



London Borough of Haringey

**Air Quality Management Area:
Action Plan**

**Prepared by:
London Borough of Haringey
Planning and Environmental Policy and Performance
639 High Road
London N17 8BD**

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AIR QUALITY MANAGEMENT AREA: ACTION PLAN

1. Introduction

1.1 Under the National Air Quality Strategy the Council is required to assess the air quality in the Borough against the standards for seven key pollutants. The Council has conducted a three-stage review and assessment of the air quality in the Borough. This indicates that the Government's air quality standards for PM10 and Oxides of Nitrogen (NO2) will not be met by the required dates (PM10 – 2004 and NO2 – 2005). The Council declared an Air Quality Management Area (AQMA) on 1 July 2001. The AQMA covers the whole borough.

1.2 The Council has a statutory duty to undertake a Stage 4 review and assessment of air quality within the AQMA within 12 months of declaring an AQMA. Our consultants Kings College prepared a report. The report covered the modelling of air pollution in the Borough and identified locations with poor air quality. The work showed that the Council was unlikely to meet the targets for NO2 and PM10 by the required dates. Additional work was commissioned based on two scenarios: a 10% reduction in traffic and a 20% reduction in traffic volumes. This scenario testing showed that the targets would still not be met. Two hot spots were identified as part of this work: Tottenham Hale and Muswell Hill roundabout. The former is part of the TLRN network. The identification of these hotspots has directed the Council to undertake increased monitoring through the use of diffusion tubes.

1.3 The Council has developed an Action Plan. This is set out below and forms the basis of this consultation draft. Within Greater London road transport emits 52.1% of NO2 and 68.5% of PM10. The role of transport is significant and many of the proposals in the Action Plan relate to reducing these emissions. The table below shows the emissions for each type of road vehicle.

Greater London		
Road Transport	% of NO2	% of PM10
Cars	53.8	31.9
Light goods vehicles	9.3	32.8
Heavy goods vehicles	26.1	23.3
Buses	9.6	7.3
Taxis	1.0	3.9
Motorcycles	0.1	0.8

Source: Greater London Authority/Transport for London 2001

Consultation

1.4 The Council consulted on the draft Action Plan in October 2002. The closing date for comments was 30 November 2002. The Council consulted neighbouring authorities, Greater London Authority, DEFRA, Environment Agency, Association of London Government and ward councillors. The results of the consultation have been included in this final action plan.

2. The Action Plan

2.1 The Action Plan has been developed which lists each action, who would be responsible, how it would be implemented and an intended completion date. The table at the end of the plan provides a summary of activities. The action plan includes the table from the Mayor's Air Quality Strategy summarising proposals with timescales and impacts.

2.2 Funding has been identified to monitor the success of the Council's actions under this Plan. £25,000 has been set aside for scientific monitoring. The AQMA Action Plan would be implemented within the Council's own resources. Many of the initiatives such as those seeking to discourage car use are reliant on external funding such as through Transport for London and to a lesser extent Department for Transport and ODPM. Policy work would be progressed without external funding.

2.3 Source-apportionment is currently being undertaken at the two hot spots identified in para.1.2. This is being done through diffusion tubes.

2.4 The actions are split into

- 1) Action to reduce emissions from vehicles
- 2) Action to reduce traffic volumes
- 3) Action to reduce emissions from non-road traffic sources
- 4) Awareness raising, education and public information

Action to reduce emissions from vehicles

3.1 Low Emission Zone

3.1.1 A LEZ could be the single most significant policy initiative to reduce emissions from vehicles. A LEZ is an area in which certain categories of vehicle are legally banned unless they meet specific pollution emission standards. The category of vehicles to be banned and the emission standards to be achieved can be set by the local highway authority. Local authorities can use Traffic Regulation Orders (TROs) to ban certain types of vehicle. However, the Council considers that it would not be practicable to unilaterally introduce its own LEZ as action to reduce vehicle emissions is needed at London-wide level. The Mayor and the Association of London Government (ALG) commissioned a study to investigate how a LEZ might improve air quality in London. The study reported in July 2003. It concluded that there was a limit that traffic reduction would contribute to improving air quality but a much more positive impact could be achieved by increasing the number of modern, cleaner vehicles. The study did not recommend the introduction of a LEZ but

suggests that if one is taken forward then it should apply to all the Greater London area. The study recommends that the LEZ starts with a scheme targeting London buses, lorries and coaches but could be extended to cover vans and taxis. The study did not recommend the inclusion of cars. The impact of the LEZ is estimated to reduce PM10 emissions by 23% London-wide by 2010. The LEZ would also achieve a 43% reduction in the area of London exceeding the relevant PM10 target by 2010 and a 19% reduction in the area of London exceeding the relevant NO2 target in 2010. The Council supported the study.

3.1.2 Transport for London Business Plan for 2005/6 – 2009/10 includes reference to the planned establishment of a London-wide LEZ by 2007 covering lorries [over 3.5 tonnes], buses, coaches and taxis.

3.1.3 Emission levels will be based on the new standards for new vehicles set by the EU which vary according to vehicle type and year of registration. The main options are (i) Euro II, (ii) Euro II with a catalyst or particulate trap and (iii) Euro III. Operators with vehicles that do not meet the agreed standard will need to have their vehicles adapted or replaced in order to meet the standard and thus gain entry to the zone.

Potential impact of a LEZ on Haringey business

3.1.4 A LEZ will have a significant impact on businesses which operate HGVs. Companies that operate large fleets of lorries have a regular turnover and typically operate a lorry for about 4 years before disposal. These companies are therefore likely to have vehicles in their fleets that meet the criteria for entering a LEZ. Smaller companies typically operate older vehicles and would need to retrofit existing vehicles or purchase new ones. The LEZ study referred to above concluded that there would be potentially high costs to lorry operators varying between £64m and £135m depending on the number of vehicles operating in London by 2007.

Potential impact of a LEZ on Haringey Council services

3.1.5 If a London-wide LEZ is introduced, there will be implications for the Council's own transport fleet. The implications are for the large diesel powered fleet of buses, lorries and refuse collection vehicles. Through the fleet replacement programme all vehicles will be progressively cleaner.

3.2 Encouraging use of cleaner fuels

One of the principle means of encouraging fleet operators to switch over to cleaner fuels is to increase their availability. There are currently two filling stations for LPG in the borough on Pinkham Way and Mayes Road.

The Council is seeking to encourage the use of cleaner fuels through the planning process. In the UDP Revised Deposit consultation draft policy ENV5A states "The Council will seek to reduce the environmental impacts of transport activities by supporting the increased provision of cleaner transport fuels, particularly with respect to the refuelling infrastructure. The Council will seek to reserve land for alternative refuelling infrastructure purposes

where this does not conflict with other policies. Petrol filling stations that propose extensions to on-site facilities will be encouraged not to develop all available forecourt areas in such a way that would preclude any storage provision for alternative fuels such as gas. In addition the Council will seek the provision of alternative refuelling facilities in all new developments, where possible, for example by providing one or more electric vehicle recharging points next to any off-street parking spaces”.

Electric vehicles have a limited range and it is important that there are sufficient charging points to allow ready access. The Council has provided a charging point for Council and staff vehicles at Hornsey Town Hall.

3.3 Reducing emissions from the Council's own fleet

The Council will seek to replace its vehicle fleet to the highest standards as and when each vehicle comes up for replacement.

The Council has fitted regenerative soot traps to its older vehicles. The Council is investigating the scope for take up of the Powershift and CleanUp programmes.

The Council's Library Service operates an electric vehicle to move books etc between branches in the Borough.

3.4 Vehicle emission testing (VET)

Roadside emission testing has been carried out by the Vehicle Inspectorate since 1994 under regulation 61 of the Road Vehicle (Construction and Use) Regulations 1986 which lay down maximum permitted levels of emission of regulated pollutants from vehicles. The Government propose that any local authority that has formally designated an AQMA will have the power to enforce vehicle emission standards at the roadside in co-operation with the police.

The Council has entered into a partnership with the Police and Vehicle Inspectorate to carry out vehicle testing on a monthly basis. Under the scheme vehicles are stopped by the Police on Wood Green High Road and guided onto Council premises to the rear of the Civic Centre.

The Council, as part of its role in the North London cluster of Barnet, Enfield, Haringey and Waltham Forest, has received funding from DEFRA via the GLA/ALG for a team of testers to undertake the emission monitoring.

In addition to roadside testing, regulation 98 of the same Act makes it a requirement for drivers to switch off their engines in parked vehicles. The police carry out this enforcement but this power may also be available to all local authorities. This is to be confirmed by the Secretary of State for Transport. If the power is made available to local authorities then the Council will investigate the feasibility of undertaking this proposal.

The LEZ study identifies the broad costs and methodology for operating an LEZ. The lowest cost would be a manually enforced scheme for lorries. For electronic operation the study recommends building on the Congestion Charging Scheme cameras and mobile ANPR cameras and a small number of fixed cameras outside this area. It is unclear from the study how the enforcement would be effective at the local Haringey level.

Action to reduce traffic volumes

The Council's planning and land use policies are set out in the UDP that was adopted in 1998. This is currently being reviewed with a second deposit consultation draft prepared in September 2004.

4.1 Reducing traffic through the land use system

4.1.1 Existing land use policies

The Council has a strategic policy TSP 1 to integrate transport and land use planning.

Policy TSP 1.1 Transport and New Development: All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand.

Policy TSP 1.2 Public transport network: The Council will seek the development of the public transport network to reduce the number of car journeys and improve access for all. Development proposals for new housing, office, shopping, industrial, educational and recreational facilities will be guided to locations which have a high rating on the public transport accessibility index.

Policy TSP 1.5 Improving transport to existing development: To assist land use and transport integration, the Council will seek improvements to public transport to existing housing, office, shopping, industrial, educational and recreational facilities.

Policy TSP 1.6 Facilities near residential areas: To seek the provision of a wide range of facilities within walking and cycling distance of existing residential areas.

Strategic policy TSP 7 seeks to achieve an equitable balance between parking policies and traffic restraint.

Policy TSP 7.7 Car-free residential developments: The Council will consider, in appropriate locations and where there are effective mechanisms preventing car ownership, proposals from developers for new residential developments without the provision of car parking.

Policy STC 1.2 Large new stores and Policy STC 1.3 Retail warehousing/retail parks support proposals where they are well served by public transport, walking and cycling.

Policy LEI 1.1 Location of major “ACE” facilities in Wood Green and Policy LEI 1.2 Location of “ACE” facilities in town centres, both encourage the location of arts, cultural and entertainment facilities in town centres with good access to public transport.

The Council seeks the identification of car reduction measures within transport assessments for major developments.

4.1.2 Developing land use policies

In the UDP second deposit consultation draft, the Council has included maximum car parking standards in line with the London Plan. Some parking standards are linked to public transport accessibility. Minimum parking standards have been set for cycle parking and disabled parking. Support for car-free residential developments is being maintained in the second draft UDP.

The UDP second deposit includes the following local policies and strategies:

“Priority 1: The UDP aims to improve services by promoting a range of uses in town centres where they would be easily accessible for everyone; encouraging certain uses close to good public transport links...

Priority 4: the UDP aims to improve the environment by decreasing pollution through reducing the need to travel and controlling the location of certain developments, encouraging more sustainable buildings that are energy efficient, protecting open space and developing designing out crime initiatives”.

There are a number of Objectives for Movement:

“Objective 11: to support and promote transport improvements where it would complement land development and regeneration strategies.

Objective 12: discourage commuting and through journeys and encourage appropriate car use by residents and local business.

Objective 13: improve freight movement whilst minimising the environmental impact.

Objective 14: to balance the need for parking and the environmental impact of traffic movement and parked cars”.

4.1.3 The second deposit UDP has a number of supplementary guidance notes. These include SPG7c Travel Plans, SPG7d Transport Assessments and SPG8i Air Quality.

The contents of each SPG is summarised below:

Travel Plans: the content of the travel plan will depend on the type of development. However, as a general rule, the following should be included:

- a) Setting objectives and targets
- b) Measures to promote and facilitate public transport use including physical works and financial incentives
- c) Measures to promote and facilitate walking and cycling
- d) Car parking restraint, charges and management
- e) Promotion of car sharing
- f) Setting up car clubs
- g) Promotion of activities to reduce the need to travel
- h) Monitoring and review mechanisms
- i) Travel plan co-ordinators
- j) Travel information and marketing

Transport Assessments: the content and scope of the TA would need to be agreed with the Council but is likely to include:

- a) Development characteristics
- b) Description of current transport network
- c) Trip generation/distribution/modal split
- d) Measures to reduce car use
- e) Air quality

Air Quality: the SPG sets out the criteria for the requirement to prepare an Air Quality Impact Assessment, the scope of the AQIA, modelling requirements, assessment reporting and evaluation of the significance of the assessment results. The SPG highlights the possible conditions and obligations on a proposed development to improve air quality in Haringey.

4.2 Haringey Transport Strategies

4.2.1 Local Implementation Plan

The Council is required to prepare its LIP. This is a statutory document that sets out the Council's programmes and projects to implement the Mayor's Transport Strategy at the local level. The opportunity will be taken to document the Council's transport policies. The LIP will include a number of plans including a Pedestrian Improvement Plan, a Parking and Enforcement Plan and a Cycling Action Plan. The draft LIP is expected to be prepared by early 2005.

4.2.2 Cycling Action Plan

The Council has prepared its draft Cycling Action Plan. This sets out a programme of actions: implementing cycle routes and facilities; provision of cycle parking at stations and at other locations; maintenance of cycle facilities, appraisal of all highway schemes for impact on cycling/cyclists, implement measures to reduce road danger, cycle training and promotion and marketing of cycling and working in partnership. Targets have been set to increase usage: contribute to an increase of 80% in cycling levels by 2010 and a 200% increase by 2020 [London-wide target].

4.2.3 Parking Plan

The Council has prepared its draft Parking Plan. The objectives of the Plan are to: 1) discourage use of the car although the Council recognises that residents wish to own cars and, where possible, will provide reasonable parking facilities; 2) restrain car traffic to, within and through the Borough particularly car commuter traffic; 3) encourage and support the development of the Borough's town centres and other centres; 4) help reduce the environmental impact of transport through encouragement of public transport, cycling and walking; 5) support Borough initiatives to improve air quality; and 6) improve accessibility for essential traffic such as buses, delivery vehicles and emergency and for pedestrians and cyclists.

The Council has introduced CPZs in Wood Green, Seven Sisters and Green Lanes areas. It has introduced CPZs around rail stations where commuter parking is an issue or where the Central London Congestion Charging Scheme is likely to have an impact such as at Finsbury Park, Highgate and Tottenham Hale.

The introduction of CPZs is likely to have a positive impact on air quality. The Council considers that this benefit should weigh highly in its consideration of the views of the public obtained as part of the consultation process.

4.2.4 Borough Spending Plan

This is an annual submission to Transport for London seeking funding for the implementation of transport schemes. These schemes focus on developing projects to facilitate travel by means other than the car particularly for commuter journeys. The projects include implementing local and strategic cycle routes, bus priority schemes, pedestrian improvements, safer routes to school, road safety schemes, travel awareness programmes, home zones, freight distribution initiatives including Freight Quality Partnerships and 20mph zones. The BSP includes a programme to introduce school travel plans.

Actions to reduce emissions from non-road traffic sources

5.1 Industrial sources

The Environmental Protection Act, 1990, introduced new controls over industries with significant air pollution potential. Local authorities were given responsibility for smaller industries (known as Part B processes) who have to take into account any exceedences of NAQS objectives when setting authorisations. Where the NAQS standards based on European Directives are breached as a result of emissions from a process, the Council may impose more restrictive conditions than otherwise. Haringey has few such industries. However, since 1992, emissions of volatile organic compounds from regulated vehicle resprayers has been reduced by 40% in Haringey.

The Council is encouraging the use of Best Environmental Option in all industrial/commercial sites.

5.2 Heating emissions

5.2.1 Industrial Boilers

Oil boilers emit sulphur dioxide and particles. There is no information on the total number of oil fired boilers in Haringey. One local business with heavy use of oil fired heating has switched to light oil following encouragement by the Council. Lower levels of sulphur dioxide are now being emitted. Haringey is encouraging businesses to switch to natural gas.

5.2.2 Energy efficiency

The Council promotes energy efficiency under the Home Energy Conservation Act. We have set a target of increasing energy efficiency by 27.5% between 1996 and 2008/12 for all housing stock in the Borough. We have a greater influence over our own stock and are introducing measures such as window replacement, loft insulation and boiler replacement by high efficiency boilers.

We are promoting energy efficiency in local press and through our own publications. We offer grants for improving property that includes energy efficiency measures.

We work with the Energy Action Grant Action (EAGA) by providing information to landlords and referring landlords to this programme. We promote energy efficiency commitment schemes run by the utility companies through the Council's One Stop Shops. There are links to our LA21 proposals to increase energy efficiency.

Haringey funds Waste Watch which promotes waste reduction and energy efficiency among small and medium (SME) companies in Haringey.

The Council is currently out-sourcing its Leisure Services department. Potential bidders are required to submit proposals for carbon reduction and a waste minimisation plan.

UDP Policy RIM 3.1 Energy Conservation and Development seeks to encourage energy efficient proposals for land use, transport and development.

5.2.3 Smoke control areas

Various Clean Air acts and changes to fuel for domestic fires, boilers and power stations has meant that smoke and sulphur dioxide has not been a major problem in Haringey for more than 30 years. The Council has a smoke control order covering 98% of the Borough. This is planned to be extended to the whole of Haringey by mid 2005. The Council does receive complaints on the burning of wood fires. These are normally dealt with informally by way of a warning that the fire is illegal but the Council retains the power to prosecute offenders and will do so if offences are repeated.

5.3 Bonfires

Although bonfires are not illegal, they can cause a nuisance to neighbours particularly during the day. The Council is encouraging composting by residents in the Borough with the aim of reducing the need to burn garden waste. We undertake enforcement action against commercial bonfires such as on building sites under the Environmental Protection Act 1990. The Council supports proposals for legal restrictions on bonfires contained in the 8th London Local Authorities Bill 2001.[update]

5.4 Fugitive dust emissions

5.4.1 Construction dust

We use planning agreements and conditions on planning approvals to require good construction practices and liaison with local residents on major developments. We promote the adoption of environmental management systems which should include dust minimisation. The Council takes enforcement action against developers to reduce high level of dust.

The Council investigates processes and activities which generate particles, dust control measures, management of dust control and monitoring and assessment. Haringey will encourage best practicable means to control particle problems from construction activities.

5.4.2 Re-suspended road dust

Traffic generates road dust. Many of Haringey's roads have high traffic flows and the action of traffic results in dust being churned or re-suspended adding to the levels of particles in the air. Haringey is reviewing its street cleaning procedures with the aim of continuous improvement.

Awareness raising, education and public information

6.1 Council policies and initiatives

We prepare a State of the Environment Report which includes air quality information.

We participate in Walking to School week with a number of local schools.

We are actively promoting cycling through working with Haringey Cycling Campaign at local events.

We are promoting car sharing for Council staff through the establishment of a car sharing database on the Council's intranet. This is part of the Council's developing Staff Travel Plan. The Plan measures have approved. Implementation has commenced including quintupling of cycle allowances.

6.2 Action with other authorities

We currently obtain air quality information from Kings College. This is put on air quality websites.

We are a partner in the London-wide Good Going travel awareness programme and have participated in events to promote this initiative.

Air Quality Management Area: Action Plan

OBJECTIVE		RESPONSIBILITY OF		
To improve air quality in the Borough		Head of Environmental Health		
TARGETS & PERFORMANCE MEASURES				TIMESCALE
<ul style="list-style-type: none"> • Produce a Final Air Quality Management Area Action Plan 				November 2004
<ul style="list-style-type: none"> • Meet the target to reduce Oxides of Nitrogen and PM10 				December 2004 PM10 December 2005 NO2
ACTIVITIES TO BE UNDERTAKEN				
Activities	Milestones	By Whom?	When?	Resources
Develop and implement AQMA Action Plan	<ul style="list-style-type: none"> • Draft produced • Final to be produced • Implementation • Annual review 	HOEH	Nov 04	Existing budgets
Work with other boroughs and ALG and GLA to promote a Low Emission Zone for London	<ul style="list-style-type: none"> • Participation in and contribution to London-wide feasibility study 	HOEH	July 04	Existing budgets
Promote the use of cleaner vehicles through the Mayor's strategies	<ul style="list-style-type: none"> • Responses to Mayor's strategies 	HOEH	As appropriate	Existing budgets
Seek to reserve land for alternative refuelling infrastructure purposes	<ul style="list-style-type: none"> • Implementation of new filling station proposals 	HOPP	Proposed UDP policy September 2004	Existing budgets
Seek the provision of alternative refuelling facilities in all new developments, where possible, for example by providing electric vehicle recharging points	<ul style="list-style-type: none"> • Implementation of development proposals 	HOPP	Proposed UDP policy September 2004	Existing budgets
Seek to replace its vehicle fleet to the highest standards	<ul style="list-style-type: none"> • Replacement of vehicle fleet 	Waste Management	As appropriate	Existing budgets
Continue to ensure that its own vehicle fleet is properly maintained	<ul style="list-style-type: none"> • Maintenance regime 	Waste Management	Ongoing	Existing budgets
Continue to undertake roadside vehicle emission testing	<ul style="list-style-type: none"> • Reduction in vehicle emissions failures 	HOEH	Monthly	Existing budgets Met Police and Vehicle Inspectorate
Support the development of car-free housing schemes in appropriate locations	<ul style="list-style-type: none"> • Support schemes meeting criteria 	HOTP	As appropriate; UDP policy March 1998	Existing budgets

Development of travel plans for schools and commercial businesses	<ul style="list-style-type: none"> Require preparation of workplace travel plans School travel plan programme 	HOTP	School travel plan programme to be completed by 2009; workplace travel plans as appropriate	TfL funding for school travel plan programme; existing budgets for businesses
Development of Transport Assessments for major developments	<ul style="list-style-type: none"> Require preparation of Transport Assessments 	HOTP	Required for major developments and for developments with traffic impacts March 1998	Existing budgets
Direct major developments to areas well-served by public transport	<ul style="list-style-type: none"> Number of developments in high public transport accessibility areas 	HOPP	As appropriate	Existing budgets
Seek a contribution from developers through S 106 for public transport, walking and cycling schemes	<ul style="list-style-type: none"> Monitoring of S 106 funding 	HOPP	As appropriate	Existing budgets
Review parking standards as part of UDP review	<ul style="list-style-type: none"> UDP review including maximum car parking standards Review completed 	HOPP	Maximum car parking standards proposed; minimum parking standards for cycling and disabled September 2003	Existing budgets
Promote air quality assessment through planning process	<ul style="list-style-type: none"> Preparation of SPG on Air Quality Preparation of Air Quality Impact Assessment [AQIA] 	HOPP	September 2003; AQIA as appropriate	Existing budgets
Introduce Council staff travel plan	<ul style="list-style-type: none"> Reduction in car use for work journeys Reduction in car use for journey to work 	Corporate	Mar 05	Existing budgets
Develop travel plans with local employers	<ul style="list-style-type: none"> Travel plans prepared Employment of travel plan co-ordinators 	HOTP	As appropriate; Co-ordinator employed April 2004	TfL

Prepare Local Implementation Plan	<ul style="list-style-type: none"> • Draft LIP • Consultation • Final LIP • Submission to Mayor 	AD,PEPP	Draft January 2005; Final July 2005	Existing budgets and TfL
Prepare Borough Spending Plan 2005/6 to support public transport, walking and cycling	<ul style="list-style-type: none"> • Consultation • Final document 	AD,PEPP	Completed July 2004	Existing budgets
Support better public transport	<ul style="list-style-type: none"> • Consultation responses • Public Transport Liaison Meetings 	HOTP	As appropriate; qtrly meetings with p.t. operators	Existing budgets
Prepare Cycling Action Plan	<ul style="list-style-type: none"> • Draft Plan • Consultation • Final Plan 	HOTP	Draft prepared July 2004; Final Plan July 2005	Existing budgets
Finalise draft Parking Plan	<ul style="list-style-type: none"> • Consultation • Final Plan 	HOH	July 2005	Existing budgets
Support better integration between transport modes to encourage public transport, walking and cycling	<ul style="list-style-type: none"> • Implementation of interchange schemes 	HOTP	Part of LIP process July 2005	Existing budgets
Promote safer routes to school, home zones and traffic calming schemes to encourage more walking and cycling	<ul style="list-style-type: none"> • BSP submission 2005/6 • Schemes implemented 	AD,PEPP	July 2004	Existing budgets and TfL
Encourage local industry to use the best environmental option and improve enforcement of Part B schemes	<ul style="list-style-type: none"> • Introduction of cost accounting and risk based inspection programme 	HOEH	March 2003	Existing budgets
Encourage local businesses to fit natural gas powered boilers	<ul style="list-style-type: none"> • Businesses with natural gas powered boilers 	HOEH	June 2003	Existing budgets
Implement energy efficiency schemes in housing stock and require new developments to be energy efficient	<ul style="list-style-type: none"> • Existing developments with scheme • New developments with scheme 	HOHR	As appropriate	Existing budgets
Promote energy efficiency to local residents and landlords such as Energy Action Grant	<ul style="list-style-type: none"> • Residential units with energy efficient scheme 	Corporate Procurement	As appropriate	Existing budgets
Promote energy efficiency by utility companies	<ul style="list-style-type: none"> • Residential units with energy efficient scheme 	Corporate Procurement	As appropriate	Existing budgets
Support Waste Watch among Small and Medium Enterprises (SMEs)	<ul style="list-style-type: none"> • Businesses reducing waste and improving energy efficiency 	Corporate Procurement	As appropriate	Existing budgets

Extend the order on smoke control areas to the whole Borough	<ul style="list-style-type: none"> Smoke control area for whole borough 	HOEH	June 2005	Existing budgets
Continue to enforce against commercial bonfires	<ul style="list-style-type: none"> Enforcement notices complied with 	HOEH	As appropriate	Existing budgets
Continue to promote the adoption of environmental management systems to minimise construction dust	<ul style="list-style-type: none"> Complaints investigated 	HOEH	As appropriate	Existing budgets
Review street cleaning procedures to minimise re-suspended road dust	<ul style="list-style-type: none"> Award of waste management contract 	Waste Management	?	?
Continue with the State of the Environment Report	<ul style="list-style-type: none"> Final report 	HOPP	As appropriate	Existing budgets
Continue to participate in air quality campaigns	<ul style="list-style-type: none"> Publicity campaigns 	HOTP	As appropriate	Existing budgets and TfL

Key

- AD, PEPP Assistant Director, Planning and Environmental Policy and Performance
- HOEH Head of Environmental Health
- HOH Head of Highways
- HOPP Head of Planning Policy
- HOTP Head of Transportation Planning

APPENDIX 1- Proposals from the Mayor's Air Quality Strategy

The Mayor's Air Quality Strategy, September 2002; optional proposals to be incorporated into the London Borough of Haringey's Air Quality Action Plan.

The London Borough of Haringey has been requested by the Mayor of London to include certain proposals from The Mayor's Air Quality Strategy, published in September 2002.





The Strategy states as follows:

Proposal 64. "The Mayor requires London Boroughs to incorporate into their air quality action plans measures to implement all relevant proposals contained in this Strategy at a Borough level."




The proposals are those that include the Local Authority as one of those organisations that are responsible for implementing the measures, The proposals that are listed below are taken from table 27 in the Mayors Air Quality Strategy. They outline the Proposal number and the issue in brief.


Proposals in Mayor's Air Quality Strategy

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
1	The Mayor will commission a review of the adequacy of the distribution of air quality monitoring sites across Greater London and the arrangements for data collection, verification and dissemination.	■■■
2	The Mayor will encourage and promote the benefits of cleaner road vehicles including by:	
	<ul style="list-style-type: none"> • <i>providing full and objective information on the technologies available (by autumn 2002), tailored to different operator types (by spring 2003)</i> 	<ul style="list-style-type: none"> ■■■ for information ■■■ tailored to operator types
	<ul style="list-style-type: none"> • <i>encouraging London boroughs to promote and encourage cleaner vehicles at a borough level</i> 	■■■■■ From publication of Strategy
	<ul style="list-style-type: none"> • <i>working with technology and fuel suppliers and motor manufacturers</i> 	Ongoing
	<ul style="list-style-type: none"> • <i>facilitating meetings between vehicle operators, cleaner fuel and vehicle providers and grant agencies</i> 	Ongoing
	<ul style="list-style-type: none"> • <i>undertaking investigations and trials of new technologies within functional body fleets</i> 	See individual projects in TfL EAP
3	To maximise the benefit of Transport Energy grants, the Mayor will urge the government to:	
	<ul style="list-style-type: none"> • <i>make vehicle excise duty (VED) reductions for retrofitting for smaller vehicles more significant (at present the reduction is only £10)</i> 	■■■ for official letter
	<ul style="list-style-type: none"> • <i>extend the fuel duty differential guarantee to beyond 2004</i> 	■■■ for official letter
	<ul style="list-style-type: none"> • <i>seek to increase the retrofitting grants towards 100 per cent, to encourage more smaller operators (with generally older, dirtier vehicles) to use the grants</i> 	■■■ for official letter
	<ul style="list-style-type: none"> • <i>increase grants for taxi conversions from 65 per cent to 75 per cent, on a par with most other CleanUp grants</i> 	■■■ for official letter
	<ul style="list-style-type: none"> • <i>extend and additionally fund PowerShift and CleanUp beyond 2004 until the (current and proposed) national air quality objectives and EU limit values have been achieved, to assist the achievement of these objectives and limit values and to assist any low emission zones that are implemented.</i> 	■■■ for official letter
4	The Mayor will urge the government to provide incentives through the fuel duty system for water-diesel emulsion and other such proven cleaner fuels.	■■■ for official letter

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
5	<p>The Mayor will encourage the use of alternative fuels through measures that will include:</p> <ul style="list-style-type: none"> • <i>providing incentives for the very cleanest vehicles, for example, the 100 per cent discount for certain alternatively-fuelled vehicles from central London congestion charging (February 2003)</i> • <i>promoting TransportEnergy grants and other incentives</i> • <i>including the issue of quieter alternatively-fuelled vehicles in the review of the London Night and Weekend Lorry Control Scheme (first phase of review to be completed by March 2003)</i> • <i>replacing Transport for London Street Management's fleet of 34 vehicles with liquefied petroleum gas vehicles (when due for replacement).</i> 	 <p>Ongoing</p>  
6	<p>The Mayor will take forward a Hydrogen Partnership in London involving those working in the industry and others who need to be involved in delivering a hydrogen economy. The Partnership was launched in April 2002 and will work together to develop and implement a Hydrogen Action Plan.</p>	<p>The Partnership will develop targets and timescales</p>
7	<p>The Mayor supports electric refuelling through the work of The London Clean Fuel Vehicle Working Group and will act on its recommendations where appropriate.</p>	<p>Ongoing</p>
8	<p>The Mayor and Transport for London will encourage the government and TransportEnergy to investigate additives and devices aimed to reduce NO_x, PM₁₀ and CO₂ that are brought to their attention. Those found to give cost-effective emissions reduction benefits will be promoted through the Greater London Authority website and used within the functional body fleets where practicable.</p>	<p>Ongoing</p>
9	<p>The Mayor will provide support and the framework for a vehicle maintenance campaign through the Vehicle Emissions Testing Working Group. The Mayor will also undertake a campaign to raise awareness of the issue of idling vehicles, especially through the London Tourist Board during 2003.</p>	 <p>for campaign</p>

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
10	The Mayor, in conjunction with the Association of London Government, the London boroughs and central government, will consider the London low emission zone feasibility study steering group's recommendations. Prior to any decision on the implementation of a low emission zone, the Mayor will first take account of the views of those who are likely to be affected.	■■■
11	The Mayor, through Transport for London, will seek to extend the use of water-diesel emulsion across TfL London buses, with use in eight additional garages by end March 2003. The Mayor will encourage use of this fuel by others, and its further development by fuel companies.	Ongoing ■■■ for 8 additional garages
12	The Mayor, through Transport for London, will give high priority to further reductions in bus emissions. All new buses will have Euro III engines or better, and will also be fitted with particulate traps by 2005. All existing buses, including Routemasters, will have Euro II engines and will be fitted with particulate traps by 2005.	Ongoing for new buses ■■■■■ for existing buses
13	The Mayor, through Transport for London, will actively review opportunities for the use of alternative fuels and other methods for reducing emissions.	
	<ul style="list-style-type: none"> Two-year trials of zero emission buses operating on hydrogen fuel cells will start in 2003. 	■■■■■
	<ul style="list-style-type: none"> The use of water-diesel emulsion fuel will be expanded through TfL London Buses depending on successful outcomes of trials and available funding. 	Ongoing ■■■ for 8 additional garages
14	The Mayor, through Transport for London, will work with bus companies to continue to improve the overall performance of buses by encouraging smoother driving and by identifying further opportunities for the implementation of bus priority measures.	Ongoing
15	The Mayor, through Transport for London, will develop a strategy during 2002/3 for improving vehicle emissions on services operated under London Local Service Agreements. As a minimum it is expected that all vehicles operating on these services will comply with Euro I emission standards. The implications of adopting a much higher standard, in line with that proposed for the main bus network, will be examined.	■■■

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
16	The Mayor, through Transport for London, will ensure that all buses and coaches operating with a London Service Permit will have to meet Euro I emission standards as a minimum by 2005. This standard will be progressively reviewed in order to reduce emissions from these vehicles.	 Ongoing review
17	The Mayor, through the Transport for London Coach Forum, will review arrangements for coach parking, facilities and terminals and look at how to manage the environmental impacts of coach travel, including air quality.	 Ongoing
18	After taking account of the views of the taxi trade, the Mayor, through Transport for London, will use regulatory powers to ensure that from set dates all taxis are first Euro I standard or better, and later Euro II standard or better. The Mayor will make information available to assist taxi owners in conforming to the set standards and obtaining grants to offset the costs of conversion or retrofitting.	Timescales to be agreed  Ongoing for providing information
19	The Mayor, through Transport for London, will work with the London Sustainable Distribution Partnership to assist in the development and implementation of proposals for effective distribution of goods in London.	Progress to be reported by TfL
20	The Mayor, through Transport for London, has set up the London Sustainable Distribution Partnership to form the basis of partnerships with business, the London boroughs and other sub-regional partners. The Mayor's proposals relating to freight from his Transport, Air Quality, Municipal Waste Management, Ambient Noise and Energy Strategies will be considered through this partnership to encourage the accelerated take-up of cleaner and quieter vehicle technologies and to promote better vehicle maintenance and considerate and economical driving.	Progress to be reported by TfL
21	The Mayor, through Transport for London, will encourage the early development of Freight Quality Partnerships, particularly at the sub-regional level, to complement similar, borough-led initiatives at the more local level.	Progress to be reported by TfL

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
22	The Mayor, through Transport for London, together with the London boroughs, will assess the scope for the use of priority lanes by freight vehicles and its implications for other road users, primarily cyclists. The potential air quality benefits of the smoother driving and therefore lower emissions resulting from this measure will be investigated.	Progress to be reported by TfL
23	The Mayor, through his Municipal Waste Management Strategy, will seek to ensure, when awarding new waste and recycling contracts that all waste authorities specify emissions criteria for the vehicles used. These criteria should comply with either the currently applicable Euro standard, or the previous Euro standard with suitable after-treatment as a minimum ie Euro II with Reduced Pollution Certificate until 2005, Euro III with Reduced Pollution Certificate after that date.	 From publication of Mayor's Municipal Waste Strategy
24	The Mayor, through Transport for London, has set up the London Motorcycle Working Group which will work to enhance and extend the provision of parking for motorcycles and mopeds, particularly in areas of high demand. Opportunities will be explored to improve road safety, reduce emissions and noise pollution, and provide incentives for motorcycles to use retrofit technology and for cleaner motorcycles.	Ongoing
25	The Mayor, through Transport for London, will develop and implement traffic management measures on the Transport for London Road Network to help reduce emissions and energy use as well as encouraging safe, economical and considerate driving. The Mayor, through Transport for London, together with the Department for Transport and the Highways Agency will investigate further traffic management measures and the Mayor will urge the Highways Agency and the London boroughs to adopt these measures, where practicable, to reduce emissions.	Progress to be reported by TfL
26	The Mayor will encourage implementation of Clear Zones by the London boroughs. Where traffic calming is used this should be implemented following government guidance and should be designed to minimise acceleration and deceleration.	Ongoing

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
27	The Mayor will encourage BAA and all other operators at Heathrow to implement measures at Heathrow Airport to reduce the overall environmental impact of surface access vehicles.	Ongoing
28	The Mayor will urge the government to work towards minimising the environmental impacts of air freight, including through international agreements, national and airport-related regulation and economic measures.	Ongoing
29	The Mayor, through Transport for London, will work with stakeholders to minimise the air quality impact of deliveries at Heathrow, including through the London Sustainable Distribution Partnership and the Heathrow Area Transport Forum.	Ongoing
30	The Mayor will urge the government, the European Union, the aviation industry, the International Civil Aviation Organisation and the Civil Aviation Authority actively to pursue the reduction of emissions at airports, particularly at Heathrow, using all available methods.	█ for official letter
31	The Mayor urges BAA/Heathrow to adopt the additional measures detailed in this Strategy into its Action Plan.	Ongoing
32	The Mayor encourages the government to include proposals in the forthcoming Aviation White Paper for levies to mitigate the environmental impacts of aviation, which should be distributed through Aviation Environment Funds for each airport.	█ for official letter
33	The Mayor will work with train operators, the Strategic Rail Authority and Railtrack to promote best practice in terms of train operation at stations.	█ █ █ █
34	The Mayor will work with the Strategic Rail Authority to encourage passenger and freight train operating companies to investigate methods for reducing emissions from diesel trains.	█ █ █ █
35	The Mayor will urge the government to provide directions to the Strategic Rail Authority to include environmental clauses in train operating company contracts. The Mayor will also urge the government to implement measures to reduce emissions from diesel locomotives, such as ensuring the availability of ultra low sulphur diesel and adequate incentives for train operators to use available technologies to further reduce exhaust emissions.	Ongoing, through Mayor's SRA guidance

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
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36	The Mayor, through Transport for London, will work with the Strategic Rail Authority to seek to implement the policies relevant to improving air quality from the Mayor's Strategies.	■■■■■ From publication of Strategy
37	The Mayor will encourage the government to revise the relevant legislation in order to improve the quality of fuel oil used by river vessels ahead of European Union legislation.	■ for official letter
38	The Mayor, through Transport for London, will work with relevant partners to identify options for increasing both rail and water freight.	Progress to be reported in annual TfL Environmental Action Plan
39	London Underground Limited is continuing to investigate methods of improving air quality on the system particularly by reducing dust emissions, including PM10. When the London Underground comes under the control of Transport for London, the Mayor, through Transport for London, will work with the relevant organisations to assess ways of further improving air quality on the system.	Ongoing
40	The Mayor will urge the Environment Agency to ensure that there are no breaches of process emission limits from Agency regulated processes and to take appropriate action where these occur, and to ensure that such process emissions do not lead to exceedances of the national air quality objectives or European Union air quality limit values.	GLA will review annually following EA annual report
41	The Mayor will urge the London boroughs to inspect their regulated industrial processes and to modify and update their permit conditions, as and when required, in line with appropriate DEFRA guidelines, and to act upon complaints and suspected or actual breaches of permit conditions in a timely manner.	■■■■■ From publication of Strategy
42	The Mayor will urge the London boroughs to ensure that process emissions do not lead to exceedances of the national air quality objectives and to use regulatory or other measures, as appropriate, to reduce these emissions.	■■■■■ From publication of Strategy and LB air quality action plans
43	The Mayor will request that the government and the European Union take measures to achieve the reduction of emissions that contribute to long range pollution affecting London – particularly for key ozone and secondary particles precursors such as NO _x , SO ₂ and VOCs.	■ for official letter

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
44	The Mayor will urge the government to seek more stringent National Emissions Ceilings for the UK in the next round of negotiations, where practicable and cost-effective.	■ for official letter
45	The Mayor will seek to improve information on emissions from construction-related activities and include them in the London Atmospheric Emissions Inventory in 2003.	■■■
46	The Mayor will and the boroughs should expect future developments to meet the highest standards of sustainable design and construction, including measures to re-use existing building stock in preference to demolition and reconstruction where practicable.	■■■ □ From publication of the London Plan
47	The Mayor will build on the work of other organisations to develop construction best practice guidance to encourage the reduction in levels of dust, together with other environmental impacts, from construction-related activities.	■■■
48	Through the Mayor's Municipal Waste Management Strategy the Mayor will encourage the London waste authorities to promote composting, which should also help to reduce the number of bonfires.	■■■■ From publication of Waste Strategy
49	The Mayor will work with energy supply companies to increase the provision of renewable electricity. The GLA group will procure renewable energy for the energy supply to their buildings and services.	■■■■
50	The Mayor will encourage efficient local energy generating schemes, particularly combined heat and power and community heating schemes through the Mayor's Energy Strategy and the Mayor's London Plan (Spatial Development Strategy). The Mayor will also encourage the use of gas condensing boilers and low NO _x burners in boilers.	■■■ □ From publication of Energy Strategy
51	The Mayor will encourage boroughs to assess combined heat and power (CHP) proposals using the Customs and Excise 'Good quality CHP' index and to ensure that developers demonstrate that opportunities for utilising heat have been fully assessed.	■■■■ From publication of the London Plan
52	The Mayor will encourage the conversion of those large boilers that still use heavy fuel oil in London to lighter fuel oils or gas. The Mayor will encourage, in particular, changing their use to combined heat and power.	■■■

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
53	The Mayor will provide a travel plan to assist Greater London Authority staff in using sustainable modes of transport to travel to work or when carrying out duties on behalf of the Mayor or Assembly.	■
54	The Mayor will use sustainability considerations, where they are relevant to the performance of the service being tendered, as one way of evaluating tenders for future contracts, and to promote best practice.	On all GLA tenders
55	The Mayor will ensure that Transport for London's green procurement strategy includes measures for procuring goods and services that seek to meet sustainability targets in line with the Mayor's environmental Strategies.	■■■■■
56	The Mayor will ensure that Transport for London Street Management encourages its contractors to reduce emissions from their vehicle fleets. As a first step, information about the fleets is being sought from current contractors and they will be encouraged to ensure their vehicles meet a minimum of Euro III standards by 2004.	■■■■■ for Euro III Ongoing for continued reductions
57	The Mayor will work with the London Fire and Emergency Planning Authority to ensure that all vehicles (fire appliances, other operational vehicles and support vehicles) and their operational equipment have the lowest possible exhaust emissions, consistent with their operational requirements. New fire appliances should have engines that will be the equivalent to at least Euro III. New support vehicles should run on liquefied petroleum gas or other alternative fuels where practicable.	■■■■■
58	The Mayor will work with the Metropolitan Police Authority to ensure that new vehicles have the lowest possible exhaust emissions, consistent with their operational requirements and government legislation. New vehicles should run on alternative fuels whenever practicable.	Ongoing
59	The Mayor will work with the Metropolitan Police Authority to seek to reduce emissions from building use whenever practicable and where it fits with operational requirements.	■■■■■
60	The Mayor will seek to ensure that London-specific guidance is incorporated within new national guidance on air quality review and assessment and action plans.	■

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
61	The Mayor requires London boroughs to agree methodologies for air quality review and assessment with the Greater London Authority, to ensure consistency of approach across London.	■■■■■ LBs, from publication of strategy
62	The Mayor requires London boroughs to take account of any relevant, new information on air pollution that becomes available. Any London borough not declaring an air quality management area should undertake a further, detailed assessment of air quality if significant new data become available.	■■■■■ From publication of strategy
63	The Mayor will expect any London borough not declaring an air quality management area to produce a borough air quality strategy containing measures to assist London in achieving the national air quality objectives.	■■■■■ From publication of Strategy
64	The Mayor requires London boroughs to incorporate into their air quality action plans measures to implement all relevant proposals contained in this Strategy at a borough level.	■■■■■ □ From publication of Strategy
65	The Mayor expects London boroughs to establish a fleet register that includes emissions information and to ensure measures to implement emissions improvements in their fleets are included within their air quality action plans and local air quality strategies.	■■■ From publication of Strategy
66	The Mayor requires the London boroughs to include within their air quality action plans measures to identify appropriate sites for further alternative refuelling infrastructure within their boroughs.	■■■■■ □ From publication of LB air quality action plans
67	The Mayor will encourage the use of appropriate methods for assessing the environmental performance of buildings, both commercial and large residential blocks.	■■■■■ From publication of Energy Strategy and SPG on sustainable design and construction
68	The Mayor will encourage London boroughs to ensure that Unitary Development Plan policies incorporate borough air quality action plan and local air quality strategy measures.	■■■■■ UDP review from publication of LB air quality action plans

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
69	The Mayor will encourage London boroughs to include policies in Unitary Development Plans that set out best practice aspects of design, orientation, density and location of buildings to minimise energy demand, optimise sustainability and minimise the impact of air pollution and noise inside buildings. Guidance on these Unitary Development Plan policies will be given in the London Plan and supplementary planning guidance.	■■■■■ From publication of supplementary planning guidance
70	The Mayor will encourage London planning authorities to produce supplementary planning guidance on air quality	■■■■■ From publication of this Strategy
71	The Mayor will expect London planning authorities to ensure air quality is taken into account along with other material considerations in making decisions on development proposals and that formal air quality assessments are undertaken where appropriate to inform the decisions, particularly where proposals may affect an air quality management area.	■■■■■ From publication of this Strategy
72	The Mayor will encourage the use of appropriate conditions and planning obligations to ensure the protection of local air quality and to help work towards the achievement of the national air quality objectives.	■■■■■ From publication of this Strategy
73	The Mayor will propose that the government consider further national and international measures and mechanisms to reduce emissions of NO _x and PM ₁₀ to assist in achieving the national air quality objectives in London.	■■■■■ Ongoing, from publication of this Strategy
74	The Mayor urges businesses to ensure that all vehicles meet at least the Euro II standard plus a Reduced Pollution Certificate or Euro III by 2005.	■■■■■
75	The Mayor will encourage the maximum use of schemes to bring about a switch to alternative fuels.	■■■■■
76	The Mayor encourages businesses to produce travel plans and expects them to do so as part of any planning applications with significant transport implications.	Ongoing through Transport Strategy
77	The Mayor encourages businesses to adopt initiatives, where practicable, which allow better purchasing choices to be made so that energy use and emissions are reduced.	■■■■■
78	The Mayor encourages the use of renewable energy technologies and hydrogen as a fuel in London, as part of a move to establish widespread use of low and zero-emission sources of heat and power.	■■■■■

Proposal No.	Proposal	Timescale (end of year indicated) 2002 2003 2004 2005 >2005
79	The Mayor will work with the London Development Agency to help develop the growth of environmental industries in London, including supporting the development of fuel cells.	■■■■■
80	The Mayor encourages businesses to seek to improve the indoor air quality of workplace environments, where feasible.	■■■■■
81	The Mayor encourages businesses to consider applying the Mayor's Energy Hierarchy when making business decisions about building specifications, procurement and internal energy management.	■■■■■
82	The Mayor will encourage businesses to participate in environmental management schemes and to demonstrate continuing and meaningful improvements in environmental performance.	■■■■■
83	The Mayor encourages businesses to report on their environmental performance using established reporting guidelines.	■■■■■
84	The Mayor will encourage individuals to play an active role in improving London's air quality.	■■■■■
85	The Mayor will collaborate with other organisations seeking to improve air quality in London, share appropriate research and information, and will work to raise awareness of research needs. This will be done on a continuous basis, through Air Pollution Research In London and by meeting with relevant organisations, publishing guidance documents, placing information on the Greater London Authority website and through organising seminars.	■■■■■ From publication of Strategy
86	The Mayor and Transport for London will produce an annually updated London Atmospheric Emissions Inventory for Greater London.	Annually, on CD ROM
87	The Mayor will take into account relevant research findings where they provide better understanding of the sources, transport or effects of air pollution and aid the development of policy aimed at improving air quality in London.	Ongoing