



Cleaner Air for Wandsworth

Air Quality Action Plan 2021-2025



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Cleaner air for our borough

We are committed to ensuring that all children and young people in Wandsworth have the best start in life, and working with our community to combat climate change and improve our environment. A key element of achieving these ambitions is ensuring that we have cleaner air for our borough, which is why this is a priority for me.

As a council, we made a public commitment in July 2019 to tackle climate change and becoming carbon neutral as an organisation by 2030. We set out in our Environment and Sustainability Strategy our roadmap for how we will achieve this. A key cornerstone of this Strategy is improving air quality.

This reflects our long-standing commitment to taking action to improve the air our residents breathe. The delivery of our 2016-2021 Air Quality Action Plan saw:

- a reduction in pollution from Nitrogen Dioxide during the life of the plan, including drastically improved air quality measured in Putney High Street, with a significant reduction in the number of hours NO² levels failing national objectives from 1248 in 2016, to now compliance of 11 in 2019 and 4 in 2020
- significant reductions in Particulate Matter pollution from construction sites in Nine Elms
- the use of Civil Enforcement Officers to tackle vehicle idling;
- significant increases in the number of people cycling in the borough

- a commitment to the EV charging infrastructure
- many local air quality projects and initiatives including Clean Air Villages, Healthy Streets initiatives and working with schools in the borough.

We recognise that there is still much more to do, as despite the actions taken, there are still areas in the borough that exceed the national objectives. This is why we have developed this new Air Quality Action Plan, which will build on our strong foundations to improve air quality for our residents.

Key actions we will take include:

- building on our track record in piloting new and innovative approaches, as well as making sure we are learning from experimentation and innovation elsewhere
- implementing our emerging Walking and Cycling Strategy and existing Local Implementation Plan
- pressing ahead with our already well developed plans to deliver a nation-leading network of charging infrastructure through London's most ambitious proposals to promote electric vehicles .

Cllr John Locker
Cabinet Member for Strategic
Planning and Transportation



- working with providers to maintain our position as the number one local authority for car clubs.

However, we can't improve air quality on our own. We need the active support of regional and national government, and as such will continue to lobby hard and present the case for action, as we have done so strongly on Heathrow and Putney High Street.

Just as important, we as residents of the borough as well as Wandsworth businesses need to take action as the choices we make impact on our borough's air quality. As a council we will help residents and businesses understand the positive steps that can be taken and will make it as easy and simple as possible to take them.

By working together and being bold in our actions, we can ensure cleaner air for our borough. I look forward to working with you on this.

Cleaner air and healthier lives

As part of our Health and Wellbeing Strategy, a key focus is on healthy places. This includes the need to tackle air pollution and protect public health in Wandsworth.

Great progress has been made, both nationally and locally. Our most recent air quality Annual Status Report shows reductions in pollution from Nitrogen Dioxide during the life of the plan, including improvements made in Putney High Street and other air quality focus areas such as in Tooting High Street and Clapham Junction.

We have also seen significant reductions in Particulate Matter pollution from construction sites in Nine Elms, as well as increases in the number of people cycling in the borough, but there is still more we can do. Air pollution has negative impacts on health across the whole of our life course, from the developing foetus, childhood, into adulthood and old age.

It is known to have more severe effects on people already suffering from pre-existing health conditions, such as respiratory and cardiovascular diseases. Research commissioned by the Greater London Authority in 2019¹, estimated the equivalent of 3,600 to 4,100 deaths (or 61,800 to 70,200 life years lost) were attributable to air pollution across London.

The urgent need to tackle air pollution was recently highlighted by the death of a nine-year-old girl in South London.

This was followed by a landmark decision by the Coroner's Court to list air pollution as a cause of death for the first time in the UK. Many of our young children are growing up near some of London's busiest roads, where air quality frequently falls below UK standards and World Health Organisation (WHO) guidelines. The landmark ruling highlights the need for continued prioritisation of air quality and tougher control measures.

Clear air makes a significant difference to our health and lives in general. The COVID-19 pandemic and first national lockdown was accompanied by significant reductions in air pollutants measured across London, likely due to reduced road, air traffic and construction activities, as well as reduced energy demand and drop in output from fossil fuel power stations.

With the easing of restrictions, the average levels of air pollutants are rebounding and, on the rise, once again. This demonstrates the significant contribution of human activity on air quality especially in urban settings such as London. Action needs to happen at all levels, including nationally and regionally but we must also look at innovative ways that we can act locally to reduce and minimise the risks to residents, including vulnerable children, older people, and people with chronic health problems.

Our new Air Quality Action Plan has a local framework to implement a range of interventions and mitigations. By adopting an integrated approach to tackling air pollution and climate change the council will also be at the forefront of accelerating progress towards clean air for all.



Shannon Katiyo
Director of Public Health

¹ http://erg.ic.ac.uk/research/home/resources/ERG_ImperialCollegeLondon_HIA_AQ_LDN_11012021.pdf

Introduction

As a council we are committed to improving air quality for our residents. This Air Quality Action Plan (AQAP) has been produced in order to deliver this commitment.

Additionally fulfilling our duty under the London Local Air Quality Management (LLAQM) statutory process and in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995. It outlines the actions we will take to improve air quality in the London Borough of Wandsworth between 2021 and 2025 and replaces the previous action plan which ran from 2016 to 2021.

Highlights of successful projects delivered through the previous Action Plan are included in Appendix A.

Pollution in the London Borough of Wandsworth comes from a variety of sources. This includes pollution from outside of the borough, and, in the case of Particulate Matter, a significant proportion of this comes from outside of London, and even the UK.

Of the pollution that originates within the borough the main sources of NO² are road transport and heating. Sources of Particulate Matter include diesel vehicles and construction.

Air quality monitoring and dispersion modelling data provides information on the nature and extent of the air pollution problem in the borough, these are presented in Appendices B.

This includes information supplied from the London Atmospheric Emissions Inventory (LAEI) and includes maps of pollution concentrations

for Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}) for the borough, together with source apportionment charts which can be used to identify the relative proportions of local emission sources.

This Action Plan sets out the actions we as a council will deliver over the period 2021-2025 in order to reduce concentrations of, and exposure to pollution, thereby positively impacting on the health and quality of life of residents and visitors to the borough.

There are a large number of air quality policy areas that are outside our influence (such as vehicle standards, national taxation policy and public transport), as such we will continue to work with and lobby regional and central government on policies and issues beyond our influence.

Much our work on air quality and the co-benefits of joint policy are clearly outlined within our recent Environment and Sustainability Strategy. The biggest sources of air pollution are often the highest contributors to climate change and therefore, actions that tackle the sources of air pollution can also cut carbon emissions. This co-beneficial work will be vital to delivering much of this new Air Quality Action Plan. Our Environment and Sustainability Strategy highlights specific actions where improved air quality is a co-benefit.

Our priorities for air quality

The council is committed to ensuring that our residents have cleaner air to breathe so that we can lead healthier lives. In delivering this commitment we propose a wide range of actions set out in this Plan, which will not only improve air quality, but will see the borough achieve compliance with the objectives for both Nitrogen Dioxide and Particulate Matter no later than 2025.

To deliver this commitment we will:

- ensure we are monitoring and reporting the key pollutants in the borough and using this data to effectively target action.
- build on our track record of piloting new and innovative approaches, as well as making sure we are learning from experimentation and innovation elsewhere.
- implement our emerging Walking and Cycling Strategy and existing Local Implementation Plan.
- consider a Public Health based approach to action planning (Appendix G).
- press ahead with our already well-developed plans to deliver a nation-leading network of charging infrastructure through London's most ambitious proposals to promote electric vehicles.
- promote and enhance our community leadership role, not just by setting a good example in the way we deliver our services and manage our resources, but through working with residents, businesses and partners to achieve our joint aim of cleaner air for the borough.
- establish as part of the Wandsworth Grant Fund, a funding stream specifically aimed at air quality that will support local community interventions that monitor and tackle pollution.
- maintain and build upon the Wandsworth Healthy Streets Forum to ensure the community has a place to discuss the provision of healthy streets for all
- deliver the proposed 'Detailed assessment of traffic management solutions', which will reduce emissions from traffic in the air quality Focus Areas and 'hotspots'. This will require a detailed local review of key traffic routes and analysis of traffic data to evaluate the benefit of potential junction improvements, re-routing options, improved signalling, and new parking/loading restrictions in the borough's air quality Focus Areas and 'hotspots';
- lobby local and national government to take action to improve air quality, including lobbying TfL to take action to reduce congestion on red routes through the borough;
- improve our fleet of vehicles by prioritising the replacement of vehicles so that they are Ultra Low Emission Zone (ULEZ) compliant, with zero emissions vehicles the default option. We will also lay out our plans for transitioning the entire fleet to zero tailpipe emissions by 2030, and continue to support the electrification of transport across the borough.

Context of action on air quality

This Air Quality Action Plan (AQAP) is updated in line with new Greater London Authority (GLA) guidance to reflect changes in Local Air Quality Management (LAQM) and to ensure that local measures are current, effective and sufficiently targeted.

There have been a number of significant air quality actions implemented since the publication of our first AQAP, including implementation of the Low Emission Zone; the introduction of the Sustainable Design and Construction and Control of Dust and Emissions Supplementary Planning Guidance; highway and public transport improvements and investment in a wide range of sustainable transport initiatives. Many of these are likely to have had an impact on air quality in the borough, however despite these improvements, air quality in Wandsworth exceeds the air quality objectives for Nitrogen Dioxide and Particulate Matter at a number of locations.

The Local Air Quality Management system for London (LLAQM) acknowledges that boroughs cannot solve the problem of air quality alone. However they do have an important role to play in improving air quality through the use of key local policy levers such as parking, planning and local roads together with very specific knowledge of the communities that they serve.

The GLA Technical Guidance (LLAQM.TG16) states that it is important that the updating process focuses on the effective implementation and delivery of measures developed to address the specific local air quality issues,

and are part of an integrated package of measures linking with other key policy areas, notably:

Planning and sustainable development; ensuring that our planning and development approach places climate change mitigation and adaptation at its heart, with placemaking that prioritises sustainable travel, green infrastructure and zero-carbon policies that embrace circular economy principles and reduce emissions from both construction and operation;

Transport planning, promoting sustainable transport including active travel, local transport management and integration with Local Implementation Plans (LIP);

Climate change policies in relation to carbon management and reduction of greenhouse gas emissions; environmental assessments should consider impacts on air quality and climate change issues, in line with our goal to be net-zero as an organisation by 2030 and helping the borough to become carbon neutral;

Public Health Outcomes Framework (PHOF) policy areas to promote health and wellbeing within the population with direct links to the promotion of physical exercise through walking and cycling initiatives (which reduce reliance on private vehicle use);

Education programmes to promote health and wellbeing and also the principles of sustainability;

Low Emission Strategies (LES) providing an integrated approach to promoting emission reduction strategies covering both air quality and climate change;

Urban greening, planting trees, increasing biodiversity, protecting and enhancing our existing parks and open and green spaces.



Monitoring air quality in our borough

By monitoring air quality around the borough, we can assess our compliance with the national objectives and evaluate the impact of policies and projects to better inform actions and future plans.

As part of an established London-wide network our 'real-time' monitoring data can be used to provide information and alerts to residents, workers and visitors to help them reduce their exposure to potentially harmful air pollution, particularly during episodes of very poor air quality. Pollution episodes are higher levels of pollution that can last several days and can severely affect those with existing health conditions.

Monitoring also provides information on long-term trends in pollution levels, as well as more detailed and complex local information. As well as collecting data on our own air pollution levels, sharing this information beyond our borough is important to identify national and regional trends.

Based on current evidence, PM2.5 is thought to be the air pollutant which has the greatest impact on human health. The Mayor of London has made a commitment to reduce PM2.5 concentrations in London to meet the World Health Organisation (WHO) guideline by 2030. We currently use computer modelling to predict PM2.5 concentrations, however we will convert some automated monitoring stations to directly measure the actual concentrations in the borough to gather more detail of this pollutant.



Air monitoring station stations: Battersea, Putney and Tooting

Actions

- We will continue to ensure that our monitoring regime is fit for purpose and reflects the needs of the borough.
- We will ensure that all monitoring data is available on the council website, in an accessible form every year, with good links to our real-time network of monitoring sites.
- We will convert some automated monitoring stations to start to measure PM2.5 to represent our commitment to considering the impact of future pollutants.
- We will champion and pilot new methods of monitoring and work with academic partners to assess these schemes.
- We will extend monitoring to cover areas that fall into our goals for protecting the vulnerable.
- We will engage with residents and community groups to participate in the air quality monitoring process.
- We will provide a 'local fund' to support community monitoring ideas and activities.
- Participate in, and support the Breathe London monitoring regime.

What is already being done

We currently measure air pollution in a number of ways in our borough.

We have one of the most comprehensive automated monitoring station networks in London, these use highly accurate chemical analysers to measure Nitrogen Dioxide and Particulate Matter in real-time. Monitoring data can be viewed on the London air website www.londonair.org.uk

During the course of our previous plan we also increased our diffusion network by 20 diffusion and expanded to include working with community monitoring tubes volunteers so that we now have comprehensive coverage across Wandsworth.

We also now require, as part of the controls around some large construction sites, such as Nine Elms, site-specific monitoring by developers to ensure they are minimising their impact on neighbours.



Protecting our Vulnerable

Multiple adverse health outcomes associated with air pollution are now well established by recognised groups such as the World Health Organisation (WHO) and the Government's Committee on the Medical Effects of air Pollutants (COMEAP).

When air pollutants enter the body, they can have effects on various organs and systems both short and long-term. Short-term problems includes exacerbation of asthma, coughing, wheezing and shortness of breath. Public Health England highlight three main conditions in context of long-term problems This includes strokes, cardiovascular disease (CVD), respiratory conditions and lung cancer. Evidence suggests that, for some (and possibly all) pollutants, the impacts of long-term or lifetime exposure are greater than the sum of the impacts of short-term exposure. There is also emerging evidence with regards to cognitive impairment, low birth weight and Type 2 diabetes, whereby it is suggested that particles such as PM2.5 may induce inflammation and reduce insulin sensitivity and block uptake of glucose. air pollution can also contribute towards hospital emergency admissions especially in relation to vulnerable individuals with pre-existing health conditions.

Nationally, there are clear links between air pollution and areas of deprivation. Research shows that people in deprived areas are disproportionately more exposed to higher concentrations of pollutants, often because their homes, workplace or local schools are located near busy roads with high concentration of vehicle emissions, a major contributor of air pollution in London. The importance of tackling air pollution was recently highlighted this year by the death of Ella Adoo-Kissi-Debrah, a nine-year-old girl in South London who in 2013 experienced a series of severe asthma attacks. In a landmark decision the Coroner's Court listed air pollution as her contributing cause of death for the first time in the UK.

Actions

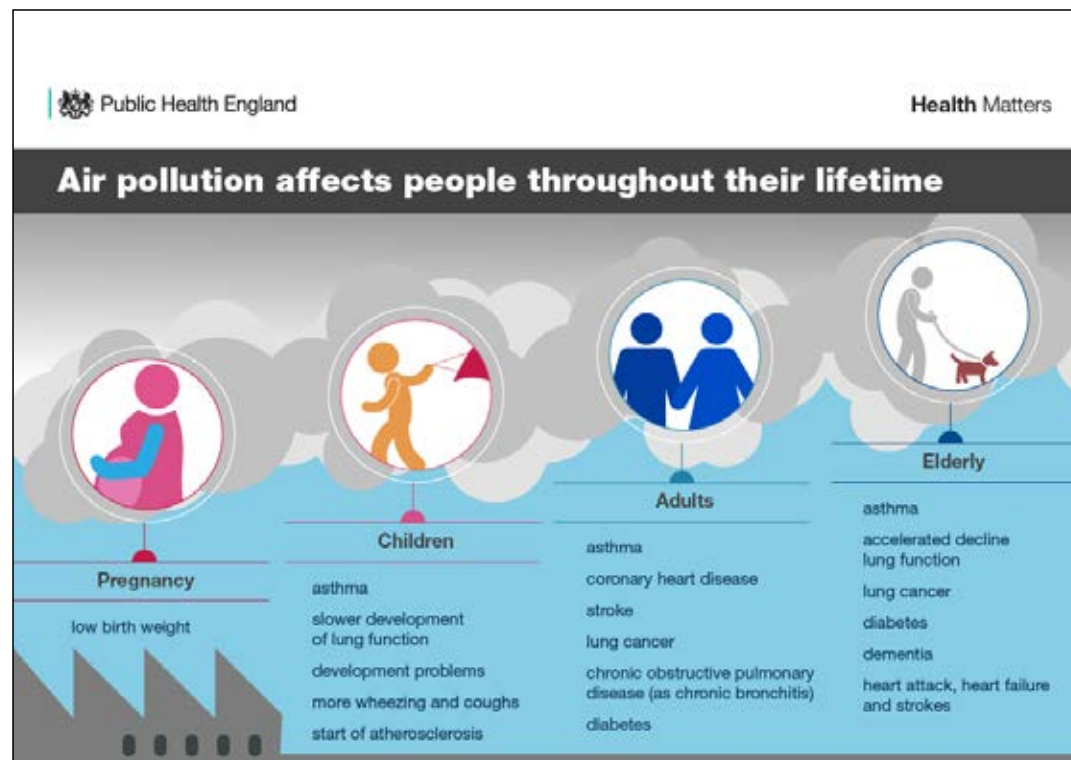
- We will work with colleagues in Public Health with regards to air health protection
- We will assess all primary schools in the borough to identify and prioritise the further roll-out of School Streets.
- Working with schools, we will encourage use of public transport, walking and cycling to school through the production of School Travel Plan for staff and pupils
- We will continue to identify our priority areas, including schools, hospitals and care homes throughout the borough. These areas will be prioritised in regards to future planning. And where necessary mitigation is put in place .
- We will carry out specific air quality monitoring where necessary and continue with a programme of mitigation.
- We will work with Public Health to review effectiveness of the airTEXT service and public engagement around health
- We will work with Public Health and external organisations such as Wandsworth Clinical Commissioning Group, GP surgeries and pharmacies as well as care providers to better identify and engage with vulnerable groups around health messaging including uptake of the airTEXT programme.

Research shows that PM with a diameter of less than 2.5 microns (PM2.5) which is 30 times smaller than that of a human hair can pass through the membranes in our lungs as well as other organs and into the bloodstream causing damage to our bodies.

Eliminating or minimising exposure to air pollution is critical to health and wellbeing. The report 'Every Breath You Take' (2016) produced by the Royal College of Physicians and the Royal College of Paediatrics and Child Health uses the term 'vulnerability' to express the broad range of determinants whereby the health impacts of pollution are unequal. It includes a person's biological susceptibility as well as environmental, social, and behavioural factors that may make a person more susceptible to the adverse effects of air pollution.¹ Damage from air pollution occurs across a lifetime, from a baby's first weeks in the womb all the way through to the years of older age, people who live, learn, or work near busy roads and experience prolonged exposure over time are particularly at risk.

The Royal College of Physicians have urged public bodies such as councils, to consider and assess "disproportionate harm" through the application of appropriate local tools. Having appropriate local tools such as planning policies for housing and schools, utilisation of equalities, health and environmental impact assessments as well as prioritisation of improvements in air quality in deprived areas. At individual levels, it recommends healthcare professionals assist vulnerable patients to protect themselves from the worst effects of air pollution. For those with asthma for instance, NICE (NG80 asthma management) highlight the importance of including advice within personalised action plans on reducing exposure to outdoor air pollution. The advice also recommends the need to explain how air pollution can trigger or exacerbate asthma.

In their general guidance on air pollution NICE (NG70, outdoor air quality and health) also highlighted the need for healthcare professionals to be aware of vulnerable groups who could be affected by air pollution and for them to give general advice on how to minimise exposure, including giving informational materials. The guidance also advises that vulnerable individuals should reduce strenuous physical activity outside on highly polluted days or at particularly congested locations, and keep windows and doors closed at home or work if they face highly congested streets.



For vulnerable individuals, Public Health England and others recommend the use of the Daily air quality Index (DAQI). DAQI is an information service provided by Defra, it uses four bands (low, moderate, high, very high) to describe air pollution, alongside a numerical scale (1 to 10). Levels of air pollution, based on the band and the number, e.g. moderate (4) are provided taking into consideration location and real-time air quality monitoring and forecast data (via computer modelling). COMEAP recommended a set of advisory messages to go alongside the banding, this included one for the public and one for "at risk individuals" i.e. adults and children with heart or lung problems. DAQI is based on short term variations in air pollution, with averaging time of no more than a day.

Vulnerable individuals can "opt-in" to DAQI via a service such as airTEXT which operates in Wandsworth and a few other boroughs in London.

¹ Royal College of Physicians. Every breath we take: the lifelong impact of air pollution. 2016. Available from www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution

Awareness and Messaging

Raising awareness about air quality is vital.

It not only engages and educates but also enables people to make informed decisions about how they can personally contribute to tackling the problem. It's also important to note that air quality is not under the exclusive control of law makers and authorities, but linked to everything we do in our daily lives. From the materials we consume, heating our homes, the way in which we travel and even the deliveries we receive to our homes, all contribute to the problem.

Informing people about local air quality can also help to protect those members of the community who are most sensitive to the health impacts of air pollution. Increasing public understanding of the sources and effects of air pollution can motivate lifestyle changes which can help improve air quality and have other beneficial health effects.

Small changes to behaviour can help members of the public reduce their direct exposure to poor air quality. For example, by travelling on quieter, less polluted routes away from busy roads, personal exposure to air pollution can be dramatically reduced.



Actions

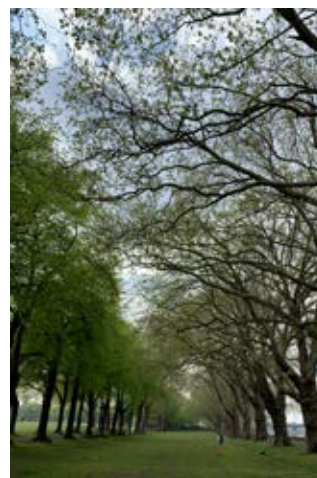
- We will appoint a Chief Officer from within the Council to be our air quality Champion . This role will independently oversee the action we are taking to ensure we are doing all we can to tackle this issue and bring key partners and decision makers together.
- We will actively promote the issue of air quality in the borough with a communications plan aimed at both promoting our good work and addressing key challenges.
- We will play a lead role in campaign days and initiatives such as Clean Air Day and Car Free Day.
- We will continue to publish air quality data in a transparent and understandable way through our website.
- We will provide regular updates on key challenges and specific borough projects tackling air pollution.
- We will actively listen to, and work with our community groups that share the council's aims and objectives in tackling air pollution and climate change.

What is already being done

We run regular press campaigns are run to raise awareness at key air quality events such as Clean Air Day and Car Free Day.

We have been part of the airTEXT service for many years. This service alerts pre-registered individuals with air quality sensitive illnesses (such as asthma and COPD) to take medication and precautions on days of poor air quality. This is a service which we will continue to support and promote and where possible expand to bring in our healthcare colleagues.

For the past few years we have been raising awareness of the contribution to pollution that solid fuel burning wood burner appliances can have during the winter months. This involves writing to all suppliers and retailers in the borough which supply wood burners and/or fuel to remind them of their responsibilities and asking that their customers are properly informed about air quality when they purchase fuel.



Our Environment

Our ambition is to become inner-London's greenest borough. Keeping the borough green not only directly addresses pollution but creates an environment that promotes walking and cycling, a vital aspect of any Air Quality Action Plan.



Actions

- We will create a new tree strategy. This will include an extensive planting programme with a further 600 planted by April 2022 as well as 1,000 new street trees.
- We will introduce measures to increase protection and enhancement of green infrastructure and biodiversity and, where possible, improve private green spaces in the borough.
- We will aim to provide a wide variety of parks with a mix of areas and open spaces and will work with community and voluntary groups who can help create and maintain open spaces across the borough.
- The Urban Greening Factor will be included in the new Local Plan. We will investigate a borough-specific target in order to identify the appropriate amount of urban greening required in new developments. In the meantime we will continue to use the Mayor's Urban Greening Factor as set out in the London Plan.
- We will provide an air quality fund to assist in the greening of local areas as part of the Wandsworth Grant Fund.

Wandsworth's green infrastructure includes a network of parks, green spaces, gardens, woodlands, wetlands and rivers. It also includes street trees, hedges, green walls and green roofs. In our streets, green infrastructure has the potential to improve air quality and reduce public exposure.

A greener borough has a role to play in creating attractive environments that encourage active travel, such as walking and cycling. However, we can also use this to create vegetation barriers that reduce our residents' exposure in areas of high pollution.

Open spaces provide the vital green infrastructure that enables us to reduce our exposure to air pollution, deal with floods, and mitigate and adapt to climate change while providing wildlife habitats, sporting facilities and beautiful parks that benefit residents' physical and mental health and wellbeing. Parks and green spaces form a vital part of regeneration as well, with the new Linear Park in Nine Elms, running from Vauxhall Bridge to Battersea Power Station, providing a sustainable, green backbone to the regeneration area, an approach that we will seek to replicate in other regeneration projects and schemes across the borough.

Wandsworth's trees and woodlands help to conserve and enhance biodiversity. Our approach is to plant mainly indigenous species in order to reinforce local character and identity. Wandsworth has a high level of biodiversity, with a total of 1,600 different species recorded within 27 different habitat types.

What is already being done

Our Parks and Open Spaces Team have planted over 1,200 trees in the last two winters and as a result our vacant tree pits are nearly now full. The borough has also received a donation of over 50 cherry trees from the British Japanese society which will be planted in King George's Park.

While not all streets in the borough are able to sustain trees, we are committed to reviewing the opportunities for planting more trees when works are being carried out on streets.

We have installed green screens at three primary schools in the borough to reduce children's exposure to air pollution in their playgrounds.

These include:

- St. Mary's
- Chesterton
- St Anne's



Transport in the borough

The single most effective way to tackle air pollution and climate change is to move to clean sustainable travel.

Transport can have a significant impact on the environment, primarily by polluting our air through the release of three key pollutants: Nitrogen Dioxide (NO₂), Carbon Dioxide (CO₂) and Particulate Matter (PM_{2.5} and PM₁₀).

The most recent source apportionment data (2016) identified road transport as contributing 57% of the overall emissions of nitrogen oxides (NO_x), 29% Carbon Dioxide and 28% and 29% of Particulate Matter (PM₁₀ and PM_{2.5}) emissions within the borough. Diesel vehicles contribute the greatest to both Nitrogen Dioxide and Particulate Matter emissions. A graphical illustration of emissions and sources are provided in Appendix A, Figures 5 - 7.



Actions

- Deliver the Wandsworth Walking & Cycling Strategy;
- Increase the amount of high quality cycling infrastructure.
- Increase supply of cycle parking, including cycle hangars.
- Increase footway and crossing facilities to encourage greater levels of walking
- Deliver our plans for a nation-leading network of charging infrastructure for electric vehicles through London's most ambitious proposals to promote the move to cleaner transport.
- Work with car club providers to maintain our position as the number one local authority for car clubs, including increasing the location and accessibility of vehicles in the borough and increasing the proportion of ZEVs across the fleet.
- Review of differential parking charges for the most polluting vehicles, including consulting with residents.
- Implementation of local zero emissions zones (for municipal buildings) and become exemplars for public sector partners, schools and businesses in Wandsworth.
- Work with schools to develop their own local zero emissions zones.
- Expand our School Streets programme to ensure that more schools have travel plans.
- Review Transport Policy to align with our Zero Carbon Policy.
- Providing local business with low-carbon transport alternatives such as e-Cargo bikes, as well as encouraging take up of low emission vehicles.
- Continue to lobby TfL, including support for our ambitious plans to remove the Wandsworth one-way system.

What is already being done

We have drastically improved the air quality in Putney with a significant reduction in the number of hours NO2 levels breached the national objectives. This has been done by lobbying TfL to introduce cleaner buses travelling through Putney and working with local businesses to reduce deliveries during daytime. Going forward we will build on these actions.

We have invested in improving our town centres and local shopping parades to encourage their use by people arriving on foot and by bicycle. This work will continue. Flagship improvements are also planned to encourage sustainable movement along Queenstown Road and Garratt Lane.

Wandsworth is already one of the best places in London to own an electric vehicle (EV) and over £500,000 has already been invested by the Council on electric charging points. By January 2021, Wandsworth offered nearly 600 public charging points including many using existing infrastructure such as lampposts. Further investment will be aimed at meeting the growing demand for charging infrastructure for residents and visitors, including rapid charging. Our existing plans are likely to deliver up to 900 on-street charging points initially, in order to encourage people to switch to this more environmentally-friendly form of motoring.

The council has an active school travel strategy, which aims to improve safety in and around schools, and to encourage the use of sustainable modes of transport while reducing the number of cars used on the school run, improving air quality for schools. We will be assessing all primary schools in the borough to identify and prioritise the further roll-out of School Streets and work with them to Produce School Travel plans for staff and pupils.



Leading by Example

Not only do Local Authorities have a responsibility for air quality, we also have a duty to lead by example.

Air quality should be a material consideration in all our actions, from our buildings, goods and servicing, to travel and the vehicles we use.

We need to ensure that the vehicles we own and use in the borough for council activities are as clean as possible and that we are signed up to the latest fleet recognition schemes, with drivers trained in awareness of their contribution to air quality.

Our buildings need to be as energy efficient as possible, using the cleanest possible heating systems, with the delivery and servicing to these buildings being as efficient as possible and aimed at reducing air pollution in the borough.

Even for those services we now commission or share, we need to ensure that there is a commitment to improving air quality in the borough.

Actions

- Increase the percentage of staff regularly commuting to work by sustainable modes of travel by 2022 by developing a Staff Travel Plan which promotes alternative modes of transport.
- Upgrade our vehicles to reduce emissions or retrofit where appropriate.
- Achieve compliance with the Low Emission Zone (LEZ) and Ultra-Low Emission Zone (ULEZ) for council vehicles.
- Ban diesel cars from the council office estate.
- Reduce need for staff travel by embedding an element of home working into staff work patterns where possible.
- Aligning procurement processes to consider air quality impacts from goods, services and contracting.



What is already being done

We have declared a Climate Change Emergency and produced a bold action plan for the borough. Our Environment and Sustainability Strategy, which underpins this Action Plan, sets out the actions we will deliver to achieve net-zero carbon emissions by 2030 for our operations.

Our commitment to reduce transport emissions is reinforced through guidance to staff carrying out council duties. We actively encourage the use of public transport, and the use of personal and shared cycles. Secure cycle facilities are provided at our Town Hall, together with showers and changing rooms to encourage commuter cycling. We are a corporate car club member and have electric bikes and cars available to staff for their site visits.

Working with current contractors, we promote options and approaches that reduce emissions from their vehicles fleet, and develop procurement criteria that reduce emissions through the supply chain, ensuring our procurement frameworks are fit for purpose for net-zero.

Working Together

Local Authorities can monitor air pollution, raise awareness and take some direct action, however some important regional, national and even European controls remain outside our influence.

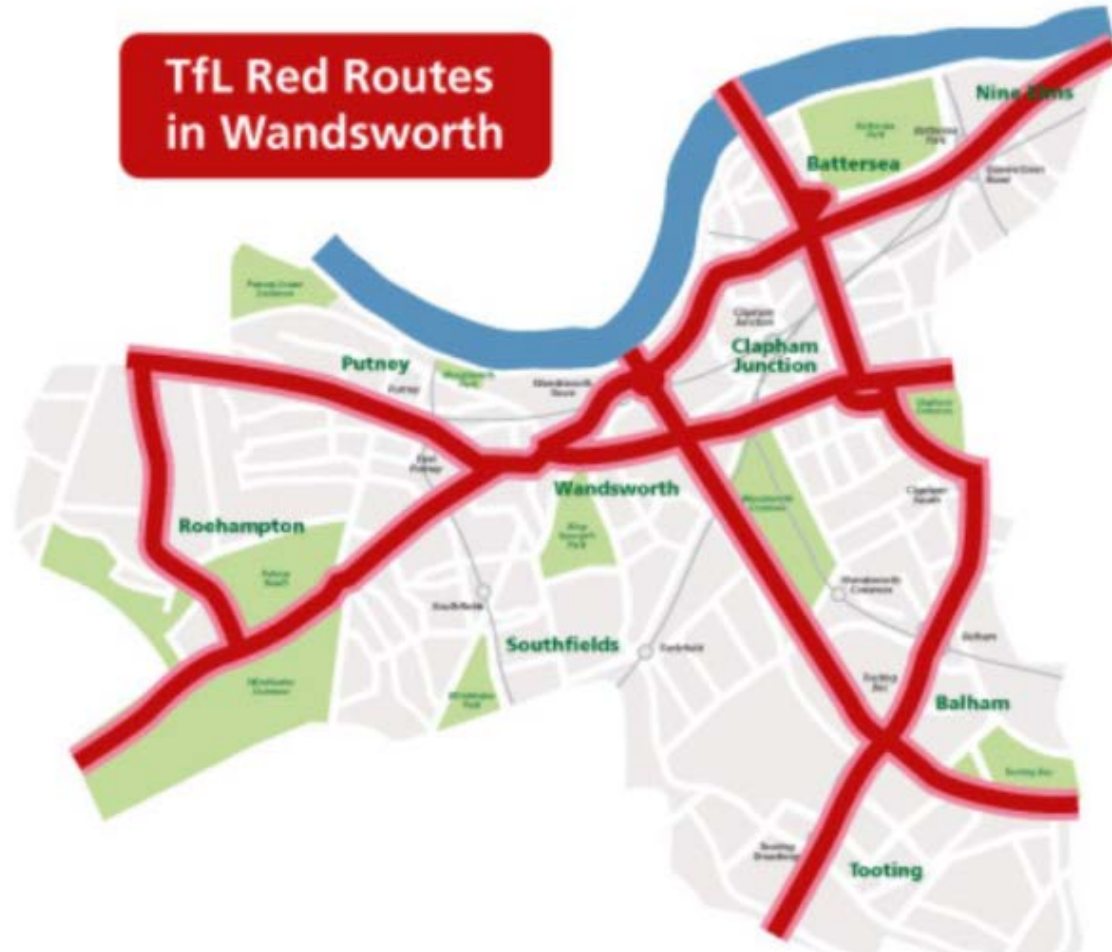
This includes legislative changes, measures associated with national taxation and those relating to vehicle manufacturing/testing.

In addition as a London council some important areas within the borough are not within our direct control, and need to be addressed at a regional level. Examples include public transport, taxis and non-borough-managed roads, such as the borough's main trunk roads, or red routes, which are all controlled by Transport for London.

We also need to be aware that we are surrounded by other local authorities and some measures that we introduce can impact upon our neighbours, just as their actions can impact upon us.

That said, it is important that we make our voice heard at every level of government and that we take steps to ensure the best outcomes for our borough.

At local level, we work closely with surrounding boroughs both through our South London Air Quality Cluster Group and Healthy Streets Forum, and more widely with our governing bodies such as the GLA and



DEFRA, to better ensure that we are using best practice and are keeping up-to-date with changes to the air quality agenda. This also gives us an opportunity to express concerns or raise questions around new policy and any impact in our borough.

To ensure that action to tackle air pollution and climate change is embedded across our operations, we work in co-operation with our internal partners that directly affect and contribute to cleaner air. This includes working with key partners including Highways, Transport, Procurement, Commissioning and Parks.

It is also clear that a number of very active and influential local groups are also tackling air quality through lobbying, monitoring and promoting cycling and cleaner transport. These are groups that we want to work very closely with over the coming years.

As a result of the council's goal to make climate change part of our business-as-usual, officers from across the council are linked in to multi-borough, London-wide and national groups to drive forward the climate agenda across all sectors including those where we have influence. Through these networks, we are able to share knowledge and learnings and accelerate work that delivers cleaner air, faster. Climate change and air pollution does not respect geographical boundaries and our collaborative approach reflects the need for others to also take action to ensure our local air is clean and that our communities resilient to changes in our climate.

Actions

- Many community groups and campaigners in the borough want to play an active role in the air quality agenda. This includes monitoring, campaigning and raising awareness. We will actively support and encourage these activities where this provides a wider benefit to the community and moves us towards our air quality goals.
- We will add air quality to the Healthy Streets Forum agenda to engage with residents through this network and bring reporting and scrutiny together for air quality. This will also provide a clear, influential voice for lobbying for changes outside our direct control.
- We will bring together an internal air quality group of senior officers under the coordination of an internal senior champion to ensure that actions in this Plan are on target and that we identify changes in the borough and develop actions to address them.
- We will ensure that grant funding, Section 106 and the Climate Change Fund is used to support the services and initiatives tackling air quality.
- We will ensure we are networking with colleagues and campaigners regionally and nationally exchanging ideas and policy.



Tackling Pollution

As a Local Authority we have a number of direct policy and legislative controls to tackle poor air quality.

These cover a number of service areas including Environmental Health, Regulatory Services, Public Health, Planning, Parking and Highways.

Idling Vehicles

Idling is a behaviour that is known to unnecessarily contribute to air pollution throughout the borough.

Wandsworth were one of the first boroughs to directly tackle this issue and use its Civil Enforcement Officers (CEO's) to intervene in this unnecessary behaviour.

Environmental Permitting

Some industrial activities that create pollution are regulated by the Local Authority, these include dry cleaners, petrol stations and crematoriums. We will continue to ensure that these sites are regulated properly and require the most appropriate mitigation of any pollution created.

Parking and Emissions

The council has limited influence over the makeup and nature of vehicles used in and passing through the borough. We do activity support the move to sustainable and healthy transport and travel and will ensure that we create a welcoming environment that is conducive to cycling and walking.

We are keen to explore the use of differential parking charges to incentivise cleaner vehicles in a fair and equitable way. Our officers will look closely at this policy, its use and impact and the possibility of implementation within the borough.

Wood Burning

Wandsworth has been a Smoke Controlled Area for a number of years. This is to ensure that wood burning as a source of fuel is as clean as possible. However, with the increasing popularity of wood burning stoves and appliances, we have seen the increase in concern over particulate emissions.

Unfortunately we have limited powers over the use of compliant fuels and burners and we continue to play an active role in the London wood burning forum to lobby for tighter controls.

Every year we run a campaign at raising awareness of the concerns over pollution from these appliances and will continue in this work.

With new legislation restricting the sale of the most polluting fuels we will ensure that with our partners in Trading Standards we will actively enforce these controls.

Wandsworth have an active approach to tackling bonfires and will continue to be proactive especially around commercial and construction burning.



Actions

- We will continue to robustly use our regulatory powers to tackle those sources of pollution that concern our residents, including bonfires, chimney smoke and other nuisance emissions.
- We will continue in our leading work around anti-idling including; signage, campaigns, events, awareness, and where necessary enforcement.
- We will ensure that CEO's are continuing to play a role in the day-to-day enforcement whilst our Pollution Team work directly with partners such as schools and focus on problem areas in the borough.
- We will accommodate requests for additional signage through our air quality Fund and aim to have at least 10 proactive events a year in specific locations within the borough.
- We will welcome support from interested groups to help promote the anti-idling message and work on our borough-specific campaigns.
- We will use the policy levers we have within our control to drive positive actions leading to cleaner air.
- We will provide clear information and advice to our businesses on what actions they can take to improve air quality in the borough.
- We will review differential parking charges for high polluting vehicles, including consulting with residents.
- We will actively campaign for tighter restrictions and enforce new point- of-sale regulations for unauthorised and polluting fuels in the borough.



Our air quality projects

A vital part of any borough's air quality work is based around its projects, this not only addresses borough-specific concerns, but also provides an opportunity to test and evaluate new ways of working.

Many projects we see implemented regionally are normally as a result of boroughs trialling innovation. Some of this work is very successful and becomes policy in many boroughs and goes on to influence national strategy and legislation.

In Wandsworth the work carried out around Putney High Street and the lobbying for cleaner buses is seen as an exemplar for many areas of high pollution, and our work in Nine Elms with developers is a benchmark for controlling emissions from major development schemes.

Our innovative use of CEOs to help with Anti-idling is now normal practice in a number of boroughs. Our Regulatory Services Partnership is reshaping the impact of pollution from Non Road Mobile Machinery used on construction sites across London.

The vast majority of this work is funded through a network of grants, internal and external funding streams.

Actions

- We will continue to pursue grant funding for innovative approaches to tackling poor air quality.
- We will continue to share expertise and best practice through our network of air quality partners, local and regional.
- We will expand the Clean air Village (CAV) project to cover other town centres in the borough.
- We want to extend our airTEXT service to ensure this links to as many vulnerable people as possible.
- We will be an industry leader in the world of air quality through innovative initiatives.
- We will use new technology around Smarter Cities to capture a detailed picture of air quality and map this against transport and travel to ensure we understand the impact of policy decisions.
- We will work on joint projects with our close partners in Climate Change and Public Health to ensure co-benefits are realised across the services.



What is already being done

Wandsworth have a very long history of delivering successful projects and initiatives including, anti-idling, the proactive Nine Elms monitoring and engagement process and the significant work around the pollution levels in Putney High Street.

We currently have a number of borough-specific projects and initiatives and joint projects with other London boroughs where we share resources and expertise. These include:

- Clean air Villages 4 (CAV). Phase Four will build upon the previous phases of the project, which delivered air quality solutions ranging from multiple shared electric van schemes for local businesses and charities, zero-emission cargo bike schemes, dedicated Clean Air Routes to help identify low pollution walking and cycling routes, and the Clean Air Villages Directory of businesses and manufacturers offering deliveries, services and products via ultra-low emission methods.
- Health Streets Everyday (HSE). A project spanning 16 boroughs, which will deliver 250 car free and pedestrianisation initiatives or events over three years across the partner boroughs.
- Tackling construction site emissions from Non Road Mobile Machinery (NRMM). A pan-London project to inspect construction sites in every borough to ensure they are using the cleanest construction equipment. An award winning project that is shaping the construction industry as well as delivering real-world reductions in the most damaging pollutants.
- Business Low Emission Neighbourhood. The business-led scheme includes proposals for 'greening' initiatives, an active travel clean air route, school air quality audits and support for local businesses to switch to low emission fleet vehicles along Thessaly Road in Nine Elms.
- London Idling Action. A project to take action on idling (including enforcement), spanning 27 boroughs focusing on sensitive locations such as schools.
- airTEXT. A publically available free air pollution forecast service for vulnerable people.
- Love Clean Air website. An air quality information website for the general public managed by the South London air quality Cluster Group.



Opposing the expansion of Heathrow

Heathrow airport is less than ten miles away from Wandsworth and the proposed expansion is highly likely to adversely affect the borough in a number of ways, including impacting on air quality due to additional passenger and freight journeys.

Pollution levels in the area surrounding Heathrow already exceed statutory levels and will not be below legal limits for many years to come, even without a third runway.

Wandsworth with its partners continues to challenge the proposed Heathrow airport expansion on the grounds of air quality, climate change, strategic environmental assessment including the failure to properly deal with the noise consequences and surface access impacts.

In December 2020, the Supreme Court overturned the Court of Appeal's ruling from February 2020 that the government's airports National Policy Statement (ANPS) in favour of Heathrow expansion was unlawful. This does not mean that construction will definitely go ahead. It allows Heathrow to press on with its expansion plan and seek permission for a development consent order. This will be a lengthy process, including public examination by the Planning Inspectorate and ultimately a decision by the secretary of state for transport.

We will continue opposition to an expanded Heathrow and work with other councils, Greenpeace and the Mayor of London to draw attention to the significant impacts an extra 250,000 flights per year will have on residents' lives.

We are supporting the Heliport Consultative Group's work in challenging the heliport operator, the Mayor of London and the CAA to work together to develop more sustainable options to mitigate the impact of helicopter noise and pollution on local residents in Wandsworth and neighbouring boroughs."



Actions

- Continue to oppose the expansion of Heathrow and its negative impact on air pollution, noise and Climate Change.
- Work in partnership with boroughs and key campaigning groups to actively challenge the expansion including where necessary legal challenge.
- Robustly challenge the claims and evidence put forward by Heathrow and its consultants and continue to fight for our residents and our environment.

Planning and Development

The Wandsworth Local Plan is the main framework for development in the borough.

In addition to this the borough has produced a Supplementary Planning Document which includes steps that can be taken to tackle air quality.

Strategically addressing climate change (of which air quality is an important factor) is an important challenge for Wandsworth, ensuring that the growth of the borough is sustainably delivered, both through a robust approach to the protection and effective management of the borough's environment and natural resources. Opportunities for growth to support the development of more sustainable buildings and neighbourhoods that are designed to minimise their contribution, and to mitigate the effects of Climate Change and air quality.

Reflecting the cross-cutting nature of Climate Change, the Local Plan encompasses a broad range of themes. Including, sustainable transport; air quality; energy management; urban greening and open spaces; waste management; water management and flood resilience; and sustainable development. These topics reinforce the importance of taking a joined-up approach to tackling Climate Change and thus air quality which is a component.

In January 2021 the council produced a first draft of the new Local Plan, known as the 'Pre-Publication' version. The Local Plan sets out the council's strategic vision and objectives to guide the next 15 years of development in the borough, alongside the preferred policies and site allocations to achieve this. It will shape how Wandsworth develops for everyone who lives in, works in and visits our borough.

The management of and adaptation to Climate Change issues should be seen as a golden thread which runs through the entire Local Plan. The Local Plan policies are an important role in mitigating the impact of development on the borough's.



Actions

- We will continue to use the Planning Agenda to ensure that air quality is a material consideration during the demolition and construction phase, as well as during the use phase.

This will include:

- Recognition of current and future air quality in the area
- Air quality neutral development (at least) and where possible air quality positive
- Additional mitigation required to limit or enhance the developments impact on local air quality
- Consideration of future use including parking, heating and servicing the building.
- Financial contribution to the council's Air Quality Action Plan measures.
- Strict dust management and controls
- Construction Logistics Planning
- Enforcing emission controls for Non-Road Mobile Machinery

Governance and Reporting

The Climate Change Steering Group (CSCG) comprises of senior officers across departments, mainly at Assistant Director level, and provides strategic oversight of the delivery of Wandsworth Environment and Sustainability Strategy and its action plan, which encompasses the work set out in this air quality Action Plan.

The council has also committed to report annually on the progress of the Environment and Sustainability Strategy and actions. This commitment means that residents are able to see the actions that have been delivered and are clear on next steps to becoming carbon neutral by 2030 and the work undertaken by the council to improve air quality across the borough.

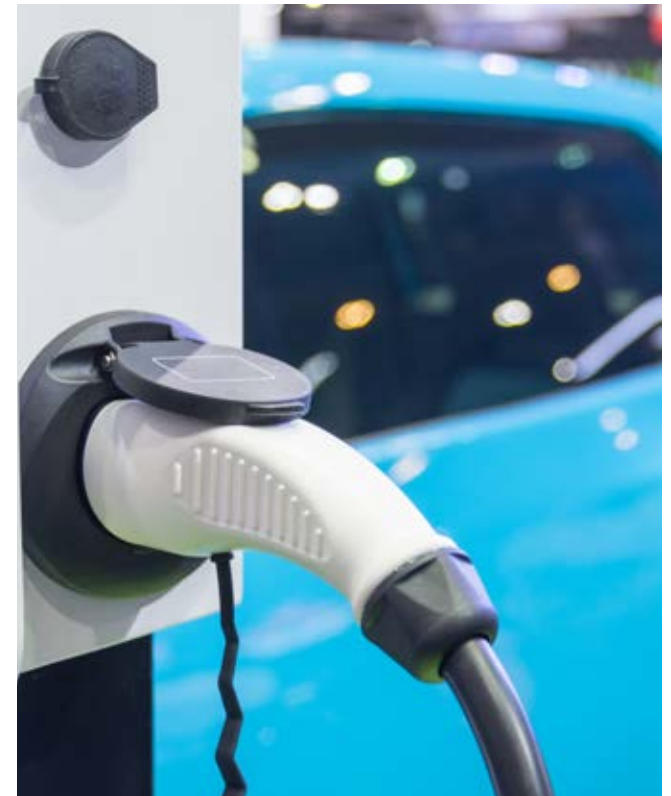
A sub-group of the CSCG will be formed, which will lead on more operational matters, ensuring that identified projects and approaches are being delivered on time. Its responsibilities will include:

- delivery of individual projects
- monitoring and delivering on performance indicators
- identifying potential opportunities for new projects/developments, funding and promoting innovative approaches and solutions
- delivering on partnership projects
- ensuring information sharing on air quality is being spread throughout the organisation

- ensuring up to date and relevant information is available for residents on air quality issues
- delivering on community engagement

Driving forward the implementation of the Plan will be the responsibility of all department heads and include:

- identifying and shaping on-going priorities for the plan
- leading on partnership working,
- engagement with residents to support and inspire them to do their part.
- monitoring performance on key targets and agreeing actions if performance is not on profile
- promoting a joined-up council-wide approach to Climate Change and air quality



Appendix A

Previous Air Quality Action Plan Update

Our Annual Status Report, produced every year contains a list of the actions that form part of the previous Air Quality Action Plan and successes that have made a difference to air quality within the borough. Notable successes during the time period of the action plan include:

- A dramatic reduction in the number of exceedences of the 1-hour mean Nitrogen Dioxide objective during the life of the plan. For example at the beginning of the period in 2016 there were 1248 exceedences and in 2019 there were just 11 exceedences, thus meeting the objective of the 18 permitted. The borough undertook the monitoring to show the scale of the issue, commissioned the source apportionment to show that the buses were the major contributor and lobbied TfL for improvements to be made to the buses. This resulted in technology being retrofitted to reduce emissions and later to the introduction of cleaner hybrid buses.
- At the beginning of the action plan period, 2016, restrictions on deliveries being made on Putney High Street were introduced and later major public realm improvements were made to reduce emissions still further using funding provided through the Mayor's air quality fund.
- There have been significant increases in the number of individuals cycling in the borough and the uptake of car clubs, 1,800 per year (150 per month)
- Significant improvements have been made to encourage the use of public transport, improvements rail and bus services
- A 20mph speed limit is in place in all residential roads in the borough making cycling safer
- Significant work has been undertaken with schools in the borough including undertaking air quality audits and implementing their findings, and the implementing school streets
- Significant number of low NOx boilers have been installed. 100% boilers specified for housing are Ultra-Low Nox; 100% of installed boilers are ULNOx, 95% of systems in public buildings will be ULNOx, remainder are different systems.
- A large number of on-street electric vehicle charging points have been installed
- Vehicle idling powers were adopted and all civil enforcement officers within the borough were trained in their use and have been using them
- Significant actions being taken to reduce PM10 emissions from construction sites and in particular those in the Nine Elms opportunity area, including the introduction of a construction sites compliance officer to inspect sites and the implementation of an NRMM (Non-road Mobile Machinery) inspection programme (funded by the Mayor of London)

The reduction in pollution with London trends across the borough as a whole are not easy to assess with any firm degree of certainty but the improvements in air quality in the focus areas is clear to see. This is shown in the annual status report for 2019, published in June 2020. Figure A, as given below, shows the reduction in annual mean NO² concentrations. This clearly shows the improvements made in Putney, and also improvements in the air quality focus areas in Tooting and Clapham Junction. The data from air quality real-time monitoring undertaken in Wandsworth is more consistent across the monitoring period.

In addition we have seen a number of local projects aimed at our town centers, working with businesses to improve and tackle poor air quality.

Appendix B

Figure 1 Modelled map of annual mean NO₂ concentrations (from the LAEI 2016)

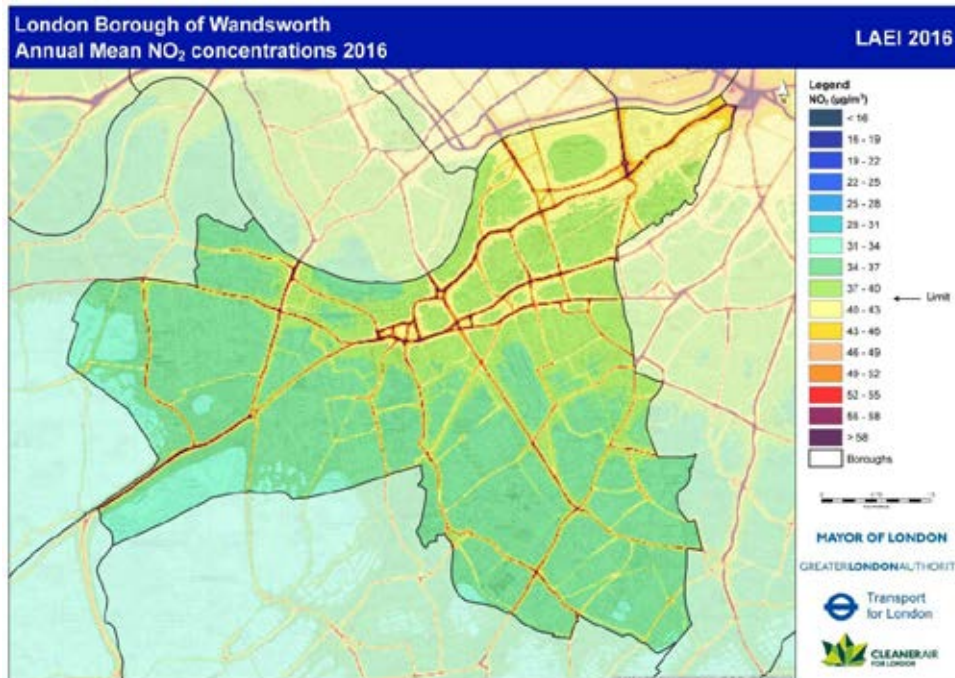


Figure 1 shows modelled annual mean NO₂ concentrations in the borough and clearly indicates how road transport is a major contributor as the exceedences are along the major roads within the borough.

The air quality action plan sought to tackle these emissions by some of the actions, such as those in the air quality focus areas and to encourage the use of sustainable transport; walking, cycling, use of public transport and low emission vehicles.

Figure 2 Modelled map of annual mean PM₁₀ concentrations (from the LAEI 2016)

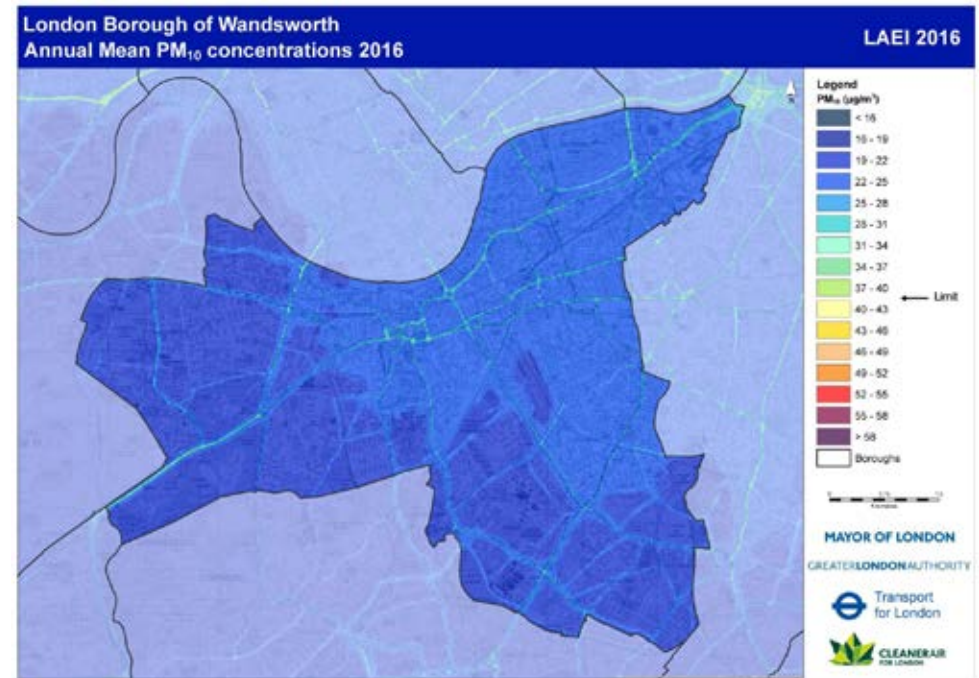


Figure 2 shows modelled annual mean PM₁₀ concentrations in the borough. Again the higher concentrations follow the major roads in the borough but positively the objective is being met

Figure 3 Modelled map of annual mean PM2.5 (from the LAEI 2016)

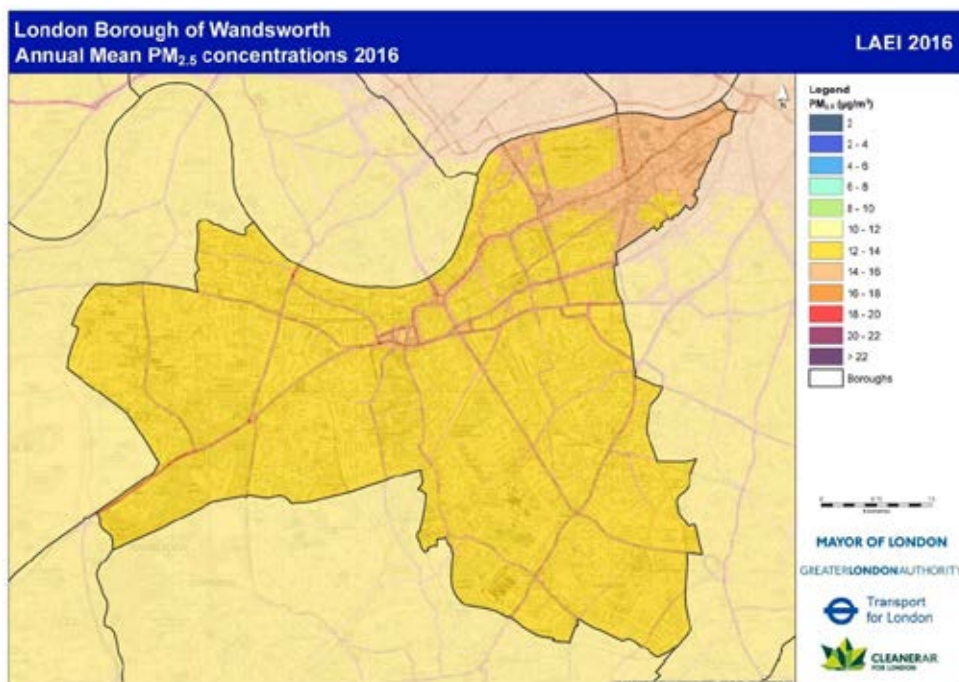


Figure 3 shows modelled annual mean PM2.5 concentrations in the borough. Again the higher concentrations follow the major roads in the borough showing the transport contribution.

1.1 AQMAs and Focus areas

In the London Borough of Wandsworth an air quality Management Area (AQMA) has been declared for the whole of the borough.

The AQMA has been declared for the following pollutant/s: Nitrogen Dioxide and Particulate Matter (PM10).

Nitrogen Dioxide because we are failing to meet the National annual average limit for this pollutant at some of our monitoring stations and also the 1-hour mean objective at some monitoring stations and modelling indicates it is being breached at a number of other locations, and Particulate Matter (PM10) because although we are meeting

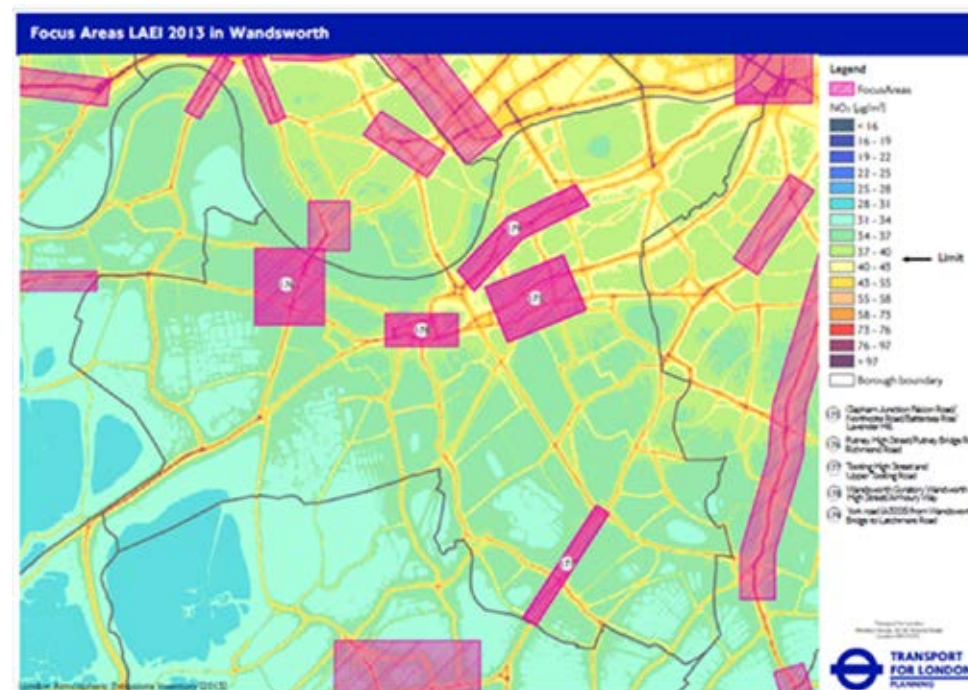
National Limits we are exceeding World Health Organisation air quality guideline for this pollutant), and we have a formal responsibility to work towards reductions of PM2.5, which is a fraction of PM10.

An air quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are 5 focus areas in the borough. These are:

- Clapham Junction Falcon Road / Northcote Road / Battersea Rise / Lavender Hill
- Wandsworth Gyratory Wandsworth High Street/Armoury Way
- Putney High Street/Putney Bridge Road/Richmond Road
- Tooting High Street and Upper Tooting Road
- York Road from Wandsworth bridge to Latchmere Road

These are further depicted in Figure 4 below

Figure 4



1.2 Sources of Pollution in the London Borough of Wandsworth

Pollution in London Borough of Wandsworth comes from a variety of sources.

This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of NO₂ are road transport and heating and in particular diesel vehicles and boilers and the main sources of particulate matter are diesel vehicles and construction. Wandsworth is undergoing significant regeneration and there are high numbers of construction sites operating in the area of Nine Elms. Significant efforts have been made to reduce particulate matter emissions from these large infrastructure projects including employing a construction sites compliance officer to inspect sites and undertaking sites audits under NRMM.

Figure 5 illustrates the emissions of oxides of nitrogen (NO_x) by source and vehicle type. It is clear that road transport emissions are by far the greatest source of these emissions, with the next greatest proportions being from heating/power. The road transport emissions are then broken down by vehicle type with diesel vehicles being responsible for the greatest emissions.

Figure 5 NO_x Emissions by source and vehicle type (from the LAEI 2016)

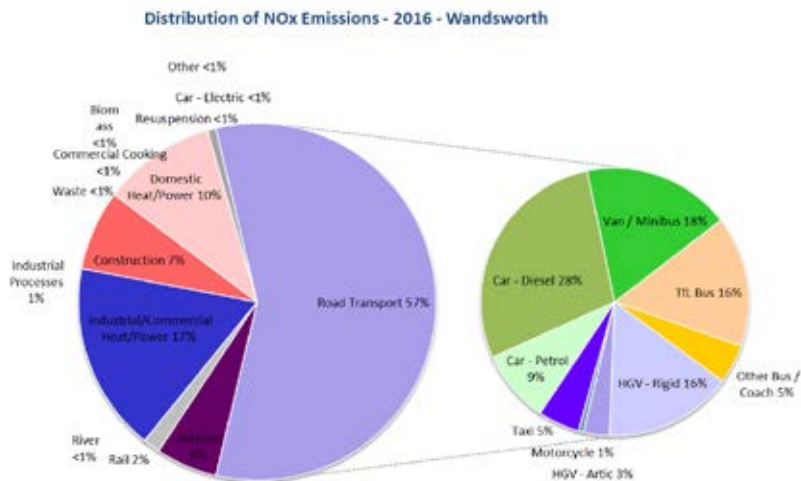


Figure 6 illustrates the emissions of PM₁₀ by source and vehicle type. Again significant emissions are from road transport and when broken down further it is evident that significant emissions are from diesel vehicles. The greatest contributor to PM₁₀ emissions is construction. This will be tackled by the action to reduce emission from non-road mobile machinery (NRMM).

Figure 6 PM₁₀ Emissions by source and vehicle type (from the LAEI 2016)

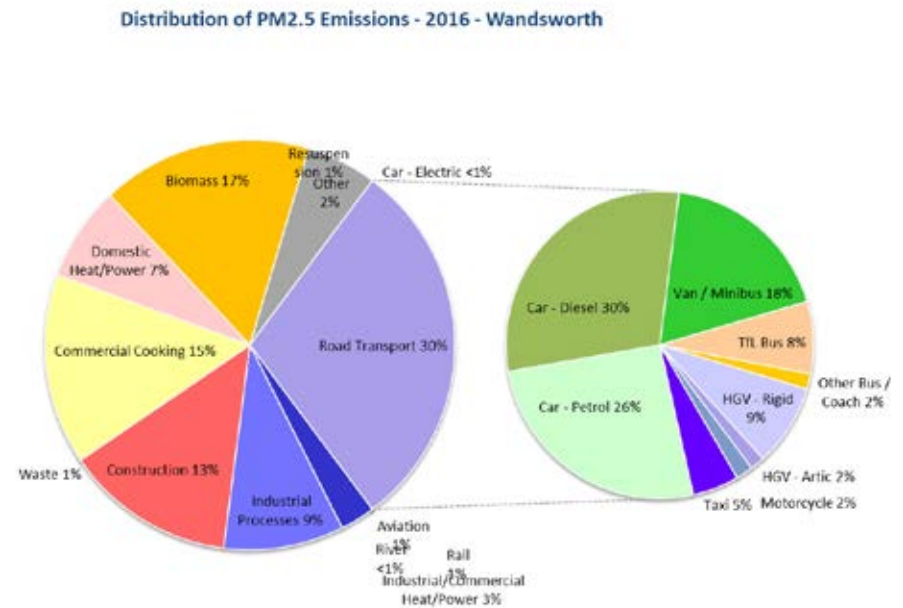
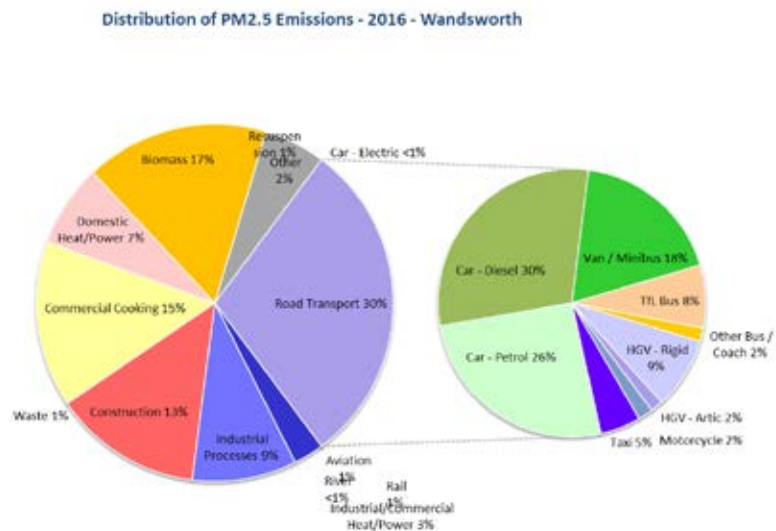


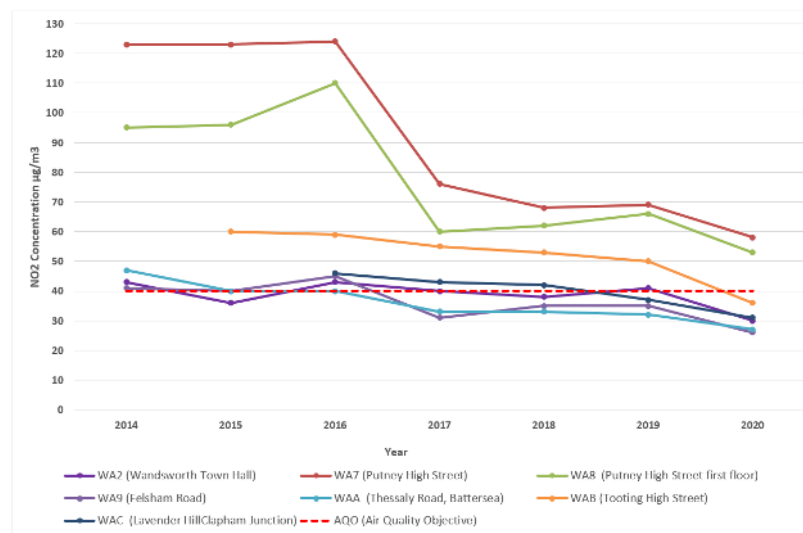
Figure 7 illustrates the emissions of PM2.5 by source and vehicle type. Again road transport emissions are significant and when broken down further it is evident that significant emissions are from diesel vehicles. Other significant emissions are from...

Figure 7 PM2.5 Emissions by source and vehicle type (from the LAEI 2016)

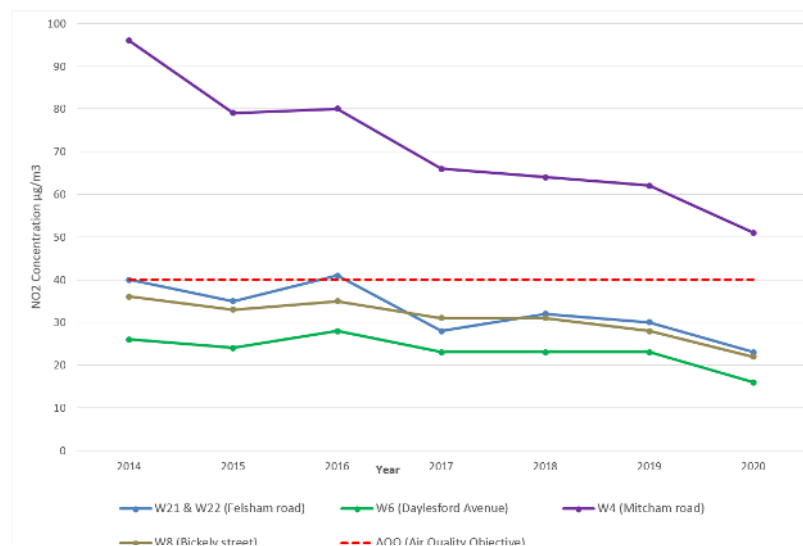


Our most recent air quality Annual Status Report shows reduction in pollution from nitrogen Dioxide during the life of the plan, including improvements made in Putney High Street and other air quality focus areas such as in Tooting High Street and Clapham Junction, we have also seen significant reductions in Particulate Matter pollution from construction sites in Nine Elms.

Long trends in annual mean nitrogen Dioxide Concentrations (NO2) measured at the automatic monitoring stations (→g m-3) from 2014.



Long trends in annual mean nitrogen Dioxide concentrations (NO2) measured with Diffusion Tubes (→g m-3)



Map of NO₂ diffusion tubes monitoring sites in showing annual mean results in 2020.

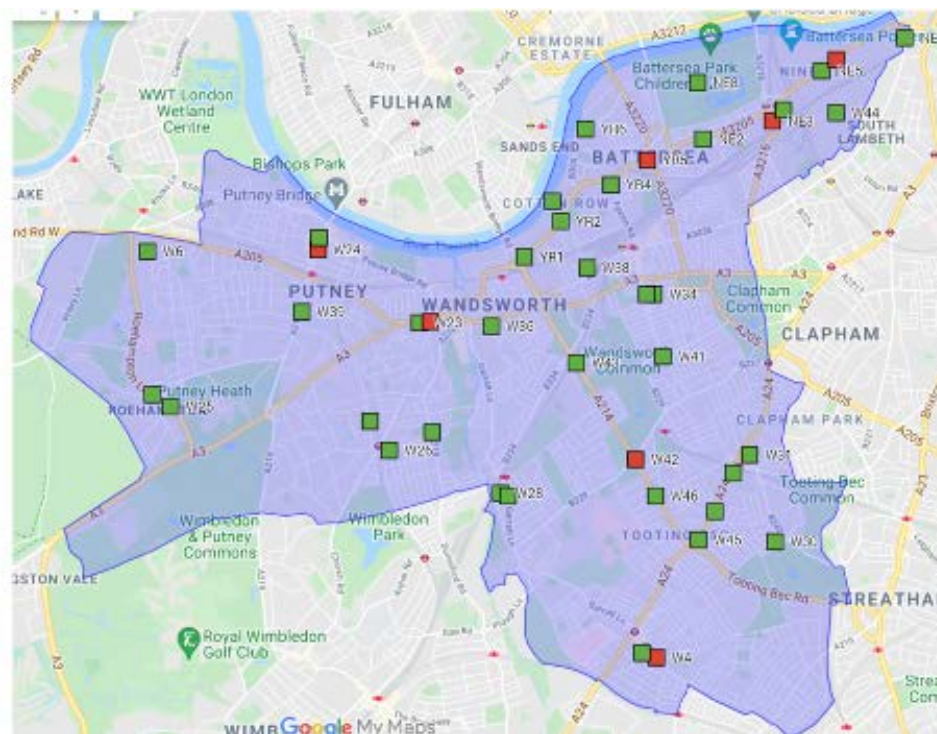
Legend

On this map, the squares represent NO₂ diffusion tubes. The annual mean objective NO₂ is 40µg m⁻³. All monitoring sites that recorded NO₂ concentrations above this level are coloured in red and all that are below this level are coloured in green.

Diffusion tubes (<=40µg m⁻³)



Diffusion tubes (>40µg m⁻³)



The results from the 2020 monitoring show that the objective of 40 µg m⁻³ was exceeded at 7 locations which is 17% of the monitoring sites. This is quite a significant reduction from the 11 sites exceeding in 2019.

The 40 µg m⁻³ annual mean objective was exceeded at:

- W24 -Putney High Street 49 ug m-3
- W4 - Mitcham road 51 ug m-3
- NE3 - Queenstown Road 42 ug m-3
- NE6 - Nine Elms Lane 40 ug m-3
- YR5 Battersea Park Road, 52 ug m-3
- W42 Bellevue Rd/Trinity Rd 48 ug m-3
- W47 West Hill 58 ug m-3

8.6 For the first time, none of these sites exceeded an annual mean of 60 µg m⁻³ which indicates that the 1 hour-mean objective may also have been exceeded. In 2019 sites at Mitcham Road (Site ID: W4) and Battersea Park Road (Site ID: YR5) were among the two sites exceeding an annual mean of 60 µg m⁻³, concentrations fell below this threshold in 2020 indicating that an exceedance of the 1 hour-mean objective was unlikely to have occurred at these locations.

Appendix C

Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM10	Particulate matter less than 10 micron in diameter
PM2.5	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Appendix D

Table 3.1 Consultation Undertaken

Yes/No	Consultee
<input type="checkbox"/> Yes <input type="checkbox"/> No	the Secretary of State
<input type="checkbox"/> Yes <input type="checkbox"/> No	the Environment Agency
<input type="checkbox"/> Yes <input type="checkbox"/> No	Transport for London and the Mayor of London (who will provide a joint response)
<input type="checkbox"/> Yes <input type="checkbox"/> No	all neighbouring local authorities
<input type="checkbox"/> Yes <input type="checkbox"/> No	other public authorities as appropriate
<input type="checkbox"/> Yes <input type="checkbox"/> No	bodies representing local business interests and other organisations as appropriate

3.2 Steering Group

Initial consultation on this draft AQAP included:

- Public Health - Wandsworth
- Environmental Health - Wandsworth
- Environmental Health - LB Richmond upon Thames - adjoining authority/shared EH service
- Spatial Planning Policy
- Commissioning
- School Travel Planning
- Sustainability and Climate Change
- Development Control
- Strategic Policy & Research
- Transport Planning
- Parking Services
- Road Safety & Smarter Travel

Appendix E

What is NO² and how does it get in the air

Nitrogen Dioxide (NO²) is one of a group of highly reactive gases known as oxides of nitrogen or nitrogen oxides (NO_x). Other nitrogen oxides include nitrous acid and nitric acid. NO² is used as the indicator for the larger group of nitrogen oxides.

NO² primarily gets in the air from the burning of fuel. NO² forms from emissions from cars, trucks and buses, power plants, and off-road equipment.

Effects of NO²

Health effects

Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO².

Environmental effects

NO² along with other NO_x reacts with other chemicals in the air to form both particulate matter and ozone. Both of these are also harmful when inhaled due to effects on the respiratory system.

Sources in Wandsworth:

- Combustion Engines
- Commercial Heating
- Residential Heating



Appendix F

Particulate Matter (PM)

Particulates - also known as atmospheric aerosol particles, atmospheric particulate matter, particulate matter (PM), or suspended particulate matter (SPM) - are microscopic particles of solid or liquid matter suspended in the air.

Sources of particulate matter can be natural or anthropogenic.¹ They have impacts on climate and precipitation that adversely affect human health, in ways additional to direct inhalation.

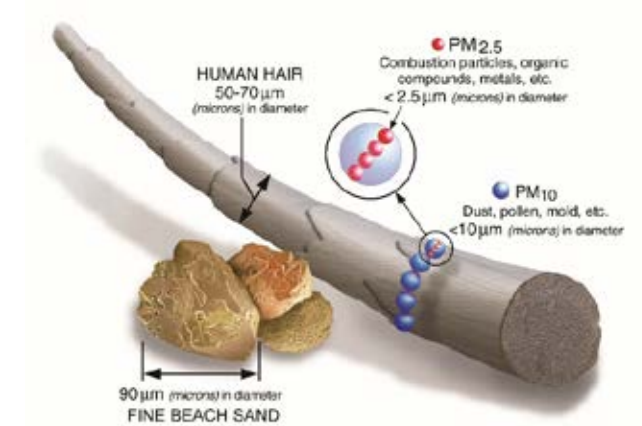
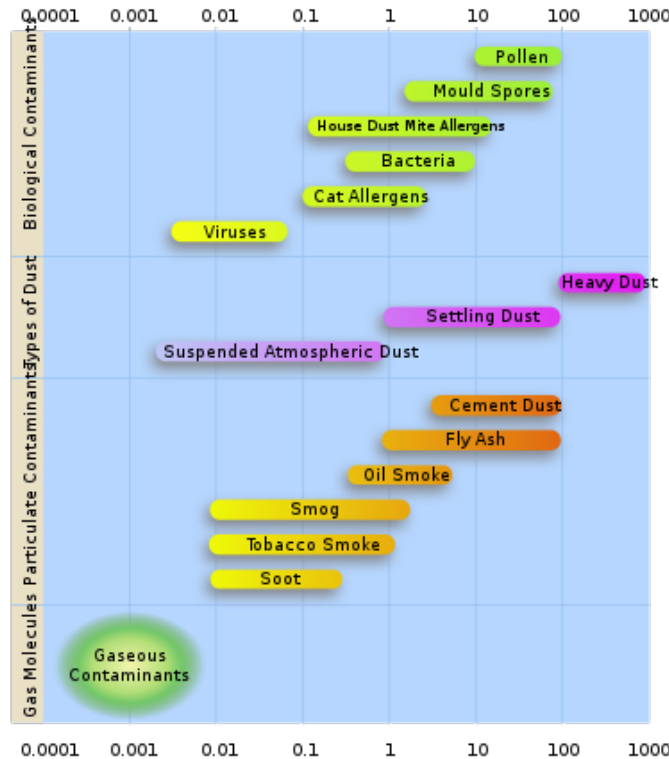
Particle pollution includes:

PM10: inhalable particles, with diameters that are generally 10 micrometers and smaller; and

PM2.5: fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller.

Sources

- Primary PM2.5 Sources (approximately 19% of UK total). Emissions from combustion (industrial processes and road traffic exhausts) and non-combustion processes (e.g. fugitive emissions from agricultural and industrial material handling; non-exhaust emissions from vehicles - tyre and brake wear, and road abrasion); and
- Secondary PM2.5 Sources (approximately 13-20% of UK total). Not all of the particulate matter found in the atmosphere has been directly emitted into the atmosphere by primary sources. Secondary PM2.5 is formed in the atmosphere by chemical reactions.



Measures to tackle PM2.5

Measures can be broadly separated into three categories; mobile sources (road vehicles), stationary sources (buildings and stationary engines on construction sites such as non-road mobile machinery NRMM); and area or fugitive sources (construction and demolition and wood burning). The action plan aims to tackle emissions from all categories.

It is important to understand that even after implementing a whole range of measures such as those in the AQAP particulate matter will always be present in the local environment.

¹ Mitigation of United Kingdom PM2.5 Concentrations. air quality Expert Group (AQEG) Report. 2013. <http://uk-air.defra.gov.uk/library/aeqg/publications>

Appendix G

Public Health (An evidence-based approach to tackling air Pollution)

It is critical to address the hierarchy of air pollution to eliminate or restrict the negative impacts of air pollution on our communities. Most air pollution policies are effects-based. This means that policy development starts with the identification of the effects of air pollution and attempts to define ways in which those effects can be removed or mitigated. In this regard air pollution management aims at the elimination, or reduction to acceptable levels, of airborne gaseous pollutants and suspended particulate matter, firstly preventing pollution at source so that it does not become a problem, secondly mitigating where it already exists as a problem including reducing levels of pollution, and lastly enabling people to avoid exposure to pollutants e.g. taking less polluted routes and reducing time spent in polluted places. As studies are still limited to some extent in examining the effects of interventions on pollution concentrations and resulting health outcomes, organisations such as Public Health England (2019)¹ in their review of interventions to improve outdoor air quality and public health suggest that the benefits of interventions for health and wellbeing must therefore be inferred from any reductions in emissions.

Improving health outcomes in relation to air pollution according to PHE is associated with a combination of initiatives, for instance road transport interventions

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938623/Review_of_interventions_to_improve_air_quality_March-2019-2018572.pdf

Figure 1: air pollution intervention hierarchy



Source: PHE (2020)

need to be combined in order to achieve greater impact, as most existing measures on their own may only generate a small reduction in road vehicle emissions. Further implementation may involve a mix of various hard and soft measures for instance linking infrastructure improvements such as new cycling routes with behaviour change promotion, e.g. Active Travel to encourage use. According to PHE (2020)² and their review of evidence and recommendations of interventions for local authorities, initiatives that work include the following:

Prevention

- at plan making and planning application stages including the imposition of planning conditions to address and deal with air pollution at source.

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/937341/Principal_interventions_for_local_authorities-air_quality_public_health.pdf

Mitigation and reduction

- Implementation of structural design and driving restrictions. These can contribute towards large and consistent reductions in air pollution levels in terms of traffic.
- Interventions that encourage the uptake of low and zero-exhaust emission vehicles can contribute towards positive local impacts (particularly electrical vehicles, and associated charging points) however Particulate Matter (PM) emissions from brake and tyre wear remain an issue.
- Traffic management interventions including access restrictions have the potential to improve air quality and encourage the public to consider travel behaviour change and active travel options.

- While active travel interventions on a limited scale do not generally improve air quality significantly, it benefits public health outcomes in terms of physical activity.
- Low Emissions Zones (LEZs) are potentially effective at reducing air pollutant levels in cities such as London especially if combined with new emission standards for road vehicles.
- Road pricing has the potential to produce reductions in the volume of traffic but not necessarily significant improvements in air quality due to localisation of emissions, for instance via displacement of traffic.
- The public health 'co-benefits' of speed limitations (traffic calming measures) outweigh benefits associated with reduction of exposure to air pollution alone with reduced risk of pedestrian injury and traffic collisions.
- The development of green infrastructure can deliver multiple benefits to the community, for instance not only supporting improvements in air quality it can also impact positively on urban 'heat island' effects and reduce the negative impacts of localised flooding as well as help to address climate change.

Avoidance - behavioural interventions

- Raising awareness is not enough to effect change on its own. The highest potential to improve air quality and public health outcomes is associated with combining behavioral interventions with other policy or infrastructure-based interventions, e.g., improved cycling or walking infrastructure and

then using behavioural interventions to maximise their use.

- Promotion of eco-driving through smooth driving, speed reduction and anti-idling can help to reduce traffic emissions and support improvements in other areas, such as fewer traffic collisions and economic savings in fuel consumption
- Large-scale annual awareness campaigns such as Clean air Day have the potential to reach a large audience and encourage collaborative working. Such campaigns can help to support behaviour change if they are tailored to the context, values, language and resources available to local audiences.
- There are limited evidence around alternative methods of transport as having a direct impact on air pollution or health outcomes. PHE however state that such initiatives should not be discounted, as there is a wealth of evidence showing that removing vehicles from roads can reduce emissions, and the health benefits of modal shift towards active travel.

The National Institute for Health and Care Excellence (NICE) in their guidance (NG70, published in 2017)³ also highlighted the need for combined multiple interventions to address air quality as individual interventions were only likely to produce small or marginal benefits. Their recommendations linked to road-traffic related air pollution (Quality Standards 181, published in 2019)⁴ outlined the need to:

- identify in local plans, local transport plans and other key strategies as to how air pollution,

including enabling zero-and low-emission travel and developing buildings and spaces can contribute towards reducing exposure to air pollution.

- assess planning applications for major developments to minimise and mitigate road-traffic-related air pollution.
- public sector organisations such as councils to reduce emissions from their vehicle fleets to address air pollution.

Wandsworth Council is pursuing many of the recommendations outlined above, critically through a combination of measures underpinned by various Council strategies ranging from our Local Spatial Plan, Local Transport Implementation Plan to Wandsworth's Environment and Sustainability Strategy and Action Plan. This is supported by numerous initiatives such as the wide rollout of electrical charging points, implementation of healthy streets, school streets, replacement of the council's existing fleet with lower emission vehicles, delivery of public awareness campaigns such as Clean air Day and Car Free Day and so on. However, there is much more we can do collectively across the council and across the borough. To enable a joined-up approach across the council, strategic oversight, and monitoring of progress will be under the council's Climate Change Steering Group made up of senior officers. The council has also committed to reporting annually on the progress of the actions and adjust where required, this means that residents are able to see actions that have been delivered and are clear on the next steps we are taking to improve air quality across the borough.

³ <https://www.nice.org.uk/guidance/ng70>

⁴ <https://www.nice.org.uk/guidance/qs181>

Appendix H

Wandsworth AQAP Action Matrix

See over the page

Wandsworth AQAP Action Matrix



No.	Action Description	Responsibility/Team	Budget	Benefit	Priority	Date & Timescale	Outputs	Update Column	Further Information
Monitoring Air Quality									
1.1	Continue to ensure that our monitoring regime is fit for purpose and reflects the needs of the borough.	Air Quality Team	Revenue Nine Elms Climate Change Fund	High	High	Ongoing throughout the plan	Number of Diffusion Tubes & Locations Automated Stations	TBC	Statutory and fundamental basis of AQ
1.2	Ensure that all monitoring data is available on the council website, in an accessible form every year, with good links to our real-time network of monitoring sites.	Air Quality Team	Revenue Nine Elms Climate Change Fund	High	High	Yearly and live for Automated sites. Diffusion data as requested	Number of Diffusion Tubes & Locations Automated Stations	TBC	As Above
1.3	Convert some automated monitoring stations to start to measure PM2.5 to represent our commitment to considering the impact of future pollutants.	Air Quality Team	Revenue Nine Elms Climate Change Fund	High	High	April 2022	2 Automated stations.	TBC	Local and London wide picture covered.
1.4	Champion and pilot new methods of monitoring and work with academic partners to access these schemes.	Air Quality Team	Revenue Nine Elms Climate Change Fund	High	High	Ongoing/Review April 2022	Breathe London Monitor Pilot Number of Monitors	TBC	Use of Automated PM 2.5 to enhance Breathe London Project
1.5	Extend monitoring to cover areas that fall into our goals for protecting the vulnerable.	Air Quality Team	Revenue Nine Elms Climate Change Fund	High	High	December 2021	Monitoring Locations Added to network	TBC	Work with PH to identify locations
1.6	Community Monitoring Initiatives	Air Quality Team/Community Groups	Air Quality Fund	High	High	Ongoing and throughout the plan	Monitoring Locations added to network	TBC	To be focus of community groups
Protecting the Vulnerable									
2.1	Continue to identify our priority areas including schools, hospitals and care homes throughout the borough.	Air Quality Team/Public Health	Revenue Nine Elms Climate Change Fund	Medium	High	December 2021	Monitoring Locations Added to network	TBC	PH Joint Working
2.2	We will carry out specific air quality monitoring where necessary and continue with a programme of mitigation where this is necessary.	Air Quality Team/Public Health	Revenue Nine Elms Climate Change Fund	Medium	High	December and ongoing	Monitoring Locations Added to network	TBC	PH Joint Working
2.3	Work closely with our Public Health colleagues around messaging in these sensitive areas to ensure people are aware of the issues and steps that they can take to minimise any health impact.	Air Quality Team/Public Health/Comms	Revenue Nine Elms Climate Change Fund	High	High	March 2022 onwards	Messaging numbers and locations	TBC	PH Joint Working
2.4	Work with GP surgeries, pharmacies and care providers to educate the most vulnerable people and ensure that health messaging through campaigns	Air Quality Team/Public Health	Revenue Nine Elms	Medium	Medium	April 2022 Onwards	Surgeries and health facilities using	TBC	Impacted by Pandemic

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	such as our airTEXT programme is actively promoted.		Climate Change Fund				messaging service		
2.5	Review and enhance airTEXT service	Public Health /Air Quality Team	Revenue	Medium	High	May 2022	Evaluation and progress report	TBC	Borough engagement necessary
Awareness & Messaging									
3.1	Appoint a borough Champion from our Senior Management Team for Air Quality.	DMT	Revenue	Medium	Medium	April 2022	Named individual	TBC	Impacted by Pandemic
3.2	Borough Specific communications plan aimed at both promoting our good work and highlighting key challenges.	Comms Team	Revenue	Medium	Medium	April 2022	Annual comms plan for AQ	TBC	Linked to CC comms plan
3.3	Campaigns and Initiatives	Air Quality Team	LIP/Climate Change Fund	Medium	Medium	Specified dates	Campaigns update	TBC	Dates are national
3.4	Play a lead role in campaign days and initiatives such as Clean Air Day and Car Free Day.	Air Quality Team	Revenue	Medium	Medium	Annual Status Report, automated data and quarterly diffusion tube data	Publication of Data	TBC	Linked to Monitoring
3.6	Work with Community Groups	Air Quality Team	Revenue and AQ Fund	High	High	Through a subgroup of the Healthy Streets Forum	Meetings/initiatives and actions	TBC	Sub Group to be created
Our Environment									
4.1	Create a new tree strategy	Environment	Climate Change Fund	Medium	Medium	Sept 2021	Refresh tree strategy	TBC	A refreshed tree strategy will be produced by September 2021 which will sit alongside the new Biodiversity Strategy.
4.2	Community and voluntary group in green space and management, supporting friends of parks groups who can help create and maintain open spaces across the borough.	Comms & Public Engagement	Climate Change Fund	n/a (Benefits potentially significant but unquantifiable)	High	Through a subgroup of the Healthy Streets Forum	Meetings/initiatives and actions	TBC	Air Quality subgroup to be created
4.3	The Urban Greening Factor (UGF) will be included in the new Local Plan. Investigate a borough specific needs for urban greening required in new developments	Comms & Public Engagement	Revenue	Medium	High	The new local plan will be adopted in Spring 2023	Borough specific Urban Greening Factor/new Local Plan	TBC	Awaiting GLA guidance. Formal consultation will take place in Summer 2021.
4.4	Maintain access to existing open spaces and enhance the quality of these spaces, in terms of both design, infrastructure and management and will update our playing pitch strategy and tree strategy as a means of facilitating this.	Environment	Revenue	Medium	Medium	Sept 2021	Refresh Tree strategy/new Local Plan	TBC	
4.5	We will provide an air quality fund to assist in the greening of local areas.	Air Quality Team	AQ Fund	Medium	Low	Ongoing	Increase greening	TBC	Work with community groups, via an Air Quality subgroup of the Healthy Streets Forum.
Transport in the Borough									

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5.1	Build upon our electric charging infrastructure and continue to invest in programs to improve the borough's electric charging infrastructure.	Transport	Capital	High	High	An Innovate UK funded project is already underway, which includes an additional 24 on-street residential chargepoints scheduled to be installed in Q1 2021/22, providing 46 sockets at 13 separate sites. Another estimated 20 onstreet residential chargepoints across 10 sites will be included in the planning for Q2 2021/22 with site selection focused on filling the gaps in wards that have lower levels of provision	Progressive expansion of electric charging infrastructure	TBC	Capital funding and climate change funding, if approved, will be used to deliver additional electric vehicle charging capacity in 2021/22, with numbers to be determined and subject to successful bids to the government Office for Zero Emission Vehicles to boost this spending power. Additional 140 EVCPs in 2021
5.2	Continue to work with car clubs to increase the location and accessibility of vehicles in the borough.	Transport	Revenue	Medium	High	Ongoing		TBC	Continued promotion of shared, electric mobility through the car clubs in the borough
5.3	Working with the providers to increase the proportion of ZEVs across their fleet.	Transport	Revenue	Medium	High	2025	Fully electric	TBC	Already around 25% of Zipcar Flex vehicles are fully electric, but to boost the proportion of pure EVs in the fleet, a new contract with Zipcar through to May 2023 has been agreed, which includes a discounted rate for EVs to incentivise deployment. Zipcar has ambitions to make the Flex fleet fully electric by 2025, so it is expected that more users each year able to take advantage of driving cars that are free from tailpipe emissions.
5.4	Increase in percentage of staff to be regularly commuting to work by sustainable modes of travel. We are developing a Staff Travel Plan which promotes alternative modes of transport, informed by staff network.	Transport	Revenue	Medium	Meduim	2022	Develop a Staff Travel Plan	TBC	Impacted by pandemic

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5.5	Upgrading of vehicles to reduce emissions and retrofitting of vehicles with technology to reduce emissions where appropriate such as in-cab telematics	Transport	Revenue/ LIP	Low	Low	2021	Cleaner vehicles	TBC	-SSA Environment Purchasing Policy Statement - Proposal suggested for all vehicles used to deliver council contracts adhere to LEZ and ULEZ standards. --- Wandsworth Kitchen and Bathroom renovation contract (Phase 9) - proposal for all vehicles (inc. contractors/subcontractors) to adhere to LEZ and ULEZ standards. Also proposed inclusion for contractors to adhere to TfL Work Related Road Risk initiative which includes FORS. Current targets: ULEZ compliance of all vehicles by 2021 including telematics.
5.6	Compliance with the Low Emission Zone (LEZ) and Ultra-Low Emission Zone (ULEZ) for Council vehicles.	Transport	Revenue	Low	Low	Oct 2021	ULEZ compliant Council vehicles	TBC	Ahead of the expansion of the Ultra-Low Emission Zone to the inside of the South Circular, the Council will develop plans for moving to zero emission vehicles across its entire vehicle fleet.
5.7	Increase the amount of high quality cycling infrastructure	Transport	Capital / Climate Change Fund	High	High	New cycling strategy 2022		TBC	Wandsworth now has one of the fastest growing cycling rates in London according to Government statistics, we will maintain this momentum by continuing to invest in improved cycling infrastructure
5.8	Increase supply of cycle parking, including cycle hangars.	Transport	Capital / Climate Change Fund	High	High	New cycling strategy 2022		TBC	
5.10	Ban diesel cars from the Council office estate	Transport	Revenue	Low	Low	2022-2025	Reduced Council emissions	TBC	Linked to new Staff Travel Plan
5.11	Review of parking charges for high polluting vehicles, including consulting with residents.	Transport	Revenue	Medium	High	2022-2025	Reduced borough emissions And may have a significant influence on what cars drivers	TBC	Linked to Parking Policy

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							purchase, especially in central and inner London.		
5.12	Implementation of local zero emissions zones (for municipal buildings) and become exemplars for public sector partners, schools and businesses in Wandsworth.	Transport	Revenue	Low	Low	2022-2025	Exemplar for public sector partners, schools and businesses in Wandsworth	TBC	
5.13	Work with schools to develop their own local zero emissions zones.	Air Quality Team/Transport	Revenue	Low	Low			TBC	Linked to School Streets
5.14	Review Transport Policy to comply with Zero Carbon Policy	Transport	Revenue	Medium				TBC	
Leading By Example									
6.1	Declared a Climate Change Emergency and produced a bold action plan for the borough. Our Environment and Sustainability Strategy, which underpins our action plan to achieve net-zero carbon emissions by 2030 for our operations and sets out bold actions to support the rest of the borough in the transition to net-zero.	Transport	Climate Change Fund	Medium	High	2030	Zero carbon emissions	TBC	Climate Change and Air Quality are intrinsically linked. By achieving zero carbon, nitrogen dioxide and particulate matter emissions will also be reduced.
6.2	Providing local business with low-carbon transport alternatives such as e-Cargo bikes as well as encouraging take up of low emission vehicles	Transport/ Air quality team	Climate Change Fund	Low	Low	Ongoing	Cleaner vehicles	TBC	Linked to Clean Air Villages projects
6.3	Replacing the Council's existing fleet of 32 commercial vehicles with 28 replacements that produce lower emissions.	Transport	Capital	Low	Low	TBC	Reduce Council emissions and lead by example	TBC	-In November 2020 the strategic planning and transportation scrutiny committee approved plans to replace the borough's existing fleet of 32 commercial vehicles with 28 replacements that produce lower emissions. Some of the new vehicles will be electric and others will be hybrids.
6.4	Signing more schools up to our School Streets programme which enforces 'no traffic zones' around schools during pick-up and drop-off times.	Transport	Revenue / TfL	Low	Low	Ongoing	Reduce emissions and congestion near to the schools	TBC	Phase 1 and 2 completed in June and Sep/Oct 2020. Subject to a 6 month trial to make permanent / expand locations.
6.5	Encouraging take-up of electric vehicles	Transport	LIP	High	High	Ongoing	Cleaner vehicles	TBC	We have one of the largest number of EV charge points in London with 560

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									charging points and another 140 being added in 2021
6.6	Reduce need for staff travel by embedding an element of home working into staff work patterns where possible.	Transport	Revenue	Low	Low	Ongoing	Reduce council emissions	TBC	Linked to new Staff Travel Plan.
6.7	Aligning procurement processes to consider air quality impacts from goods, services and contracting.	Transport	Revenue	High	Low	2025-2030	Reduce council emissions (Third Party goods and services)	TBC	Our Procurement policy has been updated to include a requirement for sustainable products to be sourced. This includes consideration of transport costs, pollution, energy savings, disposal, maintenance/lifecycle costs. 100% of all contracts that have been reviewed to encompass Social Value element.
Working Together									
7.1	Many community groups and campaigners in the borough want to play an active role in the air quality agenda. These include monitoring, campaigning and raising awareness. We will actively support and encourage these activities where this provides a wider benefit to the community and moves us towards our air quality goals	Air Quality Team	AQ Fund	n/a (Benefits potentially significant but unquantifiable)	Med	Ongoing	Meetings/initiatives and actions	TBC	Linked to Healthy Streets Forum AQ subgroup
7.2	We will bring together an internal air quality group of senior officers under the coordination of the borough's Air Quality Champion to ensure that actions are on target and we identify changes in the borough and focus any new measures.	Air Quality Team	AQ Fund	n/a (Benefits potentially significant but unquantifiable)	High	Ongoing	Meetings/initiatives and actions	TBC	A strategic air quality task group (attended by senior managers across the Council, the Director of Public Health and the cabinet member for the responsibility for the Environment) attempts to ensure that air quality is taken account in all aspects of the local authority's work. The Director for Public Health is the Clean Air Champion.
7.3	Ensure that grant funding, Section 106 and the Climate Change Fund is used to support the services and initiatives tackling air quality.	Air Quality Team/ Transport/ Climate Change Team	Section 106 and Climate Change Fund	High	High	Ongoing	New Local Plan and Air Quality Supplementary Planning Document	TBC	Adoption of the new Local Plan Spring/Summer 2023
7.4	We will ensure we are networking with colleagues and campaigners regionally and	Air quality Team	AQ Fund	Low	Low	Ongoing	Meetings/initiatives and actions	TBC	Key stakeholders: GLA, TfL, Imperial College London, South London Air

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	nationally exchanging ideas and policy.								Quality Cluster Group.
Tackling Pollution									
8.1	Robustly use our Regulatory powers to tackle those sources of pollution that concern our residents including bonfires, chimney smoke and other nuisance emissions.	Regulatory Services Partnership (RSP)		Med	High	Ongoing	Streamline pollution control procedures	TBC	Partnership working within the RSP; Nuisance and Trading Standards to regulate the sale of solid fuels (new Solid Fuel Regs May 2021)
8.2	We will continue in our leading work around anti-idling including; signage, campaigns, events, awareness; and, where necessary enforcement	Air Quality Team/ Parking team Communication & Public Engagement	Air Quality Fund / Mayors Air Quality Fund (for project)	Med	High	Ongoing	signage, campaigns, events, awareness; and, where necessary enforcement	TBC	Idling Action London project (Phase 3 funding ends 2022) Civil Enforcement Officers (CEOs) support idling enforcement.
8.3	We will provide clear information and advice to our businesses on what they are expected to do to comply with air quality in the borough.	Communication & Public Engagement	Air Quality Fund / Defra / Mayors Air Quality Fund	Med	Med	Ongoing	Cleaner vehicles and reduced borough emissions	TBC	Linked to Clean Air Villages and Business Low Emission Neighbourhood projects.
8.4	We will review of parking charges for high polluting vehicles, including consulting with residents.	Parking Team / Communication & Public Engagement	Parking	High	Med	2025-2030	Cleaner vehicles and reduced borough emissions	TBC	Wandsworth consider the use of the parking agenda as key to delivering cleaner air. The borough is reviewing the appropriateness of differential charges. The diesel levy is one of a number of parking/Air Quality Initiatives which we are exploring for a future commitment to differential charges.
8.5	Continue our Campaign on Wood burning during the winter months. Continue take action on Smoke Control Zones and enforce new legislation whilst lobbying for greater powers.	Air Quality Team/ Comms & Public Engagement/ Trading Standards	Air Quality Fund	Med	High	Ongoing	Reduced particulate matter pollution	TBC	Increase public awareness of the environmental impacts of solid-fuel combustion and the provisions of the Clean Air Act
Air Quality Projects									
9.1	Clean Air Villages 4	Air Quality Team	Air Quality Fund / Defra	Medium	Medium	Mar 2022	Reduced emissions from businesses in Town Centres	TBC	Clean Air Villages 4 ends in 2022, however, further phases may follow.
9.2	Healthy Streets Everyday	Air Quality Team	Air Quality Fund / Mayors Air Quality Fund	Low	Medium	Mar 2022	Improved public realm	TBC	The Healthy Streets Everyday project focuses on the Healthy Streets Approach, it is a human-centred framework for embedding public health in transport,

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									public realm and planning.
9.3	Cleaner Construction	Air Quality Team	Air Quality Fund / Mayors Air Quality Fund	Med	High	Ongoing	Reduce emissions from Construction sites.	TBC	Enforcing the Non-Road Mobile Machinery (NRMM) Low Emission Zone. NRMM contributes to a large proportion of emissions. The pan-London NRMM Low Emission Zone relies on consistent delivery and on-site enforcement by all boroughs to ensure it is effective and credible, and there is Mayor's Air Quality Funding available to support this.
9.4	London Idling Action	Air Quality Team	Air Quality Fund / Mayors Air Quality Fund	Medium	High	Ongoing	Reduce unnecessary engine idling at sensitive locations.	TBC	Current project ends in 2022, however, further phases may follow.
9.5	airTEXT	School	Air Quality Fund	Medium	High	Ongoing	Airtex, an early warning alert service for days of moderate or high air pollution levels	TBC	Airtex is a service providing direct alerts to vulnerable people, including those with COVID/long term COVID. Alerts are automatically forwarded to doctor's surgeries, schools and pharmacies. Wandsworth consider this a low-cost way to raise awareness and reduce exposure amongst the most vulnerable.
9.6	Love Clean Air	School	Air Quality Fund	Low	Low	Ongoing	Provision of air quality information	TBC	Love Clean Air website which is part of the South London air quality network (https://lovecleanair.org) are undertaken in line with the developments of new projects.
9.7	Wood burning Campaign	air quality team/ Communication & Public Engagement	Air Quality Fund	Medium	High	Annually - Winter	Increased awareness of issue. Reduced particulate matter pollution.	TBC	Increase public awareness of the environmental impacts of solid-fuel combustion and the provisions of the Clean Air Act
Planning & Development									
	Continue to use the Planning Agenda to ensure that Air Quality is a material consideration during the demolition and construction phase, as well as during the use phase.	Planning & Development	Revenue	High	High	New Local Plan and Air Quality Supplementary Planning Document	Control Emissions from development	TBC	Adoption of the new Local Plan Spring/Summer 2023

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						s and buildings		
Air Quality Neutral development (at least) and where possible air quality positive	Planning & Development / Air Quality Team	Revenue	High	High	New Local Plan and Air Quality Supplementary Planning Document	Control Emissions from developments and buildings	TBC	Adoption of the new Local Plan Spring/Summer 2023
Contribution of the new development on air quality	Planning & Development	Revenue	Medium	Medium	New Local Plan and Air Quality Supplementary Planning Document	Control Emissions from developments and buildings	TBC	Adoption of the new Local Plan Spring/Summer 2023
Ensure the use of mitigation needed to limit or enhance the developments impact on air quality	Planning & Development	Revenue	High	High	New Local Plan and Air Quality Supplementary Planning Document	Control Emissions from developments and buildings	TBC	Adoption of the new Local Plan Spring/Summer 2023
Financial contribution from development to the Council's Air Quality Action Plan measures.	Planning & Development	Revenue	Medium	Medium	New Local Plan and Air Quality Supplementary Planning Document	Control Emissions from developments and buildings	TBC	Adoption of the new Local Plan Spring/Summer 2023
Ensure that developments are using the best practices for the mitigation and controls for Construction & Demolition including dust monitoring	Planning & Development	Revenue	Medium	High	New Local Plan and Air Quality Supplementary Planning Document	Reduce emissions from Construction sites.	TBC	Adoption of the new Local Plan Spring/Summer 2023