



LONDON BOROUGH OF MERTON

AIR QUALITY ACTION PLAN

&

REVIEW AND ASSESSMENT PROGRESS REPORT
2008

**Environmental Health
August 2008**

www.merton.gov.uk

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1. INTRODUCTION

1.1 Objectives of this Report

This report has been produced to meet the Council's duties under the provisions of the Environment Act 1995 and subsequent guidance with regard to local air quality management. The report meets the requirement to produce an Air Quality Action Plan Progress Report and a Review and Assessment progress report as required by Government guidance (LAQM - PG(03)). It also provides the specific information requested more in guidance LAQM PGA (05).

1.2 Legislative Background

Part IV of the Environment Act 1995 requires that the Government produce a national air quality strategy containing standards and objectives and to outline measures to achieve those objectives. The Environment Act 1995 also lays the foundation for the system of Local Air Quality Management (LAQM). The most recent review of the National Air Quality Strategy was published in July 2007.

1.3 Local Air Quality Management forms an important part of the Government's Strategy for meeting both the UK air quality objectives and European Union limit values for specific pollutants. The relevant National Air Quality Objectives for the purposes of this report are outlined below in Table 1. Since 1997 local authorities have been required to review and assess air quality in their area with reference to the National Air Quality objectives. They have been required to declare an Air Quality Management Area (AQMA) where they have anticipated that the National Air Quality Objectives are not likely to be met by the target dates within their area. Local Authorities who have declared air quality management areas are required to produce an Air Quality Action Plan to outline the measures the authority intends to take in pursuit of the National Air Quality objectives in its area.

1.4 The LAQM process requires local authorities to continuously review and assess air quality in their area and to report on progress on the measures outlined in their action plans.

1.5 More detailed information regarding Local Air Quality Management can be obtained from the DEFRA website (www.defra.gov.uk/environment/airquality)

Table 1 National Air Quality Objectives

Pollutant	Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 µg/m ³ (5 ppb)	Running Annual Mean	31 Dec 2003
	5 µg/m ³	Annual Mean	31 Dec 2010
1, 3 Butadiene	2.25 µg/m ³ (1 ppb)	Running Annual Mean	31 Dec 2003
Carbon Monoxide	10 mg/m ³	Daily Maximum Running 8 hour mean	31 Dec 2003
Lead	0.5 µg/m ³	Annual Mean	31 Dec 2004
	0.25 µg/m ³	Annual Mean	31 Dec 2008
Nitrogen Dioxide	200 µg/m ³ (105 ppb) not to be exceeded more than 18 times a year*	1 hour mean	31 Dec 2005
	40 µg/m ³ (21 ppb)*	Annual Mean	31 Dec 2005
Particles (PM₁₀)	50 µg/m ³ not to be exceeded more than 35 times a year	24 hour mean	31 Dec 2004
	40 µg/m ³	Annual mean	31 Dec 2004
	50 µg/m ³ not to be exceeded more than 10 times a year*	24 hour mean	31 Dec 2010
	23 µg/m ³ *	Annual Mean	31 Dec 2010
	20 µg/m ³ *	Annual Mean	31 Dec 2015
Sulphur Dioxide	350 µg/m ³ (132 ppb) not to be exceeded more than 24 times a year	1 hour mean	31 Dec 2004
	125 µg/m ³ (47 ppb) not to be exceeded more than 3 times a year	24 hour mean	31 Dec 2004
	266 µg/m ³ (100 ppb) not to be exceeded more than 35 times a year	15 minute mean	31 Dec 2005

(from Air Quality Regulations 2000 and Amendment Regulations 2002)

* provisional objective

1.6 The Mayor's Air Quality Strategy

The Greater London Authority Act received royal assent in November 1999. It provides for the Mayor for London to prepare and publish a Mayor's air quality strategy for Greater London. London Local Authorities are required to take the Mayor's Air Quality Strategy into account when exercising their functions under Part IV of the Environment Act 1995. The Mayor's Air Quality Strategy was produced in September 2002 and sets out how the Mayor intends to implement the National Air Quality Strategy in Greater London and achieve the National Air Quality objectives.

A review of the Mayor's Air Quality Strategy was published in July 2006 to allow for the implementation of a Low Emission Zone (LEZ) to cover Greater London. The operation of the LEZ commenced across Greater London on 4th February 2008.

A Progress Report on the Mayor's Air Quality Strategy to March 2006 was published in October 2006. The report states that the Mayor's priority is to further reduce emissions from traffic by building on the measures taken to date to by extending the Congestion Charging Zone and progressing the Low Emission Zone. The Western Extension to the Congestion Charging Zone was implemented in February 2007.

The report highlights the Mayor's concerns regarding the impact of climate change and the fact that transport has a significant impact on emissions of carbon dioxide. The report includes a commitment to implement policies and measures to reduce the impact of transport emissions on climate change.

Further information regarding the Mayor's Air Quality Strategy and associated actions can be obtained by visiting the Greater London Authority's website <http://www.london.gov.uk/>

- 1.7 DEFRA and the Mayor for London expects that local authorities should undertake review and assessments of air quality every three years. This means that all local authorities in England and Wales will have to undertake an updating and screening assessment during 2009. The evaluation of the first round of reviews and assessments recommended that DEFRA should request local authorities to produce an annual air quality progress report. This is required to ensure continuity in the Local Air Quality Management Process and is intended to check if there have been any changes in respect of the seven pollutants of concern since the Updating and Screening Assessment.

For local authorities it is intended that Progress Reports will:

- Make the 3 yearly assessment work that much easier

- Provide regular and useful indicators for local authority benchmarking quality of life or sustainability indicators (or equivalent)
- Help maintain the profile of local air quality management within the local authority
- Provide for information needs in relation to planning and transport planning processes (i.e. transport plan annual reviews, development control)
- Help towards satisfying or perhaps for some local authorities justifying the expenditure on air quality modelling and monitoring.

For DEFRA the Mayor of London and the National Assembly for Wales these reports are intended to provide a valuable indication of:

- Progress towards meeting the National Air Quality Objectives
- The extent to which any air quality action plan is delivering improvements air quality and
- The impact of any new road schemes or other developments.

1.8 National Performance Indicator – Air Quality

In February 2008 the Government confirmed a new national performance indicator for air quality

NI 194 – reduction in NO_x and primary PM₁₀ emissions through local authority estate and operations

The new indicator is separate from the local air quality management system under Part IV of the Environment Act 1995. The air quality performance indicator targets the wider local authority area, and focuses on emissions of primary PM₁₀ and NO_x from local authority estates and operations including outsourced services. It also includes schools and business travel though not employee commuting. The indicator means that that local authorities are expected to lead by example in reducing emissions. Local authorities will report on a baseline of emissions for the financial year 1 April 2008 – 1 April 2009 by 31 July 2009.

Further information about the performance indicator can found at <http://www.defra.gov.uk/environment/airquality/local/indicator.htm>

1.9 Local Background

Review and assessment of air quality in the London Borough of Merton has been carried out since 1997 and has determined that emissions from road traffic are the main cause of air quality problems in Merton and the pollutants of concern are nitrogen dioxide (NO₂) and particulate matter (PM₁₀).

- 1.10 The Council declared an Air Quality Management Area (AQMA) along busy roads in the borough in 2001. Further review and assessment in 2002 led the authority to declare the whole borough an AQMA reflecting the impact of road traffic emissions along many heavily trafficked routes in the borough. The designation of an AQMA meant that the Council was required to produce an Air Quality Action Plan which was produced in August 2003. The purpose of an Action Plan was to set out the actions an authority proposed to take in pursuit of the National Air Quality Objectives. The Council's Action Plan outlined 40 such actions. Further information regarding the previous review and assessments carried out by the authority and the Council's Air Quality Action Plan can be viewed on the Council's website at www.merton.gov.uk/airquality/ppp

2.0 Review and Assessment of Air Quality Progress Report

2.1 Updating and Screening Assessment 2006

This report updates the Updating and Screening Assessment (USA) published in August 2006 under the third round of review and assessment. Local authorities are now required to review and assess air quality against the objectives in the Air Quality Regulations 2000 and the amendment regulations of 2002.

The air quality objectives were assessed for the following pollutants: carbon monoxide, benzene, 1,3-butadiene, lead, nitrogen dioxide, sulphur dioxide and particles (PM₁₀). The report provided an updated assessment to identify those matters that had changed since the last review and assessment, and which might lead to a risk of the objectives being exceeded.

The report followed the prescribed guidance given in technical guidance LAQM. TG (03) (DEFRA 2003a), and specific amendments released by DEFRA that give guidance on the use of background pollutant concentrations, monitoring results, industrial sources, and road traffic. It also requires both a phased approach and that local authorities only undertake a level of assessment that is commensurate with the risk of an air quality objective being exceeded.

The conclusions of the Updating and Screening Assessment 2006 for each pollutant are outlined below.

2.1.1 Benzene

There have been no significant changes to benzene concentrations or emissions in the Borough since the second round USA (2004) and as a result a Detailed Assessment for benzene will not be required.

The Council ceased monitoring for benzene in 2003. The results of monitoring from two sites at between 1996 and 2003 were less than the 2002 and 2010 objectives.

2.1.2 1,3 Butadiene

There have been no significant changes to 1,3 Butadiene concentrations or emissions in the Borough since the second round USA (2004) and as a result a Detailed Assessment for 1,3 Butadiene will not be required.

2.1.3 Carbon Monoxide

There have been no significant changes to carbon monoxide concentrations or emissions in the Borough since the second round USA (2004) and as a result a Detailed Assessment for carbon monoxide will not be required.

2.1.4 Lead

There have been no significant changes to lead concentrations or emissions in the Borough since the second round USA (2004) and as a result a Detailed Assessment for lead will not be required.

2.1.5 Nitrogen Dioxide

There have been no significant changes to NO₂ concentrations or emissions in the Borough since the second round USA (2004) and measurements in the Borough continue to indicate that the annual mean objective is exceeded. As a result a Detailed Assessment for NO₂ to revoke or amend the existing AQMA is not needed at this stage.

2.1.6 Particules (PM₁₀)

There have been no significant changes to NO₂ concentrations or emissions in the Borough since the second round USA (2004) and measurements in the Borough continue to indicate that the annual mean objective is exceeded. As a result a Detailed Assessment for NO₂ to revoke or amend the existing AQMA is not needed at this stage.

However in line with previous government guidance and for the purposes of future planning the Council will note that close to localised sources such as busy roads and junctions, the 2010 annual mean objective is likely to be exceeded in 2010.

2.1.7 Sulphur Dioxide

There have been no significant changes to sulphur dioxide concentrations or emissions in the Borough since the second round USA (2004) and as a result a Detailed Assessment for sulphur dioxide will not be required.

2.2 Monitoring Data 2007

The Council carries out passive diffusion tube monitoring of nitrogen dioxide at eleven sites across the Borough. Particulates (PM₁₀) were measured between 2003 and 2006 using Osiris Particle monitors at two sites.

The Council monitored Benzene at two sites in the Borough using diffusion tubes from 1998 to 2003. This monitoring was ceased in view of the fact that the results obtained over this period were significantly below the standards for Benzene in the National Air Quality Objectives for 2003 and 2010.

The Updating and Screening Assessment 2006 for this Borough utilised continuous monitoring data from surrounding Boroughs whose sites are affiliated to the Local Air Quality Network (LAQN).

2.2.1 Nitrogen Dioxide

Nitrogen Dioxide is measured at 11 sites across the Borough using passive diffusion tubes. The locations of the tubes are shown in **Appendix 2**. Diffusion tube monitoring is not as accurate as continuous monitoring but it is a cost effective way of monitoring annual average levels of nitrogen dioxide across the Borough. The sites were chosen in accordance with UK NO₂ Diffusion Tube Instruction Manual.

The diffusion tubes used are supplied and analysed by Lambeth Scientific Services using a preparation method of 50% TEA in acetone. As local co-location studies have not been undertaken a bias correction factor has been obtained from the Air Quality Review and Assessment Website.

<http://www.uwe.ac.uk/aqm/review/diffusiontube230408.xls>

In accordance with the guidance given the bias correction factor used is 1.06. The results presented in Table 1 are the bias adjusted results. The actual results and details of the bias correction factor can be found in **Appendix 2**.

The annual average results for diffusion tube sampling are shown in the table below. It can be seen that the Average Annual Objective of 40µg/m³ is exceeded at all locations except the sites in Morden (LA) and Wimbledon (WA). The sites recording the highest concentration were the kerbside and roadside sites: Wimbledon Park (PA) and Colliers Wood (HA). The USA 2006 predicted that these sites as well as New Malden (BA) and Raynes Park South (DA) would be likely to exceed the objective in 2010.

Table 2

Annual Average NO₂ Diffusion Tube Monitoring Results 2006

Site No	Site Location	Site Type	Average (µg/m ³)
1	Lower Morden (GA)	Suburban	50
2	New Malden (BA)	Suburban	42
3	Raynes Park – South (DA)	Kerbside	51
4	Raynes Park – North (RA)	Suburban	45
5	Wimbledon (WA)	Suburban	38
6	Colliers Wood (HA)	Roadside	60
7	Mitcham (MA)	Suburban	41
8	Mitcham Town Centre (TA)	Urban Centre	50
9	Morden – Background (LA)	Urban Background	28
10	Morden (CA)	Suburban	50
11	Wimbledon Park (PA)	Kerbside	63

A map showing the location of the monitoring points is can be found at Appendix 2.

2.2.2 Particulates

Continuous monitoring of PM₁₀ was undertaken between 2003 and 2006 at two sites in the Borough using Osiris Particle Monitors. The monitors were located at the kerbside on Grand Drive Raynes Park and at a background location at Liberty School on Western Road in Mitcham. The results for 2006 for both sites are shown at **Appendix 2**. A factor to equate to a gravimetric equivalent is not applicable to this type of monitor.

They were removed in December 2006 due to problems with their operation. The Council is currently seeking funding to replace these monitors having failed to obtain funding through Air Quality Grant in 2007 and 2008.

Table 3 PM₁₀ monitoring at Merton sites (2006)

Site	Annual mean ($\mu\text{g}/\text{m}^3$)	No. of days > 50 $\mu\text{g}/\text{m}^3$	Data Capture Rate (%)
Grand Drive, Raynes Park	20.04	4	80.9
Liberty Avenue, Colliers Wood	12.73	1	82.3

The monitoring that was carried out confirmed that the Annual Mean Objective of 40 $\mu\text{g}/\text{m}^3$ was being met but there were days when the 24 hour mean standard of 50 $\mu\text{g}/\text{m}^3$ was exceeded. However the number of occurrences did not exceed the 2004 Objective of not more than 35 exceedances of 50 $\mu\text{g}/\text{m}^3$ in a year. The 2010 Objective of 10 exceedances of 50 $\mu\text{g}/\text{m}^3$ in a year would also be met.

For the Updating and Screening Assessment 2004 the 2003 continuous monitoring results were factored to produce data for 2010 using correction factors found in TG (03) guidance for the Grand Drive site. Using this information an estimate for 2010 PM₁₀ concentration and a prediction of the number of days when PM₁₀ concentrations would be greater than 50 $\mu\text{g}/\text{m}^3$ was made. These estimates are given in Table 4 below.

Table 4 Estimate PM₁₀ results in the London Borough of Merton for 2010 (using TG03)

Site	Annual mean ($\mu\text{g}/\text{m}^3$)	No. of days > 50 $\mu\text{g}/\text{m}^3$
Grand Drive, Raynes Park	22.0	6.4

2.3 New Developments

A number of large developments, both residential and mixed use, have been the subject of pre application (planning) discussions between Council Officers and Developers. Air quality issues have been raised in the context of the impact on air quality of such developments.

The Environmental Health Section has become involved in discussions on a number of developments regarding the requirements on developers to meet the Council's 10% Rule. This Rule requires that commercial developments of 1000 sq m or more must provide 10% of their energy from renewable sources. The Environmental Health Section seeks to ensure that in meeting this requirement there is no

deleterious impact on air quality. Whilst the Council encourages the use of technologies such as photovoltaic cells and wind turbines it is of concern that some developer's preference is for biomass boilers that may have an impact on air quality in some areas. The Council welcomes the research currently being undertaken in this area as this will assist us in assessing schemes.

Developments in Progress

The redevelopment of Wimbledon Football Stadium Plough Lane, Wimbledon commenced in late 2006. The redevelopment of this 3.8 hectare site will provide a mix of housing, community uses, light industrial and commercial uses. The developer was required to submit an air quality assessment and the Council have agreed mitigation measures including layout, car free housing, the provision of Oyster cards to occupiers. The renewable energy requirement is being met through the provision of photovoltaic cells. Occupation of the first phase of dwellings on site commenced in May 2008. The development is expected to be completed in late 2008.

Future Developments

In July 2008 the Planning Committee considered an application for planning permission for the redevelopment of a redundant gas works site of c 4 hectares in Mitcham Town Centre. The development proposed a mixed use scheme of industrial and residential uses. The planning application was accompanied by an air quality assessment. The Committee rejected this application and a new application is anticipated in 2008/09

A separate application was made to the same Committee in respect of the extensive scheme of works necessary to remediate ground contamination caused by the historical use. This application was granted permission and includes conditions requiring the monitoring and containment of particulates arising from the works.

Both these application contained conditions requiring the developer to comply with the requirements of the GLA/London Council's Best Practice Guidance on Control of Dust and Emissions from Construction and Demolition Sites. This is now the practice of the Environmental Health Section where applications are made for large developments.

The Council continues to work with developers in connection with the redevelopment of Mitcham Town Centre.

2.4 Road Schemes

There have been no major new road schemes in the Borough. There have been changes to junctions to improve congestion and additional sections of bus lanes and cycle ways have been added to the road network.

2.5 Industrial Processes

2.5.1 Part A Processes

The only Part A process in the Borough is now Reichold UK Ltd, 54 Willow Lane Industrial Estate, Mitcham CR4 4NA. This process is regulated by the Environment Agency. The Council has not been advised by the Environment Agency of any contraventions of the Permit Conditions for this process. Further information about this process can be obtained from the website of the Environment Agency <http://www.environment-agency.gov.uk/>

2.5.2 Part B Processes

The number of industrial processes holding permits issued by the Council under the provisions of Part B of the Environmental Protection Act 1990 increased in 2007 from 24 to 57. This is largely due to the requirement for the operators of dry cleaning processes to obtain a Permit.

The Council received applications for Permits from the 33 Dry Cleaning processes in the Borough by April 2007 and all were permitted as required by legislation by 1st October 2007. The Council ran a very successful one-day training course for dry cleaning operators in April 2008 that was funded by Air Quality Grant. The Council is concerned however that a number of these small businesses will fail to meet the requirements of the legislation and may not be in a position to upgrade their equipment due to financial constraints.

Permits were also issued for a concrete batching plant, a vehicle respraying process and a process for the surface cleaning of metals. The Permits for two vehicle refinishers and a petrol station were revoked.

A list of the processes holding Permits is attached at Appendix **3**

2.5.3 Pollution Incidents

There have been no major pollution incidents in the Borough that would impact on air quality.

3. Conclusion

This Progress Report assesses those factors have changed since the Updating and Screening Assessment 2006. As there have been no major new developments, additional industrial processes or a significant change in traffic flows the Council is satisfied that the conclusions of the Updating and Screening Assessment are still valid. The results of monitoring carried out by the Council show that the outcomes of the Updating and Screening Assessments are still valid

The Council will be carrying out a further Updating and Screening Assessment in 2009 in accordance with the DEFRA's requirements.

4.0 Air Quality Action Plan Progress Report

The Air Quality Action Plan has been updated using the recommended format for action plan progress reports as outlined in Policy Guidance LAQM. PG(03) and follows at **Appendix 1**.

The tables in **Appendix 1** list all the actions the Council undertakes in pursuit of the objective to improve local air quality and progress being made with their implementation. The following measures are highlighted and expanded upon as being especially significant and demonstrating that the Council is working to address air quality issues as an organisation and through partnerships.

4.1 Low Emission Zone

The most significant action in the Council's Air Quality Action Plan is introduction of a London wide Low Emission Zone (LEZ) encompassing the entire area of the London Borough of Merton. The LEZ is a specified area within which the most polluting diesel engine trucks, buses, coaches, large vans and minibuses will be required to meet specified Euro emissions targets or pay a charge. The LEZ will not apply to cars or motorcycles

The operation of the LEZ commenced across Greater London on 4th February 2008 and will be applied on a phased basis as follows:

- From 4 February 2008, a standard of Euro III for particulate matter (PM) for lorries over 12 tonnes
- From 7 July 2008, a standard of Euro III for particulate matter for lorries between 3.5 and 12 tonnes and buses and coaches with more than eight seats plus the driver's seat over 5 tonnes.
- From 4 October 2010, a standard of Euro III for particulate matter for larger vans and minibuses
- From 3 January 2012, a standard of Euro IV for particulate matter for lorries over 3.5 tonnes and buses and coaches over 5 tonnes

The Council is ensuring that it's own vehicle fleet is compliant with the requirements of the scheme through vehicle replacement or by retro fitting abatement technology. Further information about the LEZ can be found at www.tfl.gov.uk/lezlondon.

4.2 Train Station at Eastfields Mitcham

Mitcham Eastfields Station was opened in May 2008 providing direct services to London Victoria and Blackfriars. This is the first new station to be opened in London since the Second World War. The Council had campaigned for many years for a station to serve Mitcham as it was poorly served by public transport. It is anticipated

that the station will have lasting outcomes in terms of affecting modal split, improving accessibility and reducing car use. It will also assist in the regeneration of Mitcham Town Centre

4.3 Partnership Working

The Council has established close working relationships on specific initiatives with other London Boroughs and particularly our neighbouring Boroughs through the South West London Air Quality Cluster Group and partnership initiatives.

4.3.1 South London Freight Quality Partnership

The South London Freight Quality Partnership (SLFQP) was established in autumn 2005. The key stakeholders are the London Boroughs of Bromley, Croydon, Kingston Upon Thames, Lewisham, Merton, Richmond Upon Thames, Sutton, Wandsworth, Transport for London, the Freight Transport Association and the Road Haulage Association. Businesses are represented by the Chamber of Commerce with a number of businesses with large freight operations operating locally also attending meetings. Representatives of Merton Council's Environmental Health Team and Transport Planning Team are on the steering group.

The vision statement for the South London Freight Quality Partnership is as follows:

"To develop a common understanding of freight transport issues among the membership and promote constructive solutions which reconcile the need for access to goods and services with local environmental, social and safety concerns".

The South London Freight Quality Partnership will implement specific actions aimed at improving air quality, safety, reducing noise and increasing operational efficiency of the freight transport industry. These factors are fundamentally to do with the interface between the freight industry and the environment, and the need to reverse the negative impacts of one upon the other within the partnership area.

The work of the partnership is funded by Transport for London and is progressed by consultants (TTR – Transport and Travel Research) on behalf of the group. Current areas of work include:

- *Freight Industry Stakeholder Surveys*
- *Freight Consolidation Centre*
- *Construction Logistics Plans*
- *Loading / Unloading Code of Practice*
- *Legal Loading Initiative*
- *PCN Hotspots*
- *Communications*

- *Set up a Trial of Night Time Deliveries*
- *Freight Planning and Routing*
- *Freight Operator Recognition Scheme (FORS) Forum*

Further information about the South London Freight Partnership and its activities can be found at <http://www.southlondonfqp.com/>

4.3.2 Airtext

The Council was one of the founder members of the AirText consortium that was launched at the GLA in March 2007. The service offers those who are likely to suffer health effects from poor air quality to register to receive messages by text, voicemail or email of episodes of air pollution. This group is likely to include those suffering from asthma, emphysema, bronchitis and other chronic breathing problems. People with heart disease and angina are also likely to be affected by air pollution.

The aim of the service is to allow these individuals to take steps to avoid the health effects of air pollution by having prior warning. The service operates by sending a message either the night before or the morning of an episode of poor air quality alerting individuals that air quality may be at a level that could cause health effects. Individuals can then take precautions such as taking medication or avoiding exercise so as to minimise any health effects.

The forecasting system works by combining information from weather forecasts, European wide pollution forecasts and very detailed local pollution source data in a mathematical model.

The Council aims to register up to 300 residents for the service that is free to users. A joint bid was made on behalf of the South London Cluster Group for Air Quality Grant funding in 2008 to fund promotional materials and advertising to increase the number of users.

4.4 Promoting Sustainable Modes of Transport

The Council's Transport Planning Section operates a number of initiatives aimed at encouraging children to walk to school. The Council's Travel Plan Officer works with schools to develop travel plans and currently 92% of schools in the Borough have travel plans in place with a target for all schools having a travel plan by 2010. The Team also promotes walking to school through initiatives such as Walk to School Week, Walk on Wednesday and Walking Buses. In order to make the road environment around schools safer the Council has a continuing programme of implementing 20mph zones around schools.

The Council promotes the Car Clubs to give individuals a more sustainable option to car ownership. Two car club schemes now operate in the Borough with over 600 registered members. The Council is also a business member of a scheme with a vehicle based at the Civic Centre in Morden that individual members can also use. Membership of a car club has been made a requirement of S106 Agreements for car free developments. The Council has obtained funding from TfL to further develop car clubs to socially deprived areas of the Borough and to expand the number of bays throughout the Borough. Further information is available from the Council's website <http://www.merton.gov.uk/living/transport-streets/transportplanning/carclub.htm>

The Council has produced a draft Travel Plan covering Council staff and activities. This document presents a very detailed picture of how staff are currently travelling to and from work and as well as all aspects of transport related to Council functions. The Plan identifies scope for significant changes in staff travel both to commute and work-related journeys. Several measures have been recommended and achievable targets set to reduce staff reliance on the private car.

The Council has upgraded shower facilities at the Civic Centre to encourage staff to use alternative modes of travel to get to work and has also provided new secure bicycle storage at the Civic Centre. The Council has also introduced a Cycle2Work Salary Sacrifice scheme whereby staff can purchase bicycles at a significant saving.

4.5 Nuisance

The Council takes immediate action to deal with incidents causing air pollution in the Borough. Complaints regarding bonfires or dust nuisance on commercial or construction sites are responded to immediately with statutory enforcement action being taken under the provisions of the Environmental Protection Act 1990 where appropriate. The Council discourages domestic occupiers from having bonfires and encourages the use of the Council's recycling facilities.

The Council liaises closely with the Environment Agency when complaints are received of nuisance (dust, emissions) from sites holding Environmental Permits (Waste Management Licences). The Council is consulted by the Environment Agency on new applications for Permits. We seek to ensure that licence conditions require adequate measures to prevent nuisance to residents and to protect the local environment.

The Council also seeks to prevent incidences of dust nuisance and excessive particulate emissions through the use of conditions on planning permissions. For large developments applicants are required, prior to the commencement of any works, to submit a method statement for the Council's approval identifying the measures that will be undertaken to mitigate the environmental impact of the demolition and construction phase of the development. It is now the practice of the Environmental Health Section to require these applicants to have regard to the GLA/London Council's Best Practice Guidance on Control of Dust and Emissions from Construction and Demolition Sites.

4.6 Climate Change

The Council is currently developing a Climate Change Strategy. This will set targets for many areas of the Council's activities including, reducing CO₂ emissions, generating energy from renewable resources, recycling, sustainable management of biodegradable waste and sustainable transport. The Council will seek to ensure that measures that will result in benefits for both air quality and climate change will be promoted.

Mitcham has been designated as one of the four pilot London Energy Action Areas. These areas will showcase how low carbon strategies can be applied and replicated more widely. The core of our EAA will be a District Heat and Power Network with energy being generated using Combined Heat and Power (CHP) units. A unique aspect of the Merton Scheme is the proposal that the fuel source for the CHP will be biogas (methane) generated from domestic waste by pyrolysis.

5.0 Conclusion

This Progress Report assesses those factors have changed since the Updating and Screening Assessment 2006. As there have been no major new developments, additional industrial processes or significant changes in traffic flows the Council is satisfied that the conclusions of the Updating and Screening Assessment are still valid. The results of monitoring carried out by the Council show that the outcomes of the Updating and Screening Assessments are still valid

The Council will be carrying out a further Updating and Screening Assessment in 2009 in accordance with the DEFRA's requirements.

The Council recognises the need to recommence monitoring for particulates and will strive to obtain funding for the necessary equipment as a matter of priority.

With regard to actions to improve air quality the Council will continue to strive to improve the Borough for those living and working here without compromising the health and well being of individuals.

APPENDICES

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	Action	Original Timescale	Progress with Measure August 2008	Comments
1	The Council will support the introduction of a Low Emission Zone for London that encompasses the Borough subject to public consultation and agreement on the source of funding for the scheme.	2006		LEZ commenced February 2008
2.	The Council will carry out vehicle emissions testing in the Borough under the auspices of the ALG London wide scheme.	Commence Sept 2003	Completed March 2004, testing carried out on 10 days, 436 vehicles tested, 16 failures.	Funding not continued.
3.	The Council will support the ALG bid to Government for continuation of the vehicle emissions testing scheme after the pilot programme.	Ongoing to 31 st December 2005	Council made written representation for continuing funding of scheme.	
4.	The Council will lobby the Government to create a legislative and policy framework that encourages greater take up of cleaner vehicles and greater use of cleaner fuels and better vehicle maintenance.	Ongoing to 31 st December 2005	No opportunities to respond to consultation have arisen	
5.	The Council will promote Government Grant Schemes for the purchase of cleaner vehicles and retrofitting of cleaner engine technologies.	Ongoing to 31 st December 2005	No Grant Schemes running	
6.	The Council will work with TransportEnergy to identify appropriate sites for alternative refuelling infrastructure in the Borough	Ongoing to 31 st December 2005	The Council raises this issue in pre application planning discussion for appropriate sites.	
7.	The Council will when adding to its fleet will purchase the most cost effective efficient vehicle that will achieve the lowest practicable emissions	Ongoing to 31 st December 2005	Ongoing	Vehicles being upgraded or adapted to comply with LEZ requirements
8.	The Council will consider if it is appropriate to use its powers as a 'Statutory Objector' in the granting of vehicle operator licences.	Ongoing to 31 st December 2005	No cases have arisen where it has been considered appropriate to use these powers.	

9.	The Council will lobby the GLA and Government to implement traffic reduction measures throughout London.	Ongoing to 31 st December 2005	Response to future consultation documents	
10.	The Council will monitor the effect of the Congestion Charging Scheme and consider the introduction of complementary measures if necessary in Merton so as to prevent any detrimental effect on air quality.	Ongoing to 31 st December 2005	Impact on Borough monitored, no action found to be necessary	Action retained in view of proposals to amend the Congestion Charging Area.
11.	The Council will, with its' partners progress the City Car Clubs Scheme and assess the viability of introducing a pilot scheme in the vicinity of Wimbledon town centre.	Ongoing to 31 st December 2005	Achieved	Two car club schemes now running (City Car Club and Street Car) with over 600 members served by 17 cars in 12 locations and funding in place to extend further.
12.	The Council will consider the introduction of CPZ's for all town centres by 2005.	Ongoing to 31 st December 2005	CPZ schemes now in place in Mitcham, Wimbledon, Morden, Colliers Wood, Wimbledon Park, Wimbledon Village	
13.	The Council will consider the introduction of CPZ's for key station locations where parking demand exceeds supply, giving priority to locations most vulnerable to the effect of the Central London Congestion Charging Scheme.	Ongoing to 31 st December 2005	Ongoing	Council will introduce further schemes where need identified and subject to consultation
16.	The Council will seek opportunities for the introduction of Home Zones in consultation with local residents.	Ongoing to 31 st December 2005	8 20mph Zones now in place around schools.	Ongoing programme
17.	The Council will seek the provision, where appropriate, of car free residential housing developments.	Ongoing to 31 st December 2005	Section 106 agreements for five car free developments were signed in 2007/8.	

18.	The Council will produce updated supplementary planning guidance (SPG) on air quality.	30 th September 2004	Timetable revised	Revision of SPG is being considered in connection with the Local Development Framework Process
19.	The Council seek to minimize air pollution from new developments through the application of appropriate planning conditions but where the Council is satisfied that a development would be seriously detrimental to local air quality permission will be refused.	Ongoing to 31 st December 2005	Air quality assessments required where appropriate and Planning Conditions imposed where necessary.	
20.	The Council will produce a Walking Strategy for the Borough	December 2003	Timescale revised to 2008	
21.	The Council will continue to promote and implement the Walking Bus and Safe Routes to School Scheme	Ongoing to 31 st December 2005	Ongoing	
22.	The Council will implement the London Cycle Network Plus in Merton by 2005	Ongoing to 31 st December 2005	Ongoing improvements to cycle network.	
23.	The Council will require developers to provide cycle facilities within new developments.	Ongoing to 31 st December 2005	New Developments are required by Planning Conditions to provide secure cycle parking facilities in accordance with the Council's Cycle Parking Standards.	
24.	The Council will work towards increasing the area of the Borough with good accessibility to public transport	Ongoing to 2006	Ongoing	See 25. 26. 27. below
25.	The Council will work towards the improvement and expansion of rail services in the Borough	Ongoing to 31 st December 2005	Mitcham Eastfields station opened May 2008	

27.	The Council will continue to promote the extension of the Croydon Tramlink system.	Ongoing to 31 st December 2005	Ongoing	
28.	The Council will raise awareness of the consequences on health and the environment of current transport trends in Merton and of the alternatives to car-based travel through participation in national and local campaigns.	Ongoing to 31 st December 2005	In 2007 the Council has promoted and participated in campaigns such as TryCycling Walk to School Week, Walk on Wednesday, Bike Week and Bike2Work Week	
29	The Council will produce a Green Travel Plan, thereafter the plan will be promoted to employees.	Ongoing to 31 st December 2005	Ongoing.	
30.	The Council will provide guidance and support to enable School Travel Plans to be put in place, and will provide guidance and advice to businesses on developing Green Transport Plans.	31 st December 2003 and ongoing	62 Schools now have a Travel Plan	This represents 92 % of schools. The Council has a target for all schools to have a travel plan by 2010
31.	The Council will seek to develop a Freight Quality Partnership through working with the local business community.	31 st March 2004 and ongoing	Not progressed	Freight Quality Partnership now being progressed through the South London Air Quality Cluster group with funding from Transport for London
32.	The Council will investigate the feasibility of allowing HGV's to share bus lanes in some parts on the Borough.	Ongoing to 31 st December 2005	Not progressed	

33.	The Council will carry out regular inspections of authorised processes to ensure that authorization conditions are being complied with and will take enforcement action where necessary.	Ongoing to 31 st December 2005	Premises inspected in accordance with Government Guidance on risk based inspection frequency.	Training provided for Dry Cleaning Operators April 2008
34.	The Council will take action to discourage residents from having bonfires and promote alternative means of disposal of waste	Ongoing to 31 st December 2005	Articles placed in local places and advice given by officers on alternative means of disposal	
35.	The Council will take statutory enforcement action where necessary to prohibit bonfires.	Ongoing to 31 st December 2005	Ongoing	The Council provides an immediate response (within one hour) to complaints regarding bonfires on commercial or construction sites
36.	The Council will require by planning condition a method statement from developers outlining how they propose to minimise emissions of dust from the demolition and construction phase of developments	Ongoing to 31 st December 2005	In addition air quality assessments required for all medium to large scale developments as appropriate	Reference document - London Councils Air Quality and Planning Guidance (revised Jan 2007)
37.	The Council will provide an immediate response to complaints of bonfires on construction sites and if substantiated will serve Statutory Notice prohibiting further bonfires.	Ongoing to 31 st December 2005	The Council provides a 'rapid response' service to complaints of bonfires on commercial premises and serves Statutory Notices where appropriate	Construction Site Code of practice produced by the South London Cluster Group widely distributed to Developers and Building Contractors
38.	The Council will introduce a multimaterial kerbside collection for recycling.	Ongoing to 31 st December 2005	Completed - multi material kerbside collection introduced.	Council is promoting greater levels of recycling and the provision of additional facilities

39.	The Council will encourage developments that are sustainable in terms of their design, construction and services.	Ongoing to 31 st December 2005	Ongoing	This is now a Council priority. The Environmental Health Section is a party to discussions with developers to ensure that measures to address climate change do not have a negative impact on air quality.
40.	The Council will encourage the users of large boilers that still use heavy fuel oil to convert these boilers to use of lighter fuels or gas.	Ongoing to 31 st December 2005	Initial survey undertaken in 2004 to identify large users of heavy fuel oils but not progressed due to lack of resources	

Appendix 2 PM₁₀ Results Grand Drive, Raynes Park, London 2006

Grand Drive

	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1	28.3	0	46.8	16.6	63	11.4	21.8	29.1	31.2	18.4	19.6	0
2	36.3	0	32.2	9.3	11.9	17.8	13.7	33.4	31.9	29.9	20.5	0
3	26.5	0	34.6	25.9	22.5	18.6	15.7	49.1	35.2	22.9	22.1	0
4	20	0	30.4	13.4	17.5	10.6	14.2	28.7	24.1	17.7	23.6	0
5	26.1	0	53.1	18.3	12.6	10.3	12.4	39.8	32.6	23.3	50.3	0
6	26.8	0	54.8	13.6	15	13.5	18.3	22.1	29.2	18.4	49.3	0
7	21.7	0	10.8	28.3	15.8	18.9	32.2	16.6	48.6	18.1	21.2	0
8	46.1	0	20.3	17.9	11.9	27.8	19.7	24.4	48.6	24.4	13.3	0
9	16.6	0	31.6	18	19.5	29.7	15.5	23.9	67.5	22.8	20.1	0
10	30.7	0	20.5	15.5	31.1	21.4	8.7	24.1	35.7	27.4	22.9	0
11	34	0	31.9	30.6	35.7	23.8	10	24.6	21.5	28.3	32.2	0
12	19.4	0	34	26.6	24.1	19.1	15.6	26.8	21.4	18	19.9	0
13	26	0	14.9	25.7	20.2	15.8	16.9	21.7	25.7	22.7	18.4	0
14	20.3	0	31.3	18	27.3	17.3	11.7	32.3	25.5	12.4	31.2	0
15	17.2	0	41.4	23.1	18.4	17.1	8.5	13.8	22.8	12.8	19.4	0
16	34.9	0	13.3	19.8	18.8	14	10.5	13.1	27.1	11.2	17.2	0
17	0	0	20.7	19.2	22.6	15.7	10.9	19.4	29.5	11.3	19	0
18	0	0	20.4	6.5	30	14.4	15.6	19.8	14.9	16.8	14.2	0
19	0	0	28.2	11.8	21.1	10.3	17.3	21.3	21.4	30	20.6	0
20	0	0	21.6	14.6	22.1	10.5	24.3	18.2	20.1	15.4	13.2	0
21	0	0	22.5	22.9	15.1	9	14.7	20.5	32.6	23.3	12.8	0
22	0	0	16.6	24.3	14.3	13.9	23.6	23.3	23.9	32.8	19.4	0
23	0	0	13	33.5	27.8	23.2	22.4	21	11.4	17	36.1	0
24	0	0	15	30.8	17.7	16	21.1	21	17.9	26.9	40.3	0
25	0	0	19.3	36.8	21.9	16.4	17.4	14.5	20.4	21.8	38.4	0
26	0	0	12.2	36.3	25.8	19.4	10.7	15.1	10.1	24.7	21.7	0
27	0	0	16.2	36.8	19.2	21.1	16.5	13.9	13.6	20	18.4	0
28	0	0	13.3	25.9	20.5	25.1	23.9	16.6	16.3	28.7	8.3	0
29	0	0	21.8	9.7	20.9	21.5	33.7	14.4	18.9	30.5	23.8	0
30	0		46.7	34	20.2	20.8	22.7	19.4	17.9	36.6	35.2	0
31	0		41.6		20		24.3	26.6		25.6	28	0

Appendix 2a**PM₁₀ Results Liberty School, Western Road, Mitcham 2006****Liberty School**

	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1	8.3	0		15.2	45.5	10.7	12.8	18.3	16.7	10	13.2	0
2	14.9	0	24.4	8.5	9.1	15.6	8.4	24.6	18.9	14.1	15.2	0
3	23.5	0	26.6	17	17	16.2	9.6	27.4	19.8	11.4	15.5	0
4	20.5	0	32.9	8.7	9.2	11.3	7.8	18.2	12.4	8.9	16.1	0
5	13.5	0	50.9	12.5	6.7	9.9	10.7	25.6	19.7	11	28.2	0
6	11.3	0	44.9	9.3	10.9	12	12.6	14.3	17.1	9.8	27.6	0
7	13.6	0	8.8	10	11.5	14.8	14.5	9.4	22	10	17	0
8	12	0	14	11.3	7.7	19.1	11	19.1	18.7	14	10.5	0
9	11.7	0	15.2	19.6	13.9	27.8	10.5	13.6	28.6	11.2	13.8	0
10	25.8	0	18	14.4	23.9	12.9	5.9	12.1	21.2	12.8	14.8	0
11	8.7	0	26.7	24.8	30.4	17.4	7.7	12	10.5	13.8	22.1	0
12	16.6	0	30	25.4	20	13.5	11.7	10.5	10	9.8	13.2	0
13	17.7	0	9.1	24.7	19.5	10.8	11	10.4	10.7	13.3	12.9	0
14	9.6	0	17.6	15.7	25.8	14.3	7.1	19	12.2	6.9	22.1	0
15	12.3	0	27.1	19.8	18.5	13.1	6	7.3	12.4	7.6	12.7	0
16	9.9	0	9.3	17.5	17.7	9.8	7	6.4	12.4	6.2	12.2	0
17	11.2	0	16.7	14.5	19.8	10.9	7.7	9.4	11.2	7.2	13.5	0
18	20	0	14.8	4.3	28.5	9.4	9.1	10.4	6.7	13	15.7	0
19	0	0	16.3	9.9	20.3	8.1	9.7	11.1	9.5	17.4	13.8	0
20	0	0	15.2	12.4	19.5	6.5	14.9	8.8	11.2	8.7	10.6	0
21	0	0	15.5	15	14.6	6.7	7.9	12.1	17.6	11.5	11.4	0
22	0	0	11.5	18.9	12.5	9.2	14	11.9	12.7	15.3	0	0
23	0	0	10.7	27.3	17	12	16.7	10.5	7.3	9	0	0
24	0	0	10.4	25.9	17.7	11.7	14	9.1	10.5	14.1	0	0
25	0	0	14.8	28.8	19.7	11.9	10.4	7.7	10.3	12.2	0	0
26	0	0	10.8	33.3	17.6	13.7	7.8	8.8	7.1	13.4	0	0
27	0	0	11.7	36.8	15.5	13	11.8	6.9	8.7	11.8	0	0
28	0	0	10.5	25.9	16.7	15.2	14.3	9.7	10	15	0	0
29	0	0	21.7	9.7	16.4	12.9	19.1	7.1	11.7		0	0
30	0		43.5	24.6	14.9	10.9	14.6	10.3	11.6	26.3	0	
31	0		37.2		14.5		14.7	14.6		20.3	0	

NITROGEN DIOXIDE

RESULTS (µg/m³) January to December 2007

No.	DATE	DATE	SITE											
	FROM	TO	(BA)	(CA)	(DA)	(GA)	(HA)	(LA)	(MA)	(RA)	(TA)	(WA)	(PA)	AVE
1	2/1/2007	16/1/2007	31	56	38	42	38	NA	34	35	67	41	30	41
2	16/1/2007	30/1/2007	53	65	54	71	68	NA	76	43	61	43	64	60
3	30/1/2007	13/2/2007	58	66	71	71	66	NA	43	87	62	53	73	66
4	13/2/2007	28/2/2007	24	30	48	41	54	NA	29	40	27	36	69	40
5	28/2/2007	15/3/2007	37	47	50	NA	50	18	29	35	40	40	48	39
6	15/3/2007	30/3/2007	55	72	74	72	70	30	42	62	60	30	75	58
7	30/3/2007	19/4/2007	49	43	33	48	81	NA	32	31	34	35	67	45
8	19/4/2007	2/5/2007	47	53	54	53	59	56	41	41	42	24	57	48
9	2/5/2007	16/5/2007	35	42	51	42	48	32	35	48	45	36	32	41
10	16/5/2007	29/5/2007	26	31	20	26	38	11	17	21	17	20	36	24
11	29/5/2007	15/6/2007	24	36	32	35	42	14	25	26	35	32	35	31
12	15/6/2007	28/6/2007	24	31	40	29	41	NA	17	30	50	24	30	32
13	28/6/2007	9/7/2007	45	49	42	65	35	15	22	49	40	53	52	42
14	9/7/2007	31/7/2007	31	38	33	22	34	12	NA	27	NA	23	45	29
15	31/07/07	17/8/2007	NA	31	26	19	27	NA	NA	22	32	29	44	29
16	17/8/2007	30/8/2007	NA	47	40	42	51	NA	24	38	NA	27	48	40
17	30/8/2007	20/9/2007	19	38	40	52	NA	NA	39	44	NA	36	60	41
18	20/9/2007	2/10/2007	39	38	34	45	43	19	35	75	NA	33	56	42
19	2/10/2007	25/10/2007	36	53	62	52	69	NA	43	43	54	41	114	57
20	25/10/2007	13/11/2007	40	52	52	52	52	24	37	18	48	7	NA	38
21	13/11/2007	27/11/2007	51	52	62	60	81	57	61	57	19	40	NA	54
22	27/11/2007	11/12/2007	40	39	35	37	58	26	37	49	35	48	80	44
23	11/12/2007	21/12/2007	79	92	108	73	125	NA	82	NA	111	78	129	97
24	21/12/2007	8/1/2008	39	42	52	44	80	NA	46	46	59	41	71	52
25														
26														
Average µg/m ³			40	48	48	48	57	26	38	42	47	36	60	45
Average as a 98%ile			96	114	115	114	137	63	92	101	113	87	109	
Adjusted data µg/m ³			42	50	51	50	60	28	41	45	50	38	63	

Monitoring Locations - Key

MA LAVENDER AVE, MITCHAM

CA BARDNEY ROAD, MORDEN

RA PEPYS RD, RAYNES PK.

WA WOODSIDE, WIMBLEDON

GA GARTH ROAD, MORDEN

BA SCHOOL, NEW MALDEN

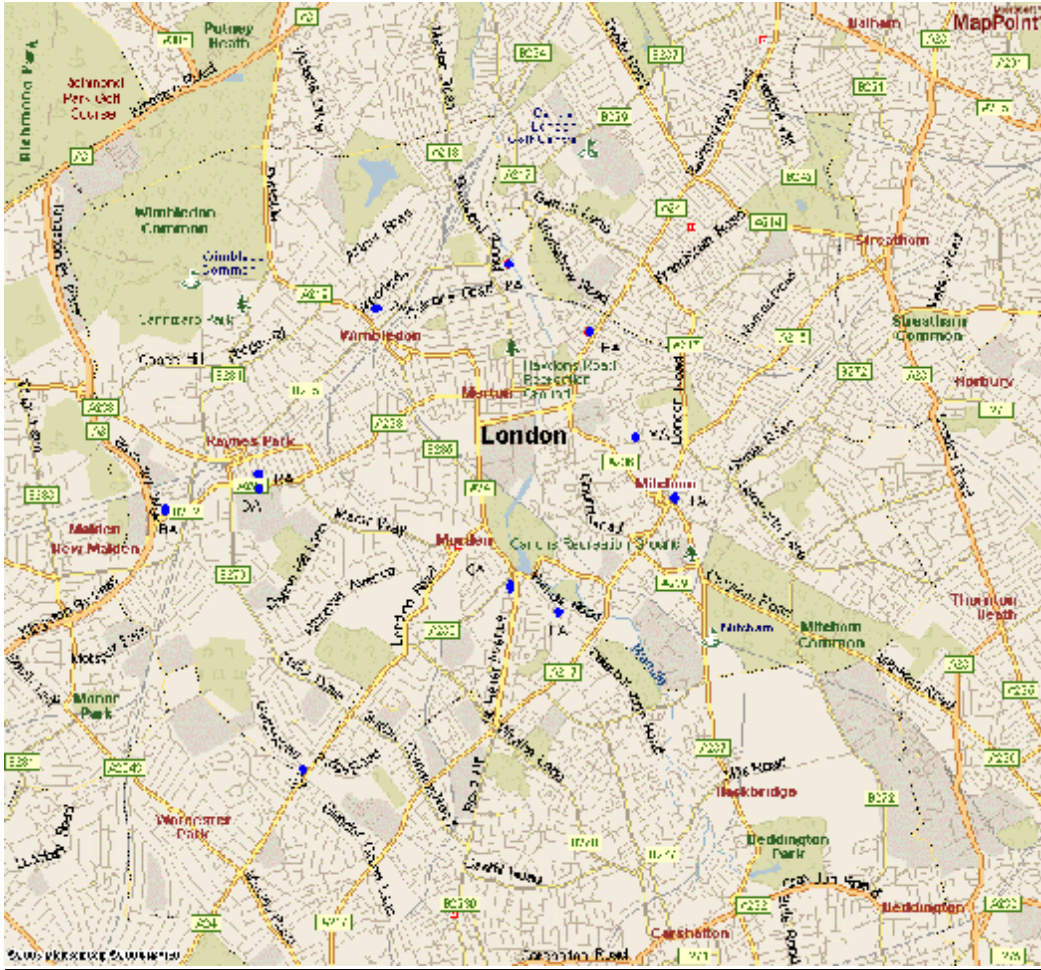
DA WORPLE RD, RAYNES PK

HA HIGH ST., COLLIERS WOOD

TA TOWN CENTRE, MITCHAM

LA LEONARD AVE, MORDEN

PA PLOUGH LANE, WIMBLEDON



Nitrogen Dioxide Monitoring Locations (Blue)

Part B Processes

London Borough of Merton - Part B

Apr-08

Process Name	Industry Type	Authorisation Ref Number	Process Address	Post Code
South London Crematorium.	Crematorium	1	Rowan Road Streatham	SW16 5JG
North East Surrey Crematorium	Crematorium	2	Lower Morden Lane Morden Surrey	SM4 4EU
A W Champion Ltd	Timber & Combustion	3	Champion House Burlington Road. New Malden	KT3 4NB
Tarmac Ltd.	Concrete Batching	5	77 Weir Road Durnsford Ind.Estate London	SW19 8UG
Allen Concrete Ltd	Concrete Batching	7	38 Willow Lane Mitcham Surrey	CR4 4NA
Hanson Premix	Concrete Batching	8	Archway Close Endeavour Way London	SW19 8UH
Tesco	Unloading petrol into storage at a service station	23	300 Beverley Way New Malden Surrey	KT3 4PJ
Savacentre Ltd	Unloading petrol into storage at a service station	25	1 Merton High Street London	SW19 1DD

Morden Repair Centre Limited	Vehicle Refinishing	26	141 Garth Road Morden Surrey	SM4 4LF
Total Convenience Store	Unloading petrol into storage at a service station	27	Western Road 231 Western Road London	SW19 2QE
Colliers Wood Service Station	Unloading petrol into storage at a service station	30	164/168 High Street Colliers Wood	SW19 2BNR
Shell Pepys Corner	Unloading petrol into storage at a service station	33	Worple Road London	SW20 8RE
Kingston Autoway Centre	Unloading petrol into storage at a service station	34	Shannon Corner New Malden Surrey	KT3 6HM
Shell Plough Lane	Unloading petrol into storage at a service station	38	59 Plough Lane London	SW17 8HA
Martin Way Service Station	Unloading petrol into storage at a service station	42	262 Martin Way Morden Surrey	SM4 4AW
Wimbledon Chase Service Station	Unloading petrol into storage at a service station	44	314 Kingston Road London	SW20 8LR

Haydons Road Service Station	Unloading petrol into storage at a service station	45	298 Haydons Road London	SW19 1ED
Total Convenience Store	Unloading petrol into storage at a service station	48	7 Rowan Road London	SW16 5JM
Link Vehicle Solutions Ltd	Vehicle Refinishing	49	Unit 2 Greenlea Ind.Park Prince Georges Road Colliers Wood	SW19 2RB
Wandle Service Station	Unloading petrol into storage at a service station	50	Bishopsford Road Morden Surrey	SM4 6AP
Autodex Ltd	Vehicle Refinishing	52	2 Prince Georges Road Merton Abbey London	SW19 2PX
Tesco	Unloading petrol into storage at a service station	54	194/210 Merton Road London	SW19 1EG
DWS Bodyworks Mitcham	Vehicle Refinishing	62	11/11A Bunting Close Mitcham Surrey	CR4 4ND
Bodycote Heat Treatments	Surface Cleaning of Metals	63	Garth Road, Lower Morden	SM4 4LT
F M Conway Ltd	Concrete Batching	64	Wandle Way, Willow Lane Mitcham	CR4 4NB

Bond	Dry Cleaners	DC/001	102 Kingston Road Wimbledon	SW19 1LX
Bourjois Cleaners	Dry Cleaners	DC/002	330 West Barnes Lane New Malden	KT3 6NB
Kingsmere Cleaners	Dry Cleaners	DC/004	36a Wimbledon Hill Road Wimbledon	SW19 7PA
Dry Cleaning By Mona	Dry Cleaners	DC/005	343 London Road Mitcham Surrey	CR4 4BE
Du Cane	Dry Cleaners	DC/006	30 Christchurch Road Colliers Wood	SW19 2NX
Dudley Dry Cleaners	Dry Cleaners	DC/007	316 Haydons Road Wimbledon	SW19 8JZ
Ela	Dry Cleaners	DC/008	Unit 1 Industrial Units, RO, 37, Briscoe Road Colliers Wood	SW19 2AH
Elegance Dry Cleaners	Dry Cleaners	DC/009	67 Approach Road Raynes Park	SW20 0BA
Galaxy Dry Cleaners	Dry Cleaners	DC/010	22 Leopold Road Wimbledon Park	SW19 7BD
Grand Dry Cleaners	Dry Cleaners	DC/011	310 Grand Drive Raynes Park	SW20 9NQ

High Quality	Dry Cleaners	DC/012	185 Merton Road	SW19 1EE
			Wimbledon	
Johnson Cleaners UK Limited	Dry Cleaners	DC/013	1 -3 Church Road	SW19 5DW
			Wimbledon	
Crown Dry Cleaners	Dry Cleaners	DC/014	17 Morden Court Parade	SM4 5HJ
			Morden Surrey	
Master John (Dry cleaners)	Dry cleaners	DC/016	5 Merton Park Parade	SW19 3NT
			Kingston Road, Wimbledon	
Morden Dry Cleaners	Dry Cleaners	DC/017	14 Crown Lane	SM4 5BL
			Morden, Surrey	
Parrisianne Cleaners	Dry Cleaners	DC/018	107 Central Road	SM4 5SQ
			Morden	
Pisces Dry Cleaning	Dry Cleaners	DC/019	219 Streatham Road	CR4 4BE
			Mitcham, Surrey	
Rendezvous	Dry cleaners	DC/020	310 Kingston Road,	SW20 8LX
			Wimbledon	
Rosestock	Dry Cleaners	DC/021	363 Westbarnes Lane	KT3 6JF
			New Malden	
Serena Dry Cleaners Services	Dry Cleaners	DC/022	276 London Road	CR4 3NB
			Mitcham	
			London	

Swan Cleaners	Dry Cleaners	DC/024	64 Coombe Lane Raynes Park	SW20 9NQ
London Quality Cleaners	Dry Cleaners	DC/025	163 London Road Mitcham	CR4 2JB
Top Clean	Dry Cleaners	DC/026	172 Chestnut Grove Mitcham,	CR4 1RB
Unit 4 London Dry Cleaners Ltd	Dry Cleaners	DC/027	Unit 4, 271 Coombe Lane London	SW20 0RH
Westway Dry Cleaners	Dry Cleaners	DC/028	55 St Helier Avenue Morden	SM4 6HY
Whistle And Flute	Dry Cleaners	DC/029	370 Grove Road Mitcham	CR4 1AB
Get Smart Dry Cleaners	Dry Cleaners	DC/030	47 Martin Way, Morden	SM4 4AH
Perry de Montaignac	Dry Cleaners	DC/032	25C Lombard Road Wimbledon	SW19 3TZ
Regi's Dry Cleaners	Dry Cleaners	DC/033	25 Tudor Drive Morden	SM4 4PD
Claremar Cleaners	Dry Cleaners	DC/034	262 Grand Drive Raynes Park	SW20 9NE
M & M Dry Cleaners	Dry Cleaners	DC/035	23 London Road Morden	SM4 5HT

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