



West London Revised Air Quality Strategic Plan 2006-2011

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Executive Summary

After the launch of the West London Alliance “Environmental Strategy”, the West London Air Quality (WLAQ) group developed a West London Air Quality Strategic Plan 2002-2005, 2005 being the National Air Quality Strategy objective year for compliance for pollutants such as nitrogen dioxide and particulate matter. This can be viewed on www.westlondonairquality.org.uk. Successes of this Plan included the creation of the joint air quality and transport work-stream “New Solutions for Shared Pollution” which launched a regional approach to joint air quality and transport solutions. Highlights from the Plan are attached as Appendix A.

Several new challenges now face local authorities with regards to air pollution:

- At the end of 2005 it was clear that the objectives for certain pollutants had not been met in many areas throughout the West London region;
- The need for joint action to improve both local and global air pollutants is now recognized as a priority;
- The review of the UK National Air Quality Strategy now seeks an exposure reduction approach for pollutants, with special emphasis being given to particulate matter, in particular PM_{2.5}, plus retention of the air quality objectives to ensure local authorities still strive for further improvements.

Given these fresh challenges, the WLAQ have taken the opportunity to review the original strategy and to include new opportunities for joint action to continue to seek improvements in reducing pollutant emissions across the region. The revised Plan brings in new Key Areas for priority such as delivery of a communication strategy, assessment of non-vehicle sources throughout the region and integration of climate change objectives for emission reductions. Progress of the Strategy will be disseminated via the production of regular Progress Reports to interested parties and stakeholders.

Revised West London Air Quality Strategic Plan 2006-2011

Introduction

In 2001 the West London Alliance launched an Environmental Strategy. Linking into this, and given the fact that air pollution does not respect borough boundaries, it was decided that a regional approach to developing solutions for air pollution problems was potentially the best way forward to achieve the scale of air quality improvements needed in the West London region. An Air Quality Strategic Plan for West London was produced for the timescales 2002-2005, 2005 being the National Air Quality Strategy objective year for compliance for pollutants such as nitrogen dioxide (NO₂) and particulate matter (PM₁₀). This original Plan can be viewed on www.westlondonairquality.org.uk. Successes of the Plan included the creation of the joint air quality and transport work-stream “New Solutions for Shared Pollution” which launched a regional approach to joint air quality and transport solutions. Highlights from the Plan are attached as Appendix A.

With new challenges now facing local authorities with regards to air pollution, the West London Air Quality (WLAQ) group have taken the opportunity to review the original strategy and include new opportunities for regional action to continue to seek improvements in reducing pollutant emissions. The timescales of the Plan have been extended to 2011 to include the compliance date of 2010 for the achievement of the European Union (EU) air quality limits.

Situation across the West London region at end of 2005

Air pollution across the region continues to be significantly affected by emissions from traffic, as well as emissions related to the operation of Heathrow airport. The objectives for nitrogen dioxide, and in some cases particulate matter, were not met across parts of West London. For this reason it was decided that the original Plan would need to be revised and amended accordingly to take on any new challenges and continue to work towards delivering cleaner air in line with the national governments’ objectives.

New Opportunities

New challenges now arise, and are a focus for both local and National Government. The impact of climate change is both of local, regional, national and global importance and it is recognized that there is a need to gain reduction in global air quality emissions as well as local air quality pollutants. Measures taken to improve local air quality pollutants will need to be assessed against potential impacts on other pollutants such as climate change emissions and other environmental impacts such as noise.

From the local air quality perspective, nitrogen dioxide and particulate matter (PM₁₀) remain the pollutants of concern with the objectives for compliance being retained on a national scale and with the imposition of EU limit values for nitrogen dioxide in 2010. Continuing to work towards achievement of the Government objectives for these pollutants will remain a key priority for the WLAQ group.

The Review of the National Air Quality Strategy, launched in 2006, also introduces exposure reduction targets for particulate matter with a particular emphasis on the growing importance of PM_{2.5}. Although this will be a focus for national Government, local authorities will all be expected to contribute to seeking reductions in fine particles within their own areas.

Aims and Key Priority Areas for the West London Air Quality Strategic Plan 2006-2011

The West London Air Quality group have revisited the original Strategy and taken the opportunity to amend the aims and key priority areas where appropriate.

The aims taken forward for the 2006-2011 Strategy are:

- To interface directly with individual borough air quality action plans and seek regional approaches for air quality improvements;
- To interface with both:
 - A) relevant individual borough plans and policies (eg Local Implementation Plans (LIP), emerging borough Local Development Frameworks (LDF), sustainable regeneration policies) and;
 - B) relevant regional plans and policies (eg West London Transport Strategy (WLTS), West London Sub-regional Development Framework (WLSRDF), West London Economic Development Strategy, Greater London Authority (GLA) strategies);to ensure that the delivery of reductions in air pollutant emissions are key objectives of the relevant plans;
- To liaise with the appropriate traffic authorities (Transport for London (TfL), Highways Agency (HA), local authorities) concerning the strategic planning of the road network with regards to securing improvements in air quality;
- To explore, and, where possible secure, funding opportunities to take forward regional projects designed to reduce pollutant emissions;
- To increase community engagement and raise awareness of air quality issues to West London residents, businesses and other stakeholders;
- To link with health strategies and key health indicators where appropriate;
- To assist in building relationships with other stakeholders such as West London Business, West London Partnerships, West London Freight Quality Partnership (WLFQP), WLTS, GLA, TfL, the Highways Agency, Department for Transport (DfT) and Department for Environment, Food and Rural Affairs (DEFRA) in order to bring about improvements in both local and global air pollutant emissions.

The Key Priority Areas have been reviewed, integrated where relevant and new ones added, to reflect the latest challenges facing the West London region. The previous Key Area 2 (Low Emission Zones) and Key Area 3 (West London Transit schemes) will now be determined through to implementation, where relevant, by TfL therefore will not remain sole Key Areas for the West London boroughs within this document. Climate change and effective communication on air quality issues have been highlighted as new Key Areas for actions in this review, as has the assessment of non-vehicle sources and their potential to impact on local air quality.

The key priority areas to be taken forward for the 2006-2011 Strategy are detailed below and in the following tables:

Key Area 1 Transport and Air Quality Action Assessment
Key Area 2 Land Use Planning Integration
Key Area 3 Sustainable and Integrated Transport Action
Key Area 4 Integration of Climate Change (new)
Key Area 5 Communication/Engagement Strategy (new)
Key Area 6 Non vehicular sources (new)
Key Area 7 Freight Movements
Key Area 8 Heathrow Airport with operational T5

Progress of the West London Strategic Plan 2006-2011

Success of the Plan will be followed via the production of regular progress reports. These will be available on an annual basis to stakeholders and other interested parties.

Tables to Show Key Priority Areas for the West London Air Quality Strategic Plan 2006-2011

Headline Objective	Action	Measurable Output	Comment
KA1 Transport and Air Quality Action Assessment	Development of West London Emissions Inventory for 2005, 2010 including predicted traffic forecasts	Emissions Inventory for West London and trend analysis for future years	To include 2015 and 2020 where data is available
	Development of 2010 maps for NO ₂ and PM ₁₀ for West London	Quantification of the % reductions in emissions needed in order to achieve relevant European Union limits	Will need to include emerging data on primary NO ₂ to assess the impact on future air pollution concentrations
	Co-ordination of the air quality monitoring network across West London	Production of annual air quality reports for West London	
	Work with the WLTS to assess the emerging West London Transport Strategy with regards to improvements in both local and global pollutant emissions	Quantification of % reductions in emissions achievable from regional transport measures Production of congestion hotspots map for identification of priority action area	
	Development of West London- specific traffic model	West London specific assessment of regional transport measures	

Headline Objective	Action	Measurable Output	Comment
KA2 Land Use Planning Integration	<p>Air quality as a material consideration incorporated within borough LDFs</p> <p>Use of planning conditions/obligations to secure air quality improvements on relevant major planning applications in west London</p> <p>Use of strategic planning guidance, such as the new ALG guidance, for improving air quality in land-use development</p>	<p>Production of borough SPDs on Air Quality</p> <p>Annual progress report on major planning applications determined in West London area</p>	<p>Will need to standardize what aspects of planning applications are reported on</p>
	<p>Map and assess effect of London Plan identified opportunity areas throughout West London in terms of air quality emissions</p>	<p>Air quality assessment of the West London Sub-Regional Development Framework</p>	<p>Co-ordination of areas of poor air quality and defined development opportunity areas will help to identify where strict mitigation measures for future development will need to be considered</p>

Headline Objective	Action	Measurable Output	Comment
KA3 Sustainable and Integrated Transport Action (New Solutions for Shared Pollution)	Review of borough and west London BSP funded schemes across all sustainable transport modes (bus, coach, cycling, pedestrian access, rail)	Map showing BSP identified improvement areas up to 2011 Identification of any improvement gaps in areas of poor air quality to strengthen future bids	
	Further development of the LARCS* methodology for the assessment of, and improvement of, key transport corridors through West London	Improvements identified for incorporation into future BSP bids for implementation	*LARCS = Longitudinal Assessment of Route Characteristics Air quality assessments required both before and after implementation
	Work with West London Travel Planning to reduce the need for private car travel in the West London region	Map of travel plans throughout west London Incorporation of travel information into WLA website	Travel plans need challenging targets to ensure their continued effectiveness Hard measures also required to “lock in” traffic reductions achieved by travel plans
	Lobby for all opportunities for improvements to railway infrastructure and services throughout West London	Map railway emissions and quantify impact	

Headline Objective	Action	Measurable Output	Comment
KA4 Integration of Climate Change	Impact on climate change of West London Air Quality Strategy, West London Transport Strategy and West London sub-regional Development Framework	Use of the SEA process to assess where further reductions may need to be pursued; Use of renewable energy in major development and transport schemes (solar panels on bus stops etc)	
	Assessment of sources across west London that contribute to climate change Identification of policies that may have trade-offs between improvements in air quality/climate change/noise etc to the detriment of others	Development of west London Climate Change Emissions Inventory Development of trade-offs checklist for use determination of planning applications	Individual boroughs may wish to develop Climate Change Strategies and work towards signing the Nottingham Declaration or similar schemes

Headline Objective	Action	Measurable Output	Comment
<p>KA5 Communication/Engagement Strategy</p>	<p>Development of effective means of conveying information on air quality issues to both the residential, business communities and other stakeholders across West London</p> <p>Maintain effective communication with other regulators, authorities and groupings within West London in order to pursue air quality improvements</p>	<p>Development of West London Air Quality website.</p> <p>Production of a West London Air Quality newsletter</p> <p>Participation across West London in the Air Text pollution alert project</p> <p>Regular updates with the EA, GLA and attendance at other West London groupings such as WLTS and WLFQP</p>	

Headline Objective	Action	Measurable Output	Comment
KA6 Non-traffic	Identification of potential polluting sources across west London (eg Part A processes, part B processes, construction sites, waste transfer stations)	Effective use of GLA Code of Best Practice for Construction Sites Application of more stringent conditions on industrial and waste processes within AQMAs where relevant	
	Establish effective communication with other regulators to strive for improvements in emission reductions	Formulation of joint action plans with EA and LAs where relevant	

Headline Objective	Action	Measurable Output	Comment
KA7 Freight Movements	<p>Work with the WLFQP to gain improvements in emissions from freight movements throughout west London</p> <p>Support for freight delivery management schemes</p>	<p>Joint projects with the WLFQP</p> <p>Map of freight depots throughout West London</p> <p>Audit of freight sites</p>	
KA8 Heathrow with operational Terminal 5	<p>Work with TfL, DfT, Heathrow Area Transport Forum and WLTS to prioritise and promote public transport to and from Heathrow</p>	<p>Take up of Heathrow Car Share scheme throughout west London especially in identified airport-employment areas;</p> <p>Quantification of public transport mode share to Heathrow on an annual basis</p>	

Appendix A

Close-out of Air Quality Strategic Plan 2002-2005

The original plan was developed jointly by the WLAQ and the WLTS teams and identified eight Key Areas that would be pursued. The aims of the Plan were also integrated into each individual borough Air Quality Action Plan to reflect the need for regional working to seek air quality improvements. This section reviews the Key Areas and the actions taken:

Key Area 1 Transport and Air Quality Assessment

- Production of joint air quality exceedance maps for the West London region including source appointment information of the different emission sources contributing to the pollution;
- Maintenance of the air quality monitoring network across region with enhancements where necessary;
- Identification from impact scenarios that reductions in pollution would need both traffic reduction measures and policies to ensure the uptake of cleaner vehicle technology in order to bring about significant changes in pollution levels. In the boroughs near Heathrow Airport, reduction in activity from airport operations such as aircraft activity and surface access to and from the airport was also needed;
- Inclusion of air quality objectives within each borough LIP;
- Feasibility study into the development of a West London specific transport model in order to accurately assess transport schemes, and their affect on air quality, in the west London region.

Key Area 2 Low Emission Zones

- Direct involvement of west London air quality representatives on the London Low Emission Zone Steering Group;
- Initial support, by inclusion in borough LIPs and AQAPs, for the concept of a London Low Emission Zone in order to maximize improvements in air quality across the region.

Following full consultation, the implementation of the London LEZ will now be taken forward by TfL as a policy measure with implementation planned for 2007/8.

Key Area 3 Transit Schemes

- Initial support for the concept of a West London Tram.

Following full consultation, concerns have been raised by relevant West London boroughs as to the exact final route and to the possibility of potential congestion on minor roads. The potential for the implementation of a West London Tram will now be taken forward by TfL.

Key Area 4 Land Use Planning

- Joint responses presented on the draft London Plan and West London Sub-regional Development Framework to ensure air quality is included as a material consideration with regards to new developments;
- Production of West London Supplementary Planning Document of Air Quality for use by the boroughs in the development of the emerging LDFs.

Key Area 5 Bus Corridor Improvements/Key Area 6 Sustainable and Integrated Transport Actions

Development, in 2003, of the joint air quality and transport work-stream “New Solutions for Shared Pollution” enabled the above three Key Areas to be developed in an integrated approach.

Highlights of the work-stream have included:

- Development of the LARCS* as a methodology for the assessment of the sustainability of a transport corridor across a region;
- Audit of key transport interchanges throughout the west London region with recommendations for improvements integrated into the LIP/BSP process;
- Identification of joint air quality and congestion hotspots on a sub-regional basis;

*LARCS = Longitudinal Assessment of Route Characteristics

Key Area 7 Freight Movements

- Audit of key freight depots to gather information on freight activity in west London with the emphasis on assessing air quality impacts.

Key Area 8 Terminal 5

The timeframe of the WLA AQ Strategic Plan, 2002-2005 saw the publication of the Air Transport White Paper. The Government policy leading from this, with regards to Heathrow Airport, was that further development by means of a move to mixed mode operations of the runways and/or a 3rd runway could only be supported if air quality could be brought down to, and maintained within, the EU limits set for nitrogen dioxide by 2010. Relevant officers from West London have been closely involved in the DfT led Project for the Sustainable Development of Heathrow with regards to providing best practice advice for future air quality dispersion modelling around Heathrow Airport.