



**Air Quality Action Plan Progress
Report 2008-2009**

London Borough of Waltham Forest.

**Part IV of the Environment Act
1995:**

Local Air Quality Management

July 2009

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Air Quality Action Plan Progress Report

The Air Quality Action Plan Progress Report serves to update on the Councils progress towards achieving the air quality objectives. Specifically the progress report aims to:

- 1 Retain the profile of LAQM within the local authority
- 2 Provide a means of communicating air quality information to members and the public
- 3 Maximise the usefulness and interpretation of the monitoring carried out by the local authority
- 4 Make the next stage of review and assessment easier, as the report provides a readily available up-to-date source of information
- 5 Help local authorities respond to enquires for information on air quality
- 6 Provide information to help other policy areas, such as transport and land use planning
- 7 Demonstrate progress on the Air Quality Action Plan

Waltham Forest's Air Quality Action Plan was published in 2003. The plan is aimed at reducing NOx and PM10 emissions, primarily through measures to reduce traffic flow and vehicle emissions and to promote, improve and encourage the use of more sustainable forms of transport. Other actions focus on measures to raise public awareness of air pollution, greener travel and local policy measures. A copy of the full action plan and progress reports up to and including 2008, are available on the website at

www.walthamforest.gov.uk/environment

The Council's action plan applies to the entire Air Quality Management Area, which covers the whole of Waltham Forest. It can therefore be assumed that approx 221,700 people are exposed to poor levels of air quality (from the ONS 2005 revised mid-year population data). However a re-evaluation of the

AQMA will ascertain that the actual numbers of residents exposed to exceedences of NO₂ and PM10 pollutants is likely to be lower.

Whilst the annual average PM10 objective is met at background locations, levels of PM10 have not declined as predicted, but remain steady at around 25µg/m³. The NO₂ objective is exceeded at roadside locations; as measured at the Billet roundabout and Ruckholt Close sites. The NO₂ objectives at background locations are achieved, as measured at the Dawlish Road site. The 1-hour mean objective was achieved at all monitoring locations.

In previous reports defra have advised that actions that have been achieved do not need to be included in the Action Plan progress report. Therefore in the following table, only those actions which have not been achieved in previous years are commented upon with regard to the progress, outcome to date and any comments for each action. The numbering of each action is taken from the Air Quality Action Plan.

Action Plan Progress Table.

Actions	Original Implementation Date	Progress with Action	Outcome to date	Comments
Air Quality				
3. To continue to monitor for NO _x , PM ₁₀ and SO ₂ throughout the borough and participate in the London Air Quality Network (LAQN).	Ongoing – National Air Quality Strategy (as amended 2000).	Ongoing	See Updating and Screening Assessment 2009	
4. To update air quality information on the Councils website and update as necessary.	Updating information – ongoing.	The latest air quality reports are on the Councils website.		
5. To enforce air pollution regulations and legislation.	Statutory duty.	Statutory duty.	During 2008 there were 270 service requests in relation to air pollution.	
6. To continually review and assess air quality in the Borough.	Statutory duty.		The Council is continuing to review and assess air quality.	The NLCG has commissioned an update for AQ modeling in the borough
7. To continue participation in the North and East London Air Quality Cluster groups.	Ongoing.	The Council continues to meet and work with neighbouring boroughs.		

<p>8. To continue cross-departmental air quality meetings.</p>	<p>Ongoing – regular meetings.</p>			<p>Fortnightly meeting are held with the Development Control Team and regular meeting with Transport Planners.</p>
<p>14. To develop a car share website for Council staff to use.</p>	<p>June 2004</p>		<p>The Councils workplace travel plan was not approved by members. There is a Staff Travel Plan which is in draft form.</p>	<p>The council's car share website is integrated with the Staff Travel plan.</p>

Actions	Implementation	Progress with Action	Outcome to date	Comments
Traffic Management				
<p>15. To implement various forms of Traffic Management measures to borough roads to improve road safety and reduce congestion:</p> <ul style="list-style-type: none"> •1 speed reduction& flow •2 traffic re-routing and road hierarchy •3 re-allocating road space •4 CPZs •5 Home Zones •6 Traffic signal improvement •7 Pedestrian facilities •8 Junction control 	Ongoing – dependant on annual funding allocations by TfL.	<p>In 2008 there were:</p> <p>8 x Signal improvements made</p> <p>2 x new CPZ</p> <p>5 x reallocation of road space</p> <p>5 x cycling routes (LCN)</p> <p>3 x Bus Priority Networks</p> <p>5 X Bus Stop Accessibility</p> <p>6 x Local Safety Schemes</p>		
17. To implement the Council's Green Travel Plan (GTP) for Council premises.		.	No referred to as the Staff Travel Plan.	See Action Point 14.

19. Continue to provide cycle training programme in the borough with the cycle training team. Adult cycle training lessons.	Annually throughout the year.	Adult cycle training is provided on a 1:1 basis.		The council also operates a 'bike recycling scheme' and a weekly 'Dr Bike' maintenance workshop.
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<p>22. To implement '20mph Zones' in the borough where practicable.</p>	<p>Ongoing – dependant on LIP APR by TfL.</p>	<p>In 2008 the Council implemented 2 x 20 mph zones in residential areas.</p>		
<p>23. Continue to work in partnership with:</p> <ul style="list-style-type: none"> •1 North London Transport Forum •2 Thames Gateway London Partnership •3 Lee Valley Partnership •4 London Bus Priority Network •5 North Orbital Rail Partnership (NORP) •6 London Cycle Network + for a coherent and integrated transport network. 	<p>Ongoing.</p>	<p>The Council continues its partnership working with these groups and lobbying for funding for schemes and improvements.</p>		<p>The North London Workplace Travel Plan Co-ordinator, for the boroughs of Enfield, Haringey, Barnet and Waltham Forest, continues to work with local businesses to implement workplace travel plans.</p>
<p>24. Phasing out of Essential Car Users Allowance for new employees and implementing work place charging.</p>	<p>July 2004</p>	<p>Workplace user charging tried for 12 months and scrapped.</p>	<p>See action point 14.</p>	<p>New employees do not receive Essential Car Users allowance</p>

25. Continue highway maintenance.	Ongoing	2009/10 Planned Works: Footways – 12No. Resurfacing– 11No. and Structural	Ongoing annually	Further details available on the council website.
26. To expand the CPZ network within the borough.	Ongoing	In 2008 – another 3% of the borough was designated a CPZ.	12% of the council area is now a CPZ.	

Actions	Implementation	Progress with Action	Outcome to date	Comments
Promotion and Awareness Raising				
28. Promotion of more sustainable forms of transport and associated health benefits by 'Car Free Day'	Annual.	A highly successful car-free day in September 2008.	Another is planned for Leytonstone for September 2009.	
33. Publicity / participation at local environmental events / leaflets	Ongoing.	Active promotion of air quality issues for Green Fair and 'Car Free Day'.		
34. Promotion of more sustainable forms of transport and alternative fuel.	Ongoing.	The Council publishes a 'Green Celebrations' leaflet each year that details all Environmental Events and Activities planned.		Alternative forms of transport are actively publicised at the Green Celebration events.
35. The Council is striving to install solar panels on Council buildings.	Ongoing – dependant on funding availability		No Further Action.	Data on the no. of solar panels is not recorded and so information is lacking.
36. To continue the promotion of efficient energy use and the uptake of renewables to reduce CO2 emissions.	Ongoing	The council has produced a climate change strategy	The council has a 20% renewables target for new developments.	

Actions	Implementation	Progress with Action	Outcome to date	Comments
Public Transport				
37. Regular meetings with London Underground (LU) for continuing improvements to service quality, frequency and accessibility.	Ongoing.	The Transport Liaison Consultative Group meets every 3 months.		Traffic Management section also hold quarterly meetings with the Emergency Services, which includes LU.
38. Continue working with the London Bus Priority Network, London Bus Initiative and London Transport Buses.	Ongoing.	The Council continues to meet with representatives of these organisations.	London's Olympic bid has raised the importance of bus transport.	Bus depots are relocating to the borough. A hydrogen store is also planned at one relocated bus depot.
39. Introduction of new bus routes/services.	Annual – dependant on LIP APR by TfL.		No new bus routes were implemented in 2008.	

42. Continuing programme to provide 'Bus Boarders' to assist disabled people to use buses.	Ongoing – dependant on LIP APR by TfL.	In 2008, 80.80% of all bus stops in the borough were fully accessible.		By end of 2010 all bus stops in LBWF area will be fully accessible.
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<p>43. Regeneration of Walthamstow town centre – for various projects including environmental enhancement, improving public transport infrastructure and CCTV.</p>	<p>October 2007.</p>		<p>A residential development adj. the bus station presents new exposure and exceedence of 1 hour NO₂ objective.</p>	<p>A recommendation for further monitoring in this location will determine declaration of another AQMA.</p>
<p>44. Continuing development and works associated with the reopening of the Chingford – Stratford Rail line.</p>	<p>As part of Olympic Legacy Phase.</p>	<p>Action Achieved</p>	<p>Further to negotiations, this will now be reopened by 2016 as part of the Olympic regeneration project.</p>	
<p>47. Campaigning for the reopening of Lea Bridge station.</p>	<p>As part of Olympic Legacy Phase.</p>	<p>Action Achieved</p>	<p>Further to negotiations, this will now be reopened by 2016 as part of the Olympic regeneration project.</p>	

Actions	Implementation	Progress with Action	Outcome to date	Comments
General Policy Measures				
50. To encourage car free / reduced car owning residential developments.	UDP policy. To be adopted 2005.		Discussions with planning and developers as and when proposals arise.	More new developments are being put forward as car-free.
52. The council has implemented a Traffic Plan to effect the Traffic Restraint Strategy.	Ongoing - dependant on LIP APR by TfL.		Now part of the Staff Travel Plan	See Action Point 14.
54. Energy – to continue the program of installing / replacing with low NOx boilers.	Ongoing		See Action Point 36.	
57. To lobby the relevant bodies for a refuelling infrastructure within the borough for alternative fuelled vehicles.	Ongoing		All the 'major' owned service stations have alternative fuel.	Action Achieved.
58. To continue the management of, and increase in, the tree population in the borough.	Ongoing – plant between 300 – 400 trees per year.		Tree planting to reduce effects of air pollution is becoming central.	Monies sought through s106 planning agreements.

59.To have regard to the Mayors Air Quality and Transport Strategies.	October 2005	This is achieved through the policies in the borough's UDP and LDF and planning obligations.		
63.To have regard to the Governments National Air Quality Strategy	Ongoing			

Key measures

AirTEXT

In April 2008, Waltham Forest council joined the London airTEXT consortium. AirTEXT is a free messaging service for residents of the borough alerting registered users of days of elevated air pollution. Waltham Forest Council has signed up until July 2010, after which continuation of airTEXT is dependant on further funding.

Council Travel Plan (Actions 14, 17 and 24)

These actions have been incorporated together to form the Council Travel Plan. After being withdrawn initially, in 2007 the second plan, renamed the Staff Travel plan was not agreed by council cabinet members. The Transport Officers have reconsidered the Staff Travel Plan which is, at the current time, in draft format. New employees now do not receive Essential Car User allowance.

Planning Measures (Actions 49 and 48)

Air quality is a material consideration in the planning application process in Waltham Forest. Each proposed development, which may have an impact on the local air quality or the local air quality may impact on the development, will require an air quality assessment and mitigation measures. In addition, any development, regardless of size, adjacent a busy road in the borough is assessed with regard to air quality. All assessments are required to be carried out in accordance with the London Air Quality Planning Guidance 2006, issued by the London Councils. Where a development has a dust impact, details of dust management are required prior to any works on site. This is in line with the Code of Construction Practice, endorsed by the London Councils and GLA.

A planning verification checklist for all planning applications includes a requirement for possible air quality assessment, energy use – i.e. biomass or otherwise and construction dust management

There is an increase in the number of planning applications for developments including biomass boilers being the cheapest measure to meet the 20% renewable requirement. There is concern that increase in number of biomass boilers and domestic wood burners will affect and increase in emissions of NO₂, PM10's, ultra fines and most worryingly, dioxins. For any development proposing biomass a detailed air quality assessment is required and a technical questionnaire regarding the appliance is required as part of the application

A Supplementary Planning Document with s106 planning obligations was adopted by the Council, following consultation, in November 2008. The air quality s106 planning obligation has been 'formalised' within this document available on the council website at:

<http://www.walthamforest.gov.uk/planning-obligations-spd-dec08.pdf>

Town centre improvements (Action 43 and 21)

The redevelopment of Walthamstow 'open' bus station is now complete. It is the third busiest bus station in London with >1000 vehicle movements per day. Development of a site adjacent the bus station, for residential blocks of flats, has resulted in relevant exposure where previously there was none. Indicative monitoring by diffusion tube determined an exceedence of the 1 hour NO₂. This locality has been modelled as a scenario. Although further monitoring is recommended, it is likely that an AQMA for exceedence of the 1 hour NO₂ objective. The façade of the block of flats is <6m from the waiting area of the buses.

Efficient Energy Use (Action 36)

Biomass boilers are increasing in number in the borough and throughout the London area generally. They are seen as a sustainable option for climate change however the emissions have an unfavorable effect on air quality. Whilst it is widely recognized that emissions from larger biomass boilers can be controlled, it is the smaller biomass boilers and domestic burners that have poor emissions control with high emissions of PM10s, Ultra fines and dioxins. London Councils have funded a project to research the air quality impact on

London of biomass boilers. Further work and research is planned. The first report can be found at:

<http://www.londoncouncils.gov.uk/doc.asp?doc=21683&cat=2665>

Further Work

The North London Cluster Group has recently commissioned a modeling update on areas where air quality objectives may be exceeded. This included a borough wide air quality assessment of PM10 and NO₂ as well as a detailed scenario per borough. The scenario assessed for Waltham Forest borough is a risk of exceedence of the hourly NO₂ objective at Walthamstow Bus Station. At the time of writing, this work is in progress and will be reported on in the next report. Initial outcomes include a number of modelled 'hotspot' locations, recommendations for further monitoring and the requirement of an AQMA for exceedence of the 1-hour NO₂ objective around Walthamstow bus station, pending further monitoring.

Defra have published the latest National Air Quality Strategy. At the time of writing the GLA are preparing the latest Air Quality Strategy for London. The London Borough of Waltham Forest will then prepare and consult on an updated local Air Quality Action Plan. This is planned for late 2009.