils objectives for management of traffic. The overall objectives detailed in the Mayor’s Transport Strategy are closely aligned with those of the Council. The Councils objectives are:

1. Regenerate the borough and create a stronger local economy
2. Increase access to employment for people in the borough
3. Improve community safety, reduce crime and fear of crime
4. Improve transport infrastructure
5. Improve local peoples health and well being
6. Protect and improve the environment
7. Consult and involve local people in shaping priorities and services,

These objectives all seek to improve the environment, reduce the need to travel, restrain car use and encourage more sustainable modes of transport.

In 1999 the Council introduced traffic reduction schemes on four of the main traffic corridors in the borough. Reducing traffic congestion is closely related to the Council’s priorities of facilitating economic growth, improving local people’s health and well being and protecting and improving the environment. The LIP identifies that many areas of the borough suffer from poor air quality, which increases instances of respiratory diseases, such as asthma, and that traffic congestion and hence traffic emissions and fumes are the main cause of poor air quality in the area.
of Waltham Forest. The LIP states that the Council seeks to reduce actual traffic flows as well as reducing congestion.

*The Council aims to reduce traffic congestion by increasing the ‘attractiveness’ of public transport, walking and cycling and reducing the need to travel through integrating transport and land use planning and promoting green travel plans.*

3.6.1 **Traffic Regulation Orders**

As mentioned in Section 2.3, The Road Traffic Regulation Act 1984 gives local authorities’ powers to make Traffic Regulation Orders to prohibit, restrict or regulate vehicular traffic or particular types of vehicular traffic. Schedule 22 of the Environment Act 1995 enabled Traffic Regulation Orders to be made explicitly in pursuit of the air quality objectives as set out in Part IV of the Environment Act 1995.

3.6.2 **Road Traffic Regulations 2001**

More recently, the Government’s Department of Transport Local Government and the Regions (DTLR) has approved the ‘Road Traffic (Vehicle Emissions) (Fixed penalty) (England) Regulations 2001’ which empower local authorities to test vehicle emissions at the roadside where an air quality management area has been declared. These regulations have been made under the Environment Act 1995, Section 83 and are specifically for the purpose of helping to improve local air quality. In adopting and using these powers, local authorities will also be helping to enforce:

- Regulation 61 of the Road Vehicles (Construction and Use) Regulations 1986 (which lay down maximum permitted levels of emission of regulated pollutants from vehicles); and,
- Regulation 98 of the Road Vehicles (Construction and Use) Regulations 1986 (which makes it a requirement for drivers to switch off engines in parked vehicles).

3.6.3 **Road Traffic Regulations 2001**

The Road Traffic Act 1991 (RTA) enabled local authorities to take over parking enforcement within their area, with the exception of red-routes, which continue to be enforced by the Police. RPG3, produced in 1996, set the trend for encouraging
other forms of transport and boroughs began to adopt car restraint policies, including more restrictive parking standards. The main thrust of this was to produce a modal shift towards public transport.

3.6.4 Council Subsidy Of Buses

The Council continues to provide support to new bus routes provided in the Borough during the first 3 years of operation to ensure they do not operate at a loss and remain viable. The Council has a substantial amount of funds set aside for the subsidising of new bus routes to 2006; which has been running since 2000. At the time of writing, the Council currently subsidises the W14 extension from Leytonstone station to Asda, the 505 route and the W19 route. The Council is currently lobbying London Buses for a new route, planned to start spring 2004 to Whipps Cross hospital.

With this new bus routes subsidising scheme, new bus routes, agreed with London buses, are subsidised or sponsored by the Council for an agreed period, usually 3 years. During this time, as the route is gaining passenger numbers, the Council ‘funds’ the shortfall between operating costs and fares. The Council is supportive of this scheme and will be meeting with London Buses to plan other routes.
WHAT THE LONDON BOROUGH OF WALTHAM FOREST IS DOING TO IMPROVE AIR QUALITY.

Since 1998 a Council officer / members group has been meeting on a regular basis to consider local air quality management. This air quality group discusses air quality issues, serves as an information exchange across council departments as well as raising the awareness and importance of air pollution. Air quality issues can then be and handled in a corporate and multi-disciplinary way. For example, air quality considerations are now taken into account across a wide range of policy areas. The council services represented on this group are:

- Environmental Health
- Planning (Unitary Development and Development Control)
- Transportation
- Local Agenda 21
- Fleet Management
- Energy

It is widely acknowledged that air pollution does not respect local boundaries. Local levels of pollution can cut across other neighbouring authorities. For example, the activities of the borough of Waltham Forest, such as traffic management, may have an impact on the air quality in the borough of Enfield. It is for this reason that that co-operation between all local authorities, particularly those in London, is important. Regular conferences and seminars bring together air quality officers from all local authorities to consider these cross-boundary issues.

A more formal approach for air quality management and co-operation between neighbouring local authorities is through the North London Air Quality Cluster Group, the Air Quality Cluster Policy Co-ordinators Group and the Regional Air Quality Group. The North London Air Quality Cluster Group includes the neighbouring boroughs of Haringey, Enfield and Barnet. Representation is also made to the East London Cluster Group which includes the boroughs of Tower Hamlets, Redbridge, Newham, and Hackney. The Air Quality Cluster Policy Coordinators Group includes cluster co-ordinators from the London cluster groups, with representation from the Association of London Government (ALG), the Environment Agency (EA) and the GLA and considers London wide air quality issues. Representatives from Department of Environment, Food and Rural Affairs...
DEFRA) chair the bi-annual Regional Air Quality Cluster group, which consider National Air Quality issues.

Specific proposals for recovering the air quality in London include the Low Emissions Zone and Londonwide Vehicle Emissions Testing programme.

4.1 Low Emission Zone (LEZ):
Although the main thrust of this action plan is to put forward actions that will work towards improving the air quality in Waltham Forest, the benefits of tackling air pollution on a London wide basis are widely recognised.

Initially a London borough initiative and widely supported by other London boroughs, the Association of London Government (ALG) is currently working on a feasibility study. A steering group has been set up to administer the work with representatives from the ALG, borough representatives from the Air Quality Cluster Co-ordinators, Department of Environment Food and Rural Affairs, Department of Transport, National Society for Clean Air, TfL and the GLA. In an LEZ, access in the zone is prohibited to certain types of vehicles unless they meet specific emissions standards. The LEZ will not target the private car but would be aimed at lorries, buses and taxis, considered to be the most polluting vehicles. The feasibility study is considering the cost and benefits of the scheme and the impact on small and medium sized businesses, the impact of banning different vehicles in the zone, the emissions standard that would be required by vehicles in order to meet the air quality objectives and enforcement of the scheme. The final report will be published by the end of 2003.

A London wide LEZ scenario, modelled along with Waltham Forest’s Stage 4 Air Quality report, visually demonstrates the beneficial impact a London wide LEZ will have on improving the air quality in the borough. It is determined that by 2005, should a LEZ be implemented London wide, with the M25 as a boundary, there will be between 9% – 13% improvement in NO2 and between 15% - 38% improvement in the predicted number of days exceeding the daily PM10 mean in the borough of Waltham Forest. When compared to the source apportionment locations, many of the locations will benefit from a considerable reduction in the amounts of NO2 and PM10 and, so an improvement in air quality.
4.2  **Waltham Forest’s Policies:**

The increase in use of private vehicles coupled with the additional numbers of people that travel into or around London causes severe traffic congestion in the borough. Congestion on the main roads through the borough causes further congestion on local and residential roads, which increases air pollution and a decrease in road safety. In the year 2000, there were 1,305 road casualties in Waltham Forest, over half of these were car users. It has been determined that traffic levels in Waltham Forest have increased by one third between 1971 and 2001 and should they continue to increase unrestrained, they will possibly increase by a further 28% by the year 2020, causing potential gridlock. The Council recognises the need to reduce vehicular traffic on the boroughs roads and encourage the use of more sustainable forms of transport, without having a negative impact on the economic regeneration of the borough.

Responsibilities for varying environmental issues lie with different departments across the Council. Specific policies and plans from these departments which are determined to have an impact on improving air quality in the borough, in addition to those mentioned earlier, are noted below.

4.2.1  **Traffic Restraint Strategy:**

In response to an increase in traffic congestion, Waltham Forest Council became one of the first boroughs to produce a Traffic Restraint Strategy in 1996. It is based on the LPAC proposal of a 15% reduction in traffic levels for Waltham Forest from the year 2000 traffic levels by the year 2010. The aim of the Traffic Restraint strategy is to achieve traffic reduction by reallocating road space away from the private car in favour of other modes of transport, such as public transport, walking and cycling. A study was carried out in line with policies contained within the Governments White Paper on the Future of Transport – “A New Deal for Transport: Better for Everyone” published in 1998. The study identified five corridors and eight centres considered suitable for development as restraint areas. A long-term aim of the borough is to implement a combination of corridor and centre restraint policies consistent with the borough wide restraint strategy.

For example, the construction of the Leyton Relief Road was accompanied by the introduction of traffic management measures to discourage the through traffic from using Church Road, Oliver Road and the associated residential areas. Traffic management measures include, amongst others, road pricing, workplace parking
charges, supplementary licensing, increase parking charges and controlled parking zones.

4.2.2 **Green Transport Plan:**
A Green Transport Plan has been developed based on the results of a staff survey. It is aimed at Council employees and details a package of measures designed to reduce Council employee’s dependency on car usage. It encourages staff to adopt more sustainable forms of transport, such as public transport, cycling, walking, car-sharing and tele-working. The principal aim of the Green Travel Plan is to reduce the total number of car journeys undertaken by Staff by 20%. The over-riding objective is to ‘lead by example’ and so act as a role model to encourage other local businesses to adopt similar schemes. The Green Travel Plan has also highlighted the need for the effective management of all Council car-parks and identifies either a reduction in the number of parking spaces or charging for parking. It further recognises that the Council needs to provide a viable alternative to the private car for business use, i.e. a pool of electric vehicles. Within the plan it is identified that the benefits include a reduction in traffic congestion and improved air quality.

4.2.3 **Road Safety Plan:**
The first draft of this new plan was included in the borough LIP 2002-2003 and follows the Mayors Transport Strategy and draft Interim Road Safety Plan. The Council supports the Governments targets for reducing road casualties, of which the main objective is to reduce by 40% road casualties by the year 2010; compared against the average base years of 1994-1998. The Council is committed to a programme of area traffic calming measures, pedestrian crossings and ATS pedestrian stages, improvements to traffic signals and 20mph zones in residential areas, as well as traffic reduction schemes. Officers are working with sub-regional partnerships, lobbying for the re-instatement of local rail services, which will reduce car dependency and so improve air quality. The Road Safety Plan notes that education and training have an important role to change people’s attitude. Work carried out includes annual cycle proficiency training with junior schools in the borough, an annual cycle competition, regular educational visits to infants, junior and secondary schools.
Whilst it is recognised that the Road Safety plan and proposed measures are not directly linked to an improvement in air quality, it is mentioned here for the ongoing education and promotion of cycling amongst young children and the ongoing lobbying and partnership working for reducing car dependency. The package of measures implemented by the Road Safety Plan can be seen to be in addition to those directly linked to achieving the air quality objectives.

### 4.2.4 Parking Strategy:

Encompassing the recommendation of the Traffic Management and Parking Guidance for London and land use planning objectives, the Parking Strategy’s objective is to restrict parking and encourage a modal shift towards public transport. Two of the major concerns of on-street parking are traffic congestion and delays to bus journeys. Traffic congestion in turn causes poor air quality. Controlled Parking Zones (CPZ’s) are in operation at various locations throughout the borough and a programme for introducing further CPZ’s is continuing. A “scratch card” voucher payment parking system is also in operation at certain locations throughout the borough. Further extensions to this system are being planned.

The Parking Strategy is being developed and will be in line with the main themes in the Mayors Transport Strategy. As mentioned earlier, the Parking Strategy will encourage use of public transport by way of further restricting parking, in turn this will have a positive impact on improving air quality.

### 4.2.5 “GO Greener” Project

As a result of close liaison with the Local Agenda 21 Focus Groups and its proactive approach to public transport, a number of transport links have been identified that are poorly served by public transport. The Council considers that an effective measure to integrate these links into mainstream public transport networks is via mini bus shuttle network. This shuttle service or, “Go Greener” network will be run on alternative fuel vehicles with storage space for cycles and will operate extended hours, eventually in operation for 24 hours. It is anticipated that by making use of the existing ‘Vehicle location’ technology, passengers can be alerted to the location of the bus via the telephone, mobile phones and eventually the internet. Access to the ‘Go Greener’ membership club will be via the Smartcard technology. It is hoped that London Transport will agree to use of the Smartcard when the ‘Prestige’ project is implemented.
Two key routes have been identified to trial this service – Picketts Lock (Lee Valley Leisure Centre) to Chingford Mount and North Chingford to Whipps Cross Hospital. The first of these routes, the Chingford Mount to Picketts Lock, provides and evening and weekend service. It is also the first bus in London to carry bicycles. However, at the time of writing, the decision has been made to stop the Lee Valley Bus Link service, due to lack of use and so was not cost effective to operate this service. Other routes however are also being considered; currently under review are Asda to Whipps Cross and the Costco development (North Circular Road) to the West, to outside of the borough.

The ‘Go Greener’ project will work towards improving public transport and transport reliability; reducing emissions and car dependency, which will have an ultimate impact on an improvement in air quality. Proposals under the Mayors Transport and Air Quality Strategies are in alignment with this project.

4.2.6 Walking Strategy:
Walking is the most environmentally sustainable mode of travel. The Council recognises that pedestrian issues have been treated in a local rather than strategic manner in the past and intends to develop a walking strategy for the borough. Walking journeys will be proposed that are safe through their entire length. Actions which can make existing walking routes much better with comparatively low investment include:

- Maintenance of footways and surfacing
- Removal of pavement obstruction by enforcement
- Footway parking enforcement to prevent overrun by vehicles, e.g. bollards.
- Improving road crossing facilities, including tactile indicators
- Improve street lighting, install CCTV and improve subways
- Reduce accident risk at pedestrian crossings by fitting guard-railing and improve lighting
- Encourage use of pedestrian routes by improving signing.

4.2.7 Safe Routes to Schools:
With a number of aims, this project has a specific impact on air quality by reducing the number of school-related car journeys and traffic congestion and promotes more sustainable forms of transport. The Council began ‘Walk to School Week’ in
1993, which has since been taken up nationally. The Council undertakes work in three areas:

- Walk to School Week
- Bike to School Scheme
- Green Travel Plans for Schools

During ‘Walk to School Week’ it has been monitored and found that the number of children being driven to school drops from 20% to 15%. Other projects include classroom material covering the trip to school as part of the National Curriculum and measures to discourage parents driving children to school – sharing chaperoning, car-sharing etc. For the ‘Bike to School Scheme’, aimed at secondary school children, a programme of cycle training, introduction of bike stands and cycle lockers at schools and colleges in the borough.

4.2.8 **Electric Vehicle Project:**

The Environmental Services Department, keen to lead by example, has introduced a number of electric and LPG vehicles over the past three years for field officers to use for site visits. A plan to further transfer half of the Street Services mileage from petrol driven to electric powered vehicles in the next few years is presently under review.

The Council has installed an LPG refuelling ‘station’ at the main depot in order that the Council vehicle fleet can be progressed towards clean fuel vehicles. To date, the fleet consists of 2 Electric cars, 1 Electric van, 1 Electric truck, 4 LPG vans, 1 LPG car and 1 LPG truck. In addition, 17 diesel vehicles have been retrofitted with the LRT type exhaust system, (Eminox). At the time of writing, there are a further 10 LPG vans on order.

4.2.9 **Energy and Affordable Warmth – Energy Strategy:**

The UK annual energy bill is approximately £50 billion per year. Eliminating energy wastage in the UK could reduce this figure by up to 20%. The Government has set a national target of a 20% reduction on 1990 energy consumption levels by 2010 and a higher figure over the same period for a 30% reduction in energy consumption levels for domestic use.

The ‘Energy and Water Conservation Focus Group’ of LA21 have set objectives within the LA21 Action Plan 2000;
- **Promote energy efficiency through Energy Efficiency Advice Centre (EEAC) talks and exhibitions for the community and through informal networks.**

- **Promote use of alternative power, such as solar power, in private and public buildings.**
  It is detailed as an action point to install solar panels to heat water on Council buildings with the intention of the Council leading by example. However to date installation has not taken place due to lack of financial resources.

  With respect to council owned houses, there is an ongoing boiler replacement programme throughout the borough, which is focused towards the affordable warmth programme.

- **Reduce the use of motor fuel and the emission of associated pollutants.**
  Identified to be promoted through the use of ‘greener’ fuel, better vehicle design and the use of more efficient engines.

### 4.2.10 Community Plan:

A predominantly health based document, the Community Strategy details the Council’s aims to:

- improve the health of residents of the borough,
- reduce crime in the borough,
- improve learning, leisure and cultural activities in the borough
- Create prosperity and economic success in the borough
- Provide good public services within the resources available
- Continually work towards making the borough a better place to live.

Included in this set of aims is one specifically related to air pollution: ‘continuously working towards meeting the air quality objectives of concern in the borough, Nox and PM10’.

Transport aims, as detailed in the Community Strategy document are:

‘We will increase the number of journeys made by public transport, walking or cycling’ and, ‘we will reduce the amount of traffic (private usage) on road corridors in the borough’.

These aims are mirrored as the main aims of this action plan in pursuit of the air quality objectives.
4.2.11 Local Agenda 21 Action Plan 2000:

In 1989 the borough produced its first Green Charter. In 1996 a revised version was published to acknowledge the aims and objectives of the United Nations Earth Summit in Rio (1992). The Green Charter states the Councils corporate environmental principals in relation to planning and the built environment; open space and nature conservation; energy use; transport; pollution; environmental education; recycling and waste minimisation; community participation and Local Agenda 21, and the management of Council services. The Green Charter sets out five principals, adopted by the Council as a basis for its environmental programmes:

- A commitment to safeguarding and improving the quality of the natural and built environment, and to protecting it from pollution and other environmental threats.
- A commitment to the principal of sustainable development as an integral part of urban regeneration, and a reduction in the consumption and waste of natural resources.
- A commitment to the principal of social justice, and to ensuring that environmental benefits are shared by the whole community.
- A commitment, as a Council, to managing the provision of our own services in an environmentally responsible manner.
- A commitment to seek participation and partnership with the local community in developing a healthy and sustainable environment.

Embracing a wide range of environmental issues, the Local Agenda 21 (LA21) action plan addresses the aims, objectives and suggests actions intended to improve the quality of life and surroundings for future generations. Environmental issues addressed by the LA21 Action Plan; specific to this air quality action plan; include energy use, transport, pollution and environmental education.

The LA21 has set up Focus Groups, which include community representatives, Council officers and local residents. These Focus Groups facilitate not only the involvement of the community in discussions of the Councils environmental principals but also make it possible for the Council and local people to work together towards preserving the local environment while at the same time sustain a good quality of life for all. A way of working in partnership.

The aim of the Transport and Pollution Focus Group (TaP) is; ‘to promote sustainable transport in the borough and to help reduce traffic related casualties; reduce pollution and improve air quality; to create a fast, effective
and fully accessible public transport system and better facilities for pedestrians and cyclists’. A major survey was conducted by the TaP Focus Group for local residents’ views on traffic and pollution reduction. The findings were significant in that, 87% of respondents determined that traffic levels across the borough were too high and 84% supported the Council taking measures to reduce traffic in the borough.

The main local transportation and related issues around which the TaP group have set their objectives and actions are Public Transport (buses and trains), cycling and walking, use of cleaner and greener fuel systems for vehicle owners and planning of large developments. Many of the TaP objectives and proposed actions either have been or are being examined, for example, the Green Travel Plan, section 4.2.2 and Safe Routes to School, section 4.2.7 above. Other actions identified by the TaP Focus Group which have not been noted already are included in the table of action points in Chapter 5.

The LA21 carries out a number of community projects and initiatives, many of which are ongoing. Funding for these is through budget from Central Government or Green Charter Funding, now part of the Environmental Initiatives Budget.

4.3 Partnerships:
The Council recognises that many transport problems can be addressed on a regional basis and so Waltham Forest has been actively seeking and developing partnerships with the private and public sectors in piloting borough-wide, sub-regional and pan-London transport schemes. The groups with which Waltham Forest is actively involved include:

- **London Lee Valley Partnership**
The London Lee Valley Transport Working Group (LLVTWG), set up in 1993 forms part of the London Lee Valley Partnership, comprises of 7 local authorities (City of London Corporation, Waltham Forest, Enfield, Hackney, Haringey, Newham and Tower Hamlets), TfL, Railtrack, Train Operating Companies in London Lee Valley, including London Underground, Lee Valley Regional Park Authority, London Development Agency, Government Office for London, Strategic Rail Authority, Voluntary/Community sector, BAA Stansted, London City Airport and Bus Operators in London Lee Valley (Arriva). A Transport Strategy has been developed by the Partnership, of which the overall aim is,

“To seek to develop an effective and sustainable integrated transport system to serve all users. It will seek to reduce the dependence on motorised traffic and its
adverse effects on the environment, in order to enhance the Lee Valley as an attractive place in which to work, live and play. It has a major role to play in reducing unemployment”.

Rail links to the Lee Valley are considered to be of high importance; the Lee Valley Line, West Anglia lines, Orbi-rail, East London Line Extension and the Gospel Oak-Barking Line; and so the group is developing a rail strategy to complement and clarify its Transport Strategy. The Strategic Objectives have been developed and are as follows:

- Promote new public transport links and capacity where it is most needed
- Secure better quality public transport facilities to improve its attractiveness to users
- Reduce the adverse effects of traffic on the environment and air quality and congestion, by enhancing the scope of sustainable alternative transport modes, particularly walking and cycling.
- Facilitate business access and servicing through selective and focused road improvements, accompanied by measures to ensure that this does not generate additional commuter car traffic.

The Lee Valley Partnership however does not work in isolation but integrates with other agencies. For example, the re-instatement of the Chingford – Stratford line is an objective of both the Lee Valley Partnership and the Thames Gateway Partnership.

- **Thames Gateway London Partnership (TGLP)**
  The Thames Gateway is a sub-region consisting of a corridor stretching eastwards on both banks of the Thames from the City of London and Lewisham to Thurrock and Dartford in the East. It is a large area of development opportunity and for key expansion opportunity within the capital and South-East England. The TGLP acts as a sub-regional alliance of 13 local authorities, the London Development Agency, the East London Learning Skills Council and the Universities of East London and Greenwich. With regard to transport within the sub-region the objective is:

  “a sustainable transport system which provides access by a range of transport modes, including public transport, walking, cycling and river transport. In particular, this will involve a reduction in the use of the private car, maximum use of the river Thames and the adoption of appropriate parking, physical and pricing measures.”

Funding for various projects within this sub-region is via annual bids to TfL for the development and implementation of capital and revenue schemes, such as
improve regional interchange, promote walking and cycling, provide access to development site and town centres, and support public transport. The partnership continues to press Government and the GLA for further commitments, but recognises that much of the finance will have to come from the private sector.

- **North London Transport Forum**

This sub-regional partnership, which includes the boroughs of Barnet, Enfield, Haringey and Waltham Forest, was set up to address the transport priorities in North London in 1997. The Forum recognises that the air quality in London is adversely affected by the growth in road traffic and that there is a need to ensure any priorities are effective and do not conflict or compete with other transport priorities in the sub-region. With respect to air quality, the transport priorities of the Forum include:

- better public transport, by means of orbital Public Transport and improvements to radial bus and rail services and the inadequacy of east/west public transport links
- lobbying the Mayor of London for improvements to the North Circular Road (A406) which is recognised to have a detrimental impact on the local environment
- Progress proposals for a Low Emission Zone (LEZ) for North London, which will exclude the most polluting vehicles from an area. See section 4.1.
- Traffic reduction and congestion through Green Transport Plans to develop walking and cycling proposals for the sub-region and further maximise the potential of public transport.
- Lobbying Train Operating Companies to reduce overcrowding on trains within North London by introducing a more frequent service, longer trains and more frequent trains starting their journeys in North London. Waltham Forest is particularly active in lobbying for the re-opening of the Chingford, Tottenham Hale and Stratford line, including the re-opening of Lea Bridge station with the prospects the development works at Stratford will create.
- Access for industry and the movement of industrial freight as efficiently as possible. There is a delicate balance between the worsening of traffic congestion and future private sector investment in the sub-region. Practical actions have to be explored, including consideration of the rail and waterways, which can be done through Quality Freight Partnerships. There
has been investment in improving industrial estate signage in order to minimise unnecessary journeys by freight hauliers.

- **Barking to Gospel Oak Line Working Group**
  The working group comprises of the London boroughs of Camden, Islington, Haringey, Waltham Forest, Newham, Barking & Dagenham together with the Corporation of London – in partnership with Railtrack and Silverlink Train Services. Waltham Forest is the lead borough. The Barking to Gospel Oak rail line runs from Gospel Oak alongside Hampstead Heath to Barking and provides an important rail link around Northeast London. It is a valuable alternative for passengers making orbital trips around London rather than having to into central London and out again. In the early 1990’s the line was falling into disrepair with a poor service and unreliable rolling stock, stations were neglected and suffered from vandalism. Working with local transport campaigners, Waltham Forest lobbied Government for London for funds to improve the service. A successful bid for funds in 1995/6 began a programme of improvement works.

  Bids for funding projects on the line, from station rebuilding to installing CCTV and Customer Information Systems are submitted jointly by the six London Boroughs through whom the line runs. Railtrack have also initiated a programme of maintenance works through its Station Regeneration Programme and Silverlink has recently put in newer rolling stock. The railway line is also accessible to cycles, with ‘bike channels’ up steep staircases and a bike storage area on the carriages.

- **London Bus Priority Network (LBPN)**
  Developed in 1994 by the 33 London boroughs and London Transport, this is an 865km network of borough roads across London that complements the priority Red Routes and has resulted in the implementation of over 1400 bus priority schemes. There are seven strategic policies for the LBPN. Whilst none are specifically related to improving air quality, the policies that can be seen to be working towards improving air quality are:
    - All the routes in the network would be studied with the objective of introducing bus priority and/or other traffic management measures which seek to improve safety and to free bus operation from the impact of traffic congestion along (and across) the network of routes to achieve improves reliability and a reduction in overall bus journey times.
The measures would need to be consistent with UDP policies and Traffic Management and Parking Guidance, seeking to meet the needs of local businesses, frontagers, pedestrians, cyclists and the related environment. Here, the measures considered include bus lanes, queue relocation, bus-advanced areas (pre-signals), bus gates, Selective Vehicle Detection, BUS SCOOT, SPRINT signal control techniques or traffic management measures such as changes to parking, waiting and loading restriction and signal timing changes.

The routes would be studied with the aim of discouraging through traffic in inner London and outer London where appropriate.

Most importantly, the route studies and implementation of appropriate measures are financed at no cost to local authorities.

Following on from the success of the LBPN, the London Bus Initiative (LBI) was launched in April 2000. It is a strategy of all the 33 London boroughs as part of a partnership approach to improving bus services in the capital and supported by the Mayor of London, TfL, London Buses, Bus Operators and the Police. The LBI aims to bring about a change in the actual and perceived quality of London’s bus services by promoting a change in travel habits to encourage more people out of cars and onto London’s buses; making buses more attractive to potential users; making buses the first choice mode of travel and delivering these ‘aims’ on a whole route basis. Fundamentally, the LBI aims to address the whole journey rather than just the operation of the bus service.

- **London Cycle Network (LCN)**
  Half of all trips made are less than 2 miles; the council is keen to shift these trips away from the private car to the bicycle. Provision for cycling forms a major part of the initiatives to reduce road traffic levels, accidents and to improve air quality. Waltham Forest Council has been actively promoting cycling for a number of years. Surveys carried out in the mid 1990’s found that most cyclists in the borough wanted cycle lanes on major roads serving local shopping centres and other major destinations. This was also the view of the Local London Cycle Campaign (LCC) group. The Council agreed that all main roads should be made safer for cyclists by providing continuous cycle lanes as well as safer quiet routes on residential roads. Waltham Forest Council supports the implementation of the LCN network as part of a strategy by all the 33 London boroughs and TfL. The LCN is the co-ordinating body committed to developing a network of cycle routes across London to meet the
Government’s target of tripling cycle usage from 2000 to 2010. The aim of Waltham Forest Council policy is to meet the LAPC target of increasing the number of cycle trips from 2% to 10% by 2012.

To date the Council has introduced 16 miles of continuous cycle lanes on main roads and a similar length of quiet routes on residential roads away from heavy traffic. The LCC were keen that the cycle lanes be continuous – even if they were narrow in some places rather than disappearing through difficult section. The Council supports this view and protects cycle lanes from parked cars. Cycle lanes are provided on most of the main east-west, north-south roads in the borough and by end of 2002, will link cycle routes to all neighbouring boroughs.

The Council provides cycle proficiency training lessons to primary schools and also provides a Bike to School Scheme in secondary schools. Adult cycle training is also provided free for anyone on request. A cycle route map and also a Transport Choices map have recently been produced and delivered to all households in the borough. For the past nine years, the council, together with the LCC, has organised annual bike rides. This uses leisure routes along the Lee Valley towpath or in Epping Forest. The Council is also working with the Lee Valley Park Authority to develop the Lee Valley Cycle Path, which is part of the National Cycle Network, linking Greenwich with Harwich.
5. **AIR QUALITY ACTION PLAN ACTIONS:**

The over-riding objective of this action plan is to identify ways in which the Council will work towards improving the air quality in its area and take into consideration existing local policy. As the vehicle traffic is the main cause of air pollution in Waltham Forest, the focus of the proposed actions are mainly concerned with reducing emissions and traffic congestion from road vehicles through traffic restraint and regulation measures and to improve, promote and encourage the use of more sustainable forms of transport such as walking, cycling and public transport. It is important to ensure that any proposals or actions are effective and do not conflict or compete with other transport priorities in the sub-region but should be seen as complementary to other aims and objectives, on both a local and regional level.

Of particular concern are the findings of source apportionment with the reduction of between 20 – 50 % in road transport contributions in order to meet the Government’s objectives and the conflict with the congestion-charging scheme for London as outlined in the Mayors Draft Transport Strategy. The congestion-charging scheme is estimated to increase traffic flows along the North Circular route and adjacent roads by a minimum of 5%. This increase, coupled with the proposed Ikea development in the neighbouring borough of Enfield, which has been determined to increase traffic by a further 3% and the annual average increase in traffic, estimated to be 3%; requires a greater reduction in traffic flows than predicted. This then demonstrates the need for effective proposals to ensure that there are no conflicts or competition between proposals and actions.

The Council recognises that it is essential to work in partnership with the community, businesses, other boroughs, health professionals, agencies, and regional and national Government in order to achieve improvements in air quality. Other Council services, such as planning, education and transport are also significant partners, fundamental to achieving the aims and objectives of this Action Plan.

It should be noted that no concrete proposals are made that will significantly improve air quality, with the exception of the Low Emission Zone Study. Successful Low Emission Zones have been implemented in major cities in Sweden and have been shown to be effective in reducing emissions of NO2
and PM10. Similar schemes are being implemented in Nottingham, Bath and Leicester. The former London Planning Advisory Council estimated that even if congestion charging was introduced across the whole of Greater London, coupled with a London-wide workplace parking levy and a tripling of parking fines that this would not necessarily be enough to achieve the National Air Quality Objectives.

The following table details Actions with the ‘Responsible and Implementation’ columns identifying the Council team (s) and/or Department responsible for the action and the timescale for implementation of the action. The majority of the actions are ‘ongoing’, being dependent upon securing funding.

Each action is ranked as high, medium or low according to an estimate of implementation cost versus the air quality benefit. Those actions costed as ‘none’ are statutory actions. In ranking the costs, no actual financial figure has been allocated to any of the actions, instead an indicative high, medium or low cost to the council approach has been adopted. This same indicative ranking approach has been adopted in assessing the significance of the impact of each action on air quality.

The actions noted in the following tables are arranged under sequential headings for their direct impact on air quality.

- **Air Quality**
- **Traffic Management** – For the past 20 years the Council has introduced traffic management schemes in residential areas to prevent or discourage through traffic from diverting into these areas, and is continuing to do so.
- **Promotion and Awareness Raising**
- **Public Transport**
- **General Policy Measures.**
<table>
<thead>
<tr>
<th>Actions</th>
<th>Responsibility</th>
<th>Implementation Date</th>
<th>Cost to Council</th>
<th>Air Quality Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td></td>
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<tr>
<td>2. To participate in the proposed London wide Vehicle Emissions Testing</td>
<td>Pollution Section, Traffic Management</td>
<td>1&lt;sup&gt;st&lt;/sup&gt; July 2003 – 31&lt;sup&gt;st&lt;/sup&gt; March 2004.</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>3. To continue to monitor for NOx, PM10 and SO&lt;sub&gt;2&lt;/sub&gt; throughout the borough and participate in the London Air Quality Network (LAQN).</td>
<td>Pollution Section.</td>
<td>Ongoing – National Air Quality Strategy (as amended 2000).</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>4. To update air quality information on the Councils website and update as necessary.</td>
<td>Pollution Section.</td>
<td>Update to be completed by 2003. Updating information – ongoing.</td>
<td>Low/ Medium</td>
<td>Low</td>
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<tr>
<td>5.</td>
<td>To enforce air pollution regulations and legislation. During April '02 – March '03 there were 313 service requests in relation to air pollution.</td>
<td>Pollution Section.</td>
<td>Ongoing – statutory duty. (During April '02 – March '03 there were 313 service requests in relation to air pollution.).</td>
<td>Medium.</td>
</tr>
<tr>
<td>6.</td>
<td>To continually review and assess air quality in the Borough.</td>
<td>Pollution Section.</td>
<td>Ongoing – statutory duty.</td>
<td>Medium.</td>
</tr>
<tr>
<td>7.</td>
<td>To continue participation in the North and East London Air Quality Cluster groups.</td>
<td>Pollution section.</td>
<td>Ongoing.</td>
<td>Low.</td>
</tr>
<tr>
<td>8.</td>
<td>To continue cross-departmental air quality meetings.</td>
<td>Pollution section, Planning section, traffic management / transport section, LA21 section, Energy Officer.</td>
<td>Ongoing – regular meetings.</td>
<td>Medium.</td>
</tr>
</tbody>
</table>
10. To continue to retrofit the Eminox exhaust system to council owned diesel vehicles and to use gas powered dust carts.

| Fleet Manager | Ongoing | Medium – via grants | Low |

11. To continue to replace ‘end of life’ council fleet vehicles with clean vehicles.

| Fleet Manager | Ongoing – as services replace vehicles. | Low | Medium |

12. Purchase of Electric vehicles for Council staff to use in the course of their duties.

| Departmental Managers | Ongoing – to date, the fleet contains 2 electric cars and 1 electric van. | Medium | Low |

13. To purchase a pool of bicycles for staff to use when carrying out duties.

| Group Managers / Departmental Managers Council-wide. | Ongoing – to date there is 1 foldaway bicycle and 3 electric bikes. | Low | Low |

14. To develop a car share website for Council staff to use.

<p>| Transport Policy | End 2004 | Low | Low |</p>
<table>
<thead>
<tr>
<th>Actions</th>
<th>Responsibility</th>
<th>Implementation</th>
<th>Cost to Council</th>
<th>Air Quality Benefit</th>
</tr>
</thead>
</table>
| 15. To implement various forms of Traffic Management measures to borough roads to improve road safety and reduce congestion:  
- speed reduction & flow  
- traffic re-routing and road hierarchy  
- re-allocating road space  
- CPZs  
- Home Zones  
- Traffic signal improvement  
- Pedestrian facilities  
<p>| | | | |</p>
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<tr>
<td></td>
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<td></td>
<td>Medium – part funding from LBWF Green Charter Funds.</td>
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<td>Low.</td>
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<td>Low.</td>
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<tr>
<td>21.</td>
<td>To provide a streetscape that encourages walking and is safe for all residents i.e. Hoe Street E17 and High Road Leyton, E10.</td>
<td>Transport Planners, Traffic Management</td>
<td>Ongoing – LIP bid 2004.</td>
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<td></td>
<td></td>
<td></td>
<td>Low</td>
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</table>
| 23. Continue to work in partnership with:  
   - North London Transport Forum  
   - Thames Gateway London Partnership  
   - London Lee Valley Partnership  
   - London Bus Priority Network  
   - Barking to Gospel Oak line Working Group  
   - London Cycle Network for a coherent and integrated transport network. | Transport Planners. | Ongoing. | Low | Medium |
<p>| 24. Phasing out of Essential Car Users Allowance for new employees and implementing work place charging. | Personnel. | Ongoing | Low | Low |
| 25. Continue highway maintenance. | Traffic management, Highways | Ongoing | Medium | Low |
| 26. To expand the CPZ network within the borough. | Transport Management | Ongoing | Medium | Low |
| 27. To expand the number of cycle routes within the borough. | Transport Policy | Ongoing | Low | Low |</p>
<table>
<thead>
<tr>
<th>Actions</th>
<th>Responsibility</th>
<th>Implementation</th>
<th>Cost to Council</th>
<th>Air Quality Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promotion and Awareness Raising</td>
<td></td>
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<tr>
<td>30. Promotion ‘Don’t Drive 1 in 5’</td>
<td>Transport Planners, LA21</td>
<td>Ongoing</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>31. Schools Air Quality monitoring project.</td>
<td>Pollution Section, Education.</td>
<td>4 monthly siting of mobile monitoring station at schools in the borough.</td>
<td>Medium - part funding from LBWF Green Charter Funds.</td>
<td>Low</td>
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<tr>
<td>33. Publicity / participation at local environmental events / leaflets</td>
<td>Pollution Section.</td>
<td>Ongoing.</td>
<td>Low.</td>
<td>Low</td>
</tr>
<tr>
<td>35. The Council is striving to install solar panels on Council buildings.</td>
<td>LA21, Planning</td>
<td>Ongoing – dependant on funding availability</td>
<td>Unknown at time of writing.</td>
<td>Low</td>
</tr>
<tr>
<td>36. To continue the promotion of efficient energy use and the uptake of renewables to reduce CO2 emissions.</td>
<td>Energy Management</td>
<td>Ongoing</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Actions</td>
<td>Responsibility</td>
<td>Implementation</td>
<td>Cost to Council</td>
<td>Air Quality Benefit</td>
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<td>------------------------------------------------------------------------</td>
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<tr>
<td>37. Regular meetings with London Underground for continuing improvements to service quality, frequency and accessibility.</td>
<td>Traffic management</td>
<td>Ongoing.</td>
<td>Low</td>
<td>Low</td>
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<tr>
<td>41. Improvements to bus interchange, such as Markhouse Corner, Wood Street Station &amp; shopping centre and Walthamstow Central Station.</td>
<td>Transport Planners, Traffic Management.</td>
<td>Ongoing – LIP bid 2004.</td>
<td>Low.</td>
<td>Medium</td>
</tr>
<tr>
<td>42. Continuing programme to provide ‘Bus Boarders’ to assist disabled people to use buses.</td>
<td>Transport planners, LA21</td>
<td>Ongoing – LIP bid 2004.</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>44. Continuing development and works associated with the reopening of the Chingford – Stratford Rail line.</td>
<td>Transport Planners, LA21, Planning</td>
<td>Ongoing – LIP bid 2004.</td>
<td>Low</td>
<td>Medium</td>
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<tr>
<td>45. Improvement works to Chingford – Liverpool Street rail line and opening of new stations.</td>
<td>Transport Planners, LA21</td>
<td>Ongoing.</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>46. Final improvement works to Gospel Oak – Barking Rail line.</td>
<td>Transport Planners</td>
<td>Ongoing – LIP bid 2004</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>Actions</td>
<td>Responsibility</td>
<td>Implementation</td>
<td>Cost to Council</td>
<td>Air Quality Benefit</td>
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<tr>
<td>48. Air Quality is a material consideration for developments at the planning stage, requiring air quality assessments.</td>
<td>Planning Policy, Pollution section</td>
<td>UDP policy. To be adopted mid 2004</td>
<td>None.</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Transport Management</td>
<td>LIP bid 2004.</td>
<td>Low</td>
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<tr>
<td>52. The council has implemented a Traffic Plan to effect the Traffic Restraint Strategy.</td>
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<tr>
<td>53. A Parking Strategy is to be drawn up and implemented.</td>
<td></td>
<td></td>
<td>LIP bid 2004</td>
<td>None</td>
</tr>
<tr>
<td>54. Energy – to continue the programme of installing / replacing with low NOx boilers.</td>
<td></td>
<td>Energy Management</td>
<td>Ongoing</td>
<td>Low</td>
</tr>
<tr>
<td>55. To promote the councils bulk supply of LPG to the fleet 'user departments'.</td>
<td></td>
<td>Fleet Manager</td>
<td>Ongoing</td>
<td>Low</td>
</tr>
<tr>
<td>56. The Council is promoting flexible working for staff, including home working / teleworking where appropriate.</td>
<td></td>
<td>Personnel</td>
<td>Ongoing</td>
<td>Low</td>
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<tr>
<td>57. To continue the programme of installing bike sheds and showers in council buildings.</td>
<td>Departmental Managers</td>
<td>Ongoing</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>58. To ensure that the Council vehicle fleet is maintained and new vehicles will be Euro III or better.</td>
<td>Fleet Manager</td>
<td>Ongoing</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>59. To lobby the relevant bodies for a refuelling infrastructure within the borough for alternative fuelled vehicles.</td>
<td>LA21, Pollution section</td>
<td>Ongoing</td>
<td>None</td>
<td>Low</td>
</tr>
<tr>
<td>60. To continue the management of, and increase in, the tree population in the borough.</td>
<td>Arboricultural Section</td>
<td>Ongoing – plant between 300 – 400 trees per year. (319 trees planted 2002/2003, 450 trees lost 2002/2003).</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>61. To have regard to the Mayors Air Quality and Transport Strategies.</td>
<td>Planning, Pollution section Transport</td>
<td>Ongoing</td>
<td>None</td>
<td>Medium</td>
</tr>
<tr>
<td>63. To have regard to the Governments National Air Quality Strategy</td>
<td>Pollution Section</td>
<td>Ongoing</td>
<td>None</td>
<td>Medium</td>
</tr>
</tbody>
</table>
REFERENCES:

DETR (2000a), LAQM.G1(OO), Framework for Review and Assessment of Air Quality, HMSO
DETR (2000b), LAQM.G2(OO), Developing Local Air Quality Action Plans and Strategies: the Main Considerations, HMSO
DETR (2000c), LAQM.G3(OO), Air Quality and Transport, HMSO
DETR (2000d), LAQM.G4(OO), Air Quality and Land Use Planning, HMSO
DETR (2000e), LAQM.TG1(OO), Review and Assessment: Monitoring Air Quality, HMSO
DETR (2000f), LAQM.TG2(OO), Review and Assessment: Estimating Emissions, HMSO
DETR (2000g), LAQM.TG3(OO), Review and Assessment: Selection and Use of Dispersion Models, HMSO
DETR (2000h), LAQM.TG4(OO), Review and Assessment: Pollutant Specific Guidance, HMSO
NSCA (2000), Consultation for Local Air Quality Management: the How To Guide, NSCA
NSCA (2001), Air Quality: Planning for Action, NSCA
Waltham Forest’s Local Agenda 21 Action Plan (2000)
CONSULTATION LIST

External Bodies
Department of Environment Food and Rural Affairs.
English Nature.
Environment Agency.
Greater London Authority.
Highways Agency.
Lee Valley Park Authority.
London Borough of Enfield
London borough of Epping Forest
London Borough of Haringey
London Borough of Hackney
London Borough of Newham
London Borough of Redbridge
London Borough of Waltham Forest Website
London Borough of Waltham Forest Monthly Magazine.
London Underground Limited (LUL)
Primary Care Trusts – North (Chingford, Wanstead and Woodford) and South (Walthamstow, Leyton and Leytonstone).

Transport for London

Internal Consultation
Arboricultural Section.
Energy Section.
Fleet Manager.
Local Agenda 21 and associated Focus Groups.
Planning Policy Section.
Transport Planning Section.
Dear Alison,

Mayoral proposals in pursuit of the achievement of air quality standards and objectives in your authority's air quality management area

The Mayor is required to send proposals (with timescales) to London boroughs for exercising his powers in pursuit of the achievement of air quality standards and objectives. An action plan should include a statement of any proposals and timescales under section 86A of the Environment Act 1995, as amended by section 368 of the GLA Act 1999.

Having considered Waltham Forest's air quality management area, the Mayor believes that the proposals in the Mayor's Air Quality Strategy represent the key measures that he can take forward in pursuit of the air quality standards and objectives in Waltham Forest. Proposals and timescales are set out within the document and are enclosed with this letter. Although road traffic appears to contribute significantly to pollution levels within Waltham Forest's air quality management area, reducing emissions from other sources will decrease the background contribution to pollution.

Below is a statement that you should consider including in your draft action plan in fulfilment of your duties under section 86A of the Act. You may also wish to insert the enclosed list of proposals and timescales (taken from table 27 in the Mayor's Air Quality Strategy) as an appendix.

"The Mayor's proposals for working in pursuit of achievement of the air quality standards and objectives in Waltham Forest's air quality management area are set out in the Mayor's Air Quality Strategy. These aim to:
- increase the number of cleaner vehicles;
- support a feasibility study on on or more low emission zones for London;
- reduce emissions from vehicles operated by or licensed through the functional bodies;
- use traffic management infrastructure to reduce emissions;
- reduce emissions for freight movements;
- encourage proper vehicle maintenance and more efficient driving;
- reduce emissions from industry and buildings;
- reduce emissions from construction sites;"
• enable continued research into London’s air quality;
• lobby government to improve national measures to further reduce air pollution.”

If you have any queries, please contact either myself or Alaric Lester.

Yours sincerely,

[Signature]

David Vowles
Senior Policy Adviser

Enc. List of proposals and timescales from Mayor’s Air Quality Strategy
# Proposals in Mayor's Air Quality Strategy

<table>
<thead>
<tr>
<th>Proposal No.</th>
<th>Proposal</th>
<th>Timetable</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>2003</td>
</tr>
<tr>
<td>1</td>
<td>The Mayor will commission a review of the adequacy of the distribution of air quality monitoring sites across Greater London and the arrangements for data collection, verification and dissemination.</td>
<td>for information</td>
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<tr>
<td>2</td>
<td>The Mayor will encourage and promote the benefits of cleaner road vehicles including by:</td>
<td>See individual projects in TFL EAP</td>
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<td></td>
<td>• providing full and objective information on the technologies available (by autumn 2002), tailored to different operator types (by spring 2003)</td>
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<td></td>
<td>• encouraging London boroughs to promote and encourage cleaner vehicles at a borough level</td>
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<td></td>
<td>• working with technology and fuel suppliers and motor manufacturers</td>
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<td></td>
<td>• facilitating meetings between vehicle operators, cleaner fuel and vehicle providers and grant agencies</td>
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<td></td>
<td>• undertaking investigations and trials of new technologies within functional body fleets</td>
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<td>3</td>
<td>To maximise the benefit of TransportEnergy grants, the Mayor will urge the government to:</td>
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<td></td>
<td>• make vehicle excise duty (VED) reductions for retrofitting for smaller vehicles more significant (at present the reduction is only £10)</td>
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<td></td>
<td>• extend the fuel duty differential guarantee to beyond 2004</td>
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<td></td>
<td>• seek to increase the retrofitting grants towards 100 per cent, to encourage more smaller operators (with generally older, dirtier vehicles) to use the grants</td>
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<td></td>
<td>• increase grants for taxi conversions from 65 per cent to 75 per cent, on a per with most other CleanUp grants</td>
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<td></td>
<td>• extend and additionally fund PowerShift and CleanUp beyond 2004 until the (current and proposed) national air quality objectives and EU limit values have been achieved, to assist the achievement of these objectives and limit values and to assist any low emission zones that are implemented.</td>
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<tr>
<td>4</td>
<td>The Mayor will urge the government to provide incentives through the fuel duty system for water-diesel emulsion and other such proven cleaner fuels.</td>
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<tr>
<td>5</td>
<td>The Mayor will encourage the use of alternative fuels through measures that will include:</td>
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<td></td>
<td>• providing incentives for the very cleanest vehicles, for example, the 100 per cent discount for certain alternatively-fuelled vehicles from central London congestion charging (February 2003)</td>
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<tr>
<td></td>
<td>• promoting TransportEnergy grants and other incentives</td>
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<tr>
<td>Proposal No.</td>
<td>Proposal</td>
<td>Timetable (end of year indicated)</td>
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<tr>
<td></td>
<td>• including the issue of quieter alternatively-fuelled vehicles in the</td>
<td>2002 2003 2004 2005</td>
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<td></td>
<td>review of the London Night and Weekend Lowry Control Scheme (first</td>
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<td>phase of review to be completed by March 2003)</td>
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<td></td>
<td>• replacing Transport for London Street Management's fleet of 34</td>
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<td>vehicles with liquefied petroleum gas vehicles (when due for</td>
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<td></td>
<td>replacement).</td>
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<td>6</td>
<td>The Mayor will take forward a Hydrogen Partnership in London</td>
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<td></td>
<td>involving those working in the industry and others who need to be</td>
<td>The Partnership will develop targets and timescales</td>
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<td></td>
<td>involved in delivering a hydrogen economy. The Partnership was</td>
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<td>launched in April 2002 and will work together to develop and</td>
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<td></td>
<td>implement a Hydrogen Action Plan.</td>
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<td>7</td>
<td>The Mayor supports electric refuelling through the work of The</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>London Clean Fuel Vehicle Working Group and will act on its</td>
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<td></td>
<td>recommendations where appropriate.</td>
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<td>8</td>
<td>The Mayor and Transport for London will encourage the</td>
<td>Ongoing</td>
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<td></td>
<td>government and TransportEnergy to investigate additives and</td>
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<td></td>
<td>devices aimed to reduce NOx, PM10 and CO2 that are brought to</td>
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<td></td>
<td>their attention. Those found to give cost-effective emissions</td>
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<td>reduction benefits will be promoted through the Greater London</td>
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<td>Authority website and used within the functional body fleets where</td>
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<td>practicable.</td>
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<td>9</td>
<td>The Mayor will provide support and the framework for a vehicle</td>
<td>For campaign</td>
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<td></td>
<td>maintenance campaign through the Vehicle Emissions Testing</td>
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<td></td>
<td>Working Group. The Mayor will also undertake a campaign to raise</td>
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<td>awareness of the issue of idling vehicles, especially through the</td>
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<td>10</td>
<td>The Mayor, in conjunction with the Association of London Government,</td>
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<td>the London boroughs and central government, will consider the London</td>
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<td>low emission zone feasibility study steering group's recommendations.</td>
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<td>Prior to any decision on the implementation of a low emission zone,</td>
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<td>the Mayor will first take account of the views of those who are likely</td>
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<td></td>
<td>to be affected.</td>
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<td>11</td>
<td>The Mayor, through Transport for London, will seek to extend the</td>
<td>Ongoing</td>
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<td></td>
<td>use of water-diesel emulsion across TfL London buses, with use in</td>
<td>for 8 additional garages</td>
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<td>eight additional garages by end March 2003. The Mayor will encourage</td>
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<td>use of this fuel by others, and its further development by fuel</td>
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<td></td>
<td>companies.</td>
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<td>12</td>
<td>The Mayor, through Transport for London, will give high priority to</td>
<td>Ongoing for new buses</td>
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<td></td>
<td>further reductions in bus emissions. All new buses will have Euro III</td>
<td>for existing buses</td>
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<td></td>
<td>engines or better, and will also be fitted with particulate traps by</td>
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<td></td>
<td>2005. All existing buses, including Routemasters, will have Euro II</td>
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<td></td>
<td>engines and will be fitted with particulate traps by 2005.</td>
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<td>13</td>
<td>The Mayor, through Transport for London, will actively review</td>
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<td>opportunities for the use of alternative fuels and other methods for</td>
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<td></td>
<td>reducing emissions.</td>
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<td></td>
<td>• Two-year trials of zero emission buses operating on hydrogen fuel</td>
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<td>cells will start in 2003.</td>
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<tr>
<td>14</td>
<td>The Mayor, through Transport for London, will work with bus companies to continue to improve the overall performance of buses by encouraging smoother driving and by identifying further opportunities for the implementation of bus priority measures.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>15</td>
<td>The Mayor, through Transport for London, will develop a strategy during 2002/3 for improving vehicle emissions on services operated under London Local Service Agreements. As a minimum it is expected that all vehicles operating on these services will comply with Euro I emission standards. The implications of adopting a much higher standard, in line with that proposed for the main bus network, will be examined.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>16</td>
<td>The Mayor, through Transport for London, will ensure that all buses and coaches operating with a London Service Permit will have to meet Euro I emission standards as a minimum by 2005. This standard will be progressively reviewed in order to reduce emissions from these vehicles.</td>
<td>Ongoing review</td>
</tr>
<tr>
<td>17</td>
<td>The Mayor, through the Transport for London Coach Forum, will review arrangements for coach parking, facilities and terminals and look at how to manage the environmental impacts of coach travel, including air quality.</td>
<td>Ongoing</td>
</tr>
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<td>18</td>
<td>After taking account of the views of the taxi trade, the Mayor, through Transport for London, will use regulatory powers to ensure that from set dates all taxis are first Euro I standard or better, and later Euro II standard or better. The Mayor will make information available to assist taxi owners in conforming to the set standards and obtaining grants to offset the costs of conversion or retrofitting.</td>
<td>Timescales to be agreed</td>
</tr>
<tr>
<td>19</td>
<td>The Mayor, through Transport for London, will work with the London Sustainable Distribution Partnership to assist in the development and implementation of proposals for effective distribution of goods in London.</td>
<td>Progress to be reported by TfL</td>
</tr>
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<td>20</td>
<td>The Mayor, through Transport for London, has set up the London Sustainable Distribution Partnership to form the basis of partnerships with business, the London boroughs and other sub-regional partners. The Mayor’s proposals relating to freight from his Transport, Air Quality, Municipal Waste Management, Ambient Noise and Energy Strategies will be considered through this partnership to encourage the accelerated take-up of cleaner and quieter vehicle technologies and to promote better vehicle maintenance and considerate and economical driving.</td>
<td>Progress to be reported by TfL</td>
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<td>21</td>
<td>The Mayor, through Transport for London, will encourage the early development of Freight Quality Partnerships, particularly at the sub-regional level, to complement similar, borough-led initiatives at the more local level.</td>
<td>Progress to be reported by TfL</td>
</tr>
<tr>
<td>22</td>
<td>The Mayor, through Transport for London, together with the London boroughs, will assess the scope for the use of priority lanes by freight vehicles and its implications for other road users, primarily cyclists. The potential air quality benefits of the smoother driving and therefore lower emissions resulting from this measure will be investigated.</td>
<td>Progress to be reported by TfL</td>
</tr>
<tr>
<td>23</td>
<td>The Mayor, through his Municipal Waste Management Strategy, will seek to ensure, when awarding new waste and recycling contracts that all waste authorities specify emissions criteria for the vehicles used. These criteria should comply with either the currently applicable Euro standard, or the previous Euro standard with suitable after-treatment as a minimum ie Euro II with Reduced Pollution Certificate until 2005, Euro III with Reduced Pollution Certificate after that date.</td>
<td>From publication of Mayor’s Municipal Waste Strategy</td>
</tr>
<tr>
<td>24</td>
<td>The Mayor, through Transport for London, has set up the London Motorcycle Working Group which will work to enhance and extend the provision of parking for motorcycles and mopeds, particularly in areas of high demand. Opportunities will be explored to improve road safety, reduce emissions and noise pollution, and provide incentives for motorcycles to use retrofit technology and for cleaner motorcycles.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>25</td>
<td>The Mayor, through Transport for London, will develop and implement traffic management measures on the Transport for London Road Network to help reduce emissions and energy use as well as encouraging safe, economical and considerate driving. The Mayor, through Transport for London, together with the Department for Transport and the Highways Agency will investigate further traffic management measures and the Mayor will urge the Highways Agency and the London boroughs to adopt these measures, where practicable, to reduce emissions.</td>
<td>Progress to be reported by TfL</td>
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<td>26</td>
<td>The Mayor will encourage implementation of Clear Zones by the London boroughs. Where traffic calming is used this should be implemented following government guidance and should be designed to minimise acceleration and deceleration.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>27</td>
<td>The Mayor will encourage BAA and all other operators at Heathrow to implement measures at Heathrow Airport to reduce the overall environmental impact of surface access vehicles.</td>
<td>Ongoing</td>
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<tr>
<td>28</td>
<td>The Mayor will urge the government to work towards minimising the environmental impacts of air freight, including through international agreements, national and airport-related regulation and economic measures.</td>
<td>Ongoing</td>
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<td>2002 2003 2004 2005 2006</td>
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<td>29</td>
<td>The Mayor, through Transport for London, will work with stakeholders to minimise the air quality impact of deliveries at Heathrow, including through the London Sustainable Distribution Partnership and the Heathrow Area Transport Forum.</td>
<td>Ongoing</td>
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<tr>
<td>30</td>
<td>The Mayor will urge the government, the European Union, the aviation industry, the International Civil Aviation Organisation and the Civil Aviation Authority actively to pursue the reduction of emissions at airports, particularly at Heathrow, using all available methods.</td>
<td>for official letter</td>
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<tr>
<td>31</td>
<td>The Mayor urges BAA/Heathrow to adopt the additional measures detailed in this Strategy into its Action Plan.</td>
<td>Ongoing</td>
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<tr>
<td>32</td>
<td>The Mayor encourages the government to include proposals in the forthcoming Aviation White Paper for levies to mitigate the environmental impacts of aviation, which should be distributed through Aviation Environment Funds for each airport.</td>
<td>for official letter</td>
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<td>33</td>
<td>The Mayor will work with train operators, the Strategic Rail Authority and Railtrack to promote best practice in terms of train operation at stations.</td>
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<td>34</td>
<td>The Mayor will work with the Strategic Rail Authority to encourage passenger and freight train operating companies to investigate methods for reducing emissions from diesel trains.</td>
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<td>35</td>
<td>The Mayor will urge the government to provide directions to the Strategic Rail Authority to include environmental clauses in train operating company contracts. The Mayor will also urge the government to implement measures to reduce emissions from diesel locomotives, such as ensuring the availability of ultra low sulphur diesel and adequate incentives for train operators to use available technologies to further reduce exhaust emissions.</td>
<td>Ongoing, through Mayor’s SRA guidance.</td>
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<tr>
<td>36</td>
<td>The Mayor, through Transport for London, will work with the Strategic Rail Authority to seek to implement the policies relevant to improving air quality from the Mayor’s Strategies.</td>
<td>From publication of Strategy</td>
</tr>
<tr>
<td>37</td>
<td>The Mayor will encourage the government to revise the relevant legislation in order to improve the quality of fuel oil used by river vessels ahead of European Union legislation.</td>
<td>for official letter</td>
</tr>
<tr>
<td>38</td>
<td>The Mayor, through Transport for London, will work with relevant partners to identify options for increasing both rail and water freight.</td>
<td>Progress to be reported in annual TfL Environmental Action Plan</td>
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<tr>
<td>39</td>
<td>London Underground Limited is continuing to investigate methods of improving air quality on the system particularly by reducing dust emissions, including PM10. When the London Underground comes under the control of Transport for London, the Mayor, through Transport for London, will work with the relevant organisations to assess ways of further improving air quality on the system.</td>
<td>Ongoing</td>
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<td>40</td>
<td>The Mayor will urge the Environment Agency to ensure that there are no breaches of process emission limits from Agency regulated processes and to take appropriate action where these occur, and to ensure that such process emissions do not lead to exceedances of the national air quality objectives or European Union air quality limit values.</td>
<td>GLA will review annually following EA annual report</td>
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<td>41</td>
<td>The Mayor will urge the London boroughs to inspect their regulated industrial processes and to modify and update their permit conditions, as and when required, in line with appropriate DEFRA guidelines, and to act upon complaints and suspected or actual breaches of permit conditions in a timely manner.</td>
<td>From publication of Strategy</td>
</tr>
<tr>
<td>42</td>
<td>The Mayor will urge the London boroughs to ensure that process emissions do not lead to exceedances of the national air quality objectives and to use regulatory or other measures, as appropriate, to reduce these emissions.</td>
<td>From publication of Strategy and LB air quality action plans</td>
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<tr>
<td>43</td>
<td>The Mayor will request that the government and the European Union take measures to achieve the reduction of emissions that contribute to long range pollution affecting London—particularly for key ozone and secondary particles precursors such as NOx, SO2 and VOCs.</td>
<td>For official letter</td>
</tr>
<tr>
<td>44</td>
<td>The Mayor will urge the government to seek more stringent National Emissions Ceilings for the UK in the next round of negotiations, where practicable and cost-effective.</td>
<td>For official letter</td>
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<td>45</td>
<td>The Mayor will seek to improve information on emissions from construction-related activities and include them in the London Atmospheric Emissions Inventory in 2003.</td>
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<td>46</td>
<td>The Mayor will and the boroughs should expect future developments to meet the highest standards of sustainable design and construction, including measures to re-use existing building stock in preference to demolition and reconstruction where practicable.</td>
<td>From publication of the London Plan</td>
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<td>47</td>
<td>The Mayor will build on the work of other organisations to develop construction best practice guidance to encourage the reduction in levels of dust, together with other environmental impacts, from construction-related activities.</td>
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<td>48</td>
<td>Through the Mayor’s Municipal Waste Management Strategy the Mayor will encourage the London waste authorities to promote composting, which should also help to reduce the number of bonfires.</td>
<td>From publication of Waste Strategy</td>
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<td>49</td>
<td>The Mayor will work with energy supply companies to increase the provision of renewable electricity. The GLA group will procure renewable energy for the energy supply to their buildings and services.</td>
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<td>50</td>
<td>The Mayor will encourage efficient local energy generating schemes, particularly combined heat and power and community heating schemes through the Mayor’s Energy Strategy and the Mayor’s London Plan (Spatial Development Strategy). The Mayor will also encourage the use of gas condensing boilers and low NOx burners in boilers.</td>
<td>From publication of Energy Strategy</td>
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<td>51</td>
<td>The Mayor will encourage boroughs to assess combined heat and power (CHP) proposals using the Customs and Excise ‘Good quality CHP’ index and to ensure that developers demonstrate that opportunities for utilising heat have been fully assessed.</td>
<td>From publication of the London Plan</td>
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<td>52</td>
<td>The Mayor will encourage the conversion of those large boilers that still use heavy fuel oil in London to lighter fuel oils or gas. The Mayor will encourage, in particular, changing their use to combined heat and power.</td>
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<td>53</td>
<td>The Mayor will provide a travel plan to assist Greater London Authority staff in using sustainable modes of transport to travel to work or when carrying out duties on behalf of the Mayor or Assembly.</td>
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<td>54</td>
<td>The Mayor will use sustainability considerations, where they are relevant to the performance of the service being tendered, as one way of evaluating tenders for future contracts, and to promote best practice.</td>
<td>On all GLA tenders</td>
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<td>55</td>
<td>The Mayor will ensure that Transport for London’s green procurement strategy includes measures for procuring goods and services that seek to meet sustainability targets in line with the Mayor’s environmental Strategies.</td>
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<td>56</td>
<td>The Mayor will ensure that Transport for London Street Management encourages its contractors to reduce emissions from their vehicle fleets. As a first step, information about the fleets is being sought from current contractors and they will be encouraged to ensure their vehicles meet a minimum of Euro III standards by 2004.</td>
<td>For Euro III</td>
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<td>57</td>
<td>The Mayor will work with the London Fire and Emergency Planning Authority to ensure that all vehicles (fire appliances, other operational vehicles and support vehicles) and their operational equipment have the lowest possible exhaust emissions, consistent with their operational requirements. New fire appliances should have engines that will be the equivalent to at least Euro III. New support vehicles should run on liquefied petroleum gas or other alternative fuels where practicable.</td>
<td>Ongoing for continued reductions</td>
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<tr>
<td>58</td>
<td>The Mayor will work with the Metropolitan Police Authority to ensure that new vehicles have the lowest possible exhaust emissions, consistent with their operational requirements and government legislation. New vehicles should run on alternative fuels whenever practicable.</td>
<td>Ongoing</td>
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<td>59</td>
<td>The Mayor will work with the Metropolitan Police Authority to seek to reduce emissions from building use whenever practicable and where it fits with operational requirements.</td>
<td>在2002年、2003年、2004年及2005年。</td>
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<td>60</td>
<td>The Mayor will seek to ensure that London-specific guidance is incorporated within new national guidance on air quality review and assessment and action plans.</td>
<td>在2002年。</td>
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<td>61</td>
<td>The Mayor requires London boroughs to agree methodologies for air quality review and assessment with the Greater London Authority, to ensure consistency of approach across London.</td>
<td>LBs, from publication of strategy</td>
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<tr>
<td>62</td>
<td>The Mayor requires London boroughs to take account of any relevant, new information on air pollution that becomes available. Any London borough not declaring an air quality management area should undertake a further, detailed assessment of air quality if significant new data become available.</td>
<td>从出版之日起。</td>
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<td>63</td>
<td>The Mayor will expect any London borough not declaring an air quality management area to produce a borough air quality strategy containing measures to assist London in achieving the national air quality objectives.</td>
<td>From publication of Strategy.</td>
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<td>64</td>
<td>The Mayor requires London boroughs to incorporate into their air quality action plans measures to implement all relevant proposals contained in this Strategy at a borough level.</td>
<td>从出版之日起。</td>
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<td>65</td>
<td>The Mayor expects London boroughs to establish a fleet register that includes emissions information and to ensure measures to implement emissions improvements in their fleets are included within their air quality action plans and local air quality strategies.</td>
<td>从出版之日起。</td>
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<td>66</td>
<td>The Mayor requires the London boroughs to include within their air quality action plans measures to identify appropriate sites for further alternative refuelling infrastructure within their boroughs.</td>
<td>从出版之日起。</td>
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<tr>
<td>67</td>
<td>The Mayor will encourage the use of appropriate methods for assessing the environmental performance of buildings, both commercial and large residential blocks.</td>
<td>从出版之日起。</td>
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<td>68</td>
<td>The Mayor will encourage London boroughs to ensure that Unitary Development Plan policies incorporate borough air quality action plan and local air quality strategy measures.</td>
<td>从出版之日起。</td>
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<tr>
<td>69</td>
<td>The Mayor will encourage London boroughs to include policies in Unitary Development Plans that set out best practice aspects of design, orientation, density and location of buildings to minimise energy demand, optimise sustainability and minimise the impact of air pollution and noise inside buildings. Guidance on these Unitary Development Plan policies will be given in the London Plan and supplementary planning guidance.</td>
<td>从出版之日起。</td>
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<tr>
<td>70</td>
<td>The Mayor will encourage London planning authorities to produce supplementary planning guidance on air quality.</td>
<td>从出版之日起。</td>
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<td>71</td>
<td>The Mayor will expect London planning authorities to ensure air quality is taken into account along with other material considerations in making decisions on development proposals and that formal air quality assessments are undertaken where appropriate to inform the decisions, particularly where proposals may affect an air quality management area.</td>
<td>From publication of this Strategy</td>
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<tr>
<td>72</td>
<td>The Mayor will encourage the use of appropriate conditions and planning obligations to ensure the protection of local air quality and to help work towards the achievement of the National air quality objectives.</td>
<td>From publication of this Strategy</td>
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<td>73</td>
<td>The Mayor will propose that the government consider further national and international measures and mechanisms to reduce emissions of NO\textsubscript{x} and PM\textsubscript{10} to assist in achieving the national air quality objectives in London.</td>
<td>Ongoing, from publication of this Strategy</td>
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<td>74</td>
<td>The Mayor urges businesses to ensure that all vehicles meet at least the Euro II standard plus a Reduced Pollution Certificate or Euro III by 2005.</td>
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<td>75</td>
<td>The Mayor will encourage the maximum use of schemes to bring about a switch to alternative fuels.</td>
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<td>76</td>
<td>The Mayor encourages businesses to produce travel plans and expects them to do so as part of any planning applications with significant transport implications.</td>
<td>Ongoing through Transport Strategy</td>
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<td>77</td>
<td>The Mayor encourages businesses to adopt initiatives, where practicable, which allow better purchasing choices to be made so that energy use and emissions are reduced.</td>
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<td>78</td>
<td>The Mayor encourages the use of renewable energy technologies and hydrogen as a fuel in London, as part of a move to establish widespread use of low and zero-emission sources of heat and power.</td>
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<td>79</td>
<td>The Mayor will work with the London Development Agency to help develop the growth of environmental industries in London, including supporting the development of fuel cells.</td>
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<td>80</td>
<td>The Mayor encourages businesses to seek to improve the indoor air quality of workplace environments, where feasible.</td>
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<td>81</td>
<td>The Mayor encourages businesses to consider applying the Mayor’s Energy Hierarchy when making business decisions about building specifications, procurement and internal energy management.</td>
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<td>82</td>
<td>The Mayor will encourage businesses to participate in environmental management schemes and to demonstrate continuing and meaningful improvements in environmental performance.</td>
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<td>83</td>
<td>The Mayor encourages businesses to report on their environmental performance using established reporting guidelines.</td>
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<td>84</td>
<td>The Mayor will encourage individuals to play an active role in improving London’s air quality.</td>
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<td>85</td>
<td>The Mayor will collaborate with other organisations seeking to improve air quality in London, share appropriate research and information, and will work to raise awareness of research needs. This will be done on a continuous basis, through Air Pollution Research In London and by meeting with relevant organisations, publishing guidance documents, placing information on the Greater London Authority website and through organising seminars.</td>
<td>From publication of Strategy</td>
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<tr>
<td>86</td>
<td>The Mayor and Transport for London will produce an annually updated London Atmospheric Emissions Inventory for Greater London.</td>
<td>Annually, on CD ROM</td>
</tr>
<tr>
<td>87</td>
<td>The Mayor will take into account relevant research findings where they provide better understanding of the sources, transport or effects of air pollution and aid the development of policy aimed at improving air quality in London.</td>
<td>Ongoing</td>
</tr>
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