

London Borough of Sutton

Air Quality Action Plan 2019 - 2023



**Cleaner Air
Borough**

**AWARDED BY THE
MAYOR OF LONDON**

FOREWORD

I am very pleased to introduce a revised Air Quality Action Plan for the London Borough of Sutton that sets out our vision for delivering air quality improvements over the years from 2019 until 2023.



Poor air quality has been rightly described as a public health emergency. A recent study has estimated that, across London in 2010, there were approximately 9,400 equivalent premature deaths associated with exposure to air pollution. Air quality has also been linked to a number of adverse health effects including heart and lung disease, low birth weight and impaired cognitive function. Air pollution has also been shown to disproportionately affect the poorest and most vulnerable members of our community.

Sutton is committed to improving air quality within its borough and to becoming the greenest borough in London. The revised Air Quality Action Plan updates and replaces the previous version that was published in 2013. Since this time, a number of measures have been implemented to improve the borough's air quality, for example, through controlling emissions associated with new developments, delivering schemes that improve the pedestrian and cycling environment and working with businesses to help them reduce their fuel consumption.

We have also maintained an air quality monitoring network and improved how we make this data available to all. The good news is that the data shows that air quality in the borough is generally improving. For example, in Wallington there has been a 24% reduction in concentrations of nitrogen dioxide and a 2% reduction in particulate matter while the automatic monitoring sites in Beddington have been consistently meeting the air quality objectives.

However, there is no room for complacency as we know that there are still areas in the borough where the Air Quality Objective for nitrogen dioxide is being exceeded. Even low levels of fine particles can impact on health, so although the objectives for this pollutant are being achieved, we want to be ambitious in our aims for delivering further improvements. Although we meet most of the national targets, we should still strive for better. We have, therefore, set tougher targets so that we push ourselves to deliver continuous improvement.

One of the biggest tasks that we face in the borough is tackling the high levels of car ownership and the heavy reliance on private motor vehicles for short journeys. These journeys can be made on foot or bike, or using public transport for longer distances. However, we need to create the right environment to encourage this modal shift.

The incorporation of the action plan into the borough's Sustainability Strategy serves to link a number of policy documents together and ensure that a coordinated approach is adopted towards making the borough cleaner and more sustainable. The action plan supports the council's corporate priorities particularly with regards to Being Active Citizens and Making Informed Choices.

However, we also recognise that we cannot solve the problem of air pollution on our own. We will strive to build partnerships and work with others to ensure that everyone plays their part in improving air quality. Only through us all playing our part, can we protect the health of those who live, work, study and visit the borough.

Cllr Manuel Abellan Chair, Environment & Neighbourhoods Committee

SUMMARY

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. This report outlines the actions that Sutton Council will deliver between 2019 and 2023 in order to reduce concentrations of pollution and exposure to pollution, thereby positively impacting on the health and quality of life of residents and visitors to the borough.

This action plan replaces the previous action plan which ran from 2013 – 2019. Highlights of successful projects delivered through the past action plan include:

- The first ECO Stars scheme in London, launched in conjunction with London Borough of Croydon as part of an air quality improvement project funded by the Mayor's Air Quality Fund. The scheme involves rating a fleet based on the emissions to air from its current use and then providing advice to the fleet operators on how to reduce emissions which also results in fuel savings for the operators. 22 businesses / organisations participated covering a total fleet of 1219 vehicles;
- Joint working with other parties including Transport for London to carry out a trial of night-time deliveries to a retail outlet in the town centre which can help to alleviate congestion on the road network during peak hours. The trial resulted in improvements being identified to mitigate noise so as to make deliveries outside of peak hours more feasible and further trials are being planned to gather evidence for a future review of town centre access restrictions;
- Improved availability of air quality information to the public via the internet, by improving the webpages on the Council's own site, working with other boroughs in south London to develop and launch the LoveCleanAir website and also making increasing use of social media to alert residents when higher levels of air pollution are forecast.
- A major public realm improvement scheme at Sutton railway station to create a gateway and to improve the interchanges with other sustainable modes of transport. The scheme included doubling the number of cycle racks, opening up a previously disused entrance to the station, reconfiguring the bus stops and parking bays together with improved landscaping and signage;
- In conjunction with London Borough of Merton, a consultation on proposals for extending the Tramlink to Sutton, and the launch of a project to secure political will and funding to deliver the extension;

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer while there is a growing body of evidence linking prenatal exposure to low birth weight and long-term exposure to impaired cognition. Additionally, air pollution particularly affects the most vulnerable in society: children and older people; and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion³.

The London Borough of Sutton is committed to reducing the exposure of people in its borough to poor air quality in order to improve health.

We have developed actions that can be considered under seven broad topics:

- **Cleaner transport:** road transport is the main source of air pollution in Sutton. We need to incentivise a change to walking, cycling, low emission public transport and ultra-low emission vehicles (such as electric) as far as possible;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light goods vehicles or heavy goods vehicles. These are mainly fuelled by diesel which contribute to higher NO₂ and particulate concentrations;
- **Borough fleet actions:** The borough needs to lead by example. However, the borough only has a small fleet of vehicles, including light goods and mini buses/coaches but can adopt procurement policies that seek to ensure those contractors delivering services on behalf of the Council meet higher emissions standards;
- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NO_x emissions across London so are important in affecting NO₂ concentrations;
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution; and
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures.
- **Monitoring and other core statutory duties:** Monitoring is critical to understanding and addressing the problem. Borough monitoring networks are essential to this. They also inform and validate all modelling for London.

Our priorities are:

Support the objectives and priorities within the Mayor's Transport Strategy

This focuses on providing healthy streets for healthy people, traffic reduction strategies and a good public transport experience. We will deliver schemes that support people being active and enhance safety including improved infrastructure for pedestrians and cyclists such as the Beddington Major Scheme programme;

Increase and improve public transport options in the borough

The borough will work with Transport for London to maximise opportunities for travel by public transport thus reducing the number of private car journeys and associated congestion;

³ Defra. Air Pollution: Action in a Changing Climate, March 2010

Implement the borough's Parking Strategy and ULEV Policy

These are approved plans that will play a role in encouraging a reduction in the number of journeys made by private motor vehicles and promoting a switch to cleaner vehicles;

Support businesses operating in the borough to deliver 'Clean Growth' We will aim to engage and work with businesses supporting them to implement emissions reduction strategies e.g. through changes to their deliveries, driver behaviour and fleets;

Manage the impacts from construction

The borough will use the development control process to ensure that the effects on air quality are minimised including ensuring compliance with the LEZ standards for Non-Road Mobile Machinery. We will also seek out opportunities to work with developers on improving air quality where appropriate;

Implement campaigns to raise awareness

The borough will provide information on air quality, including the health impacts of air pollution and work with schools to reduce air pollution around their premises. We will promote services that issue air pollution alerts such as AirText to better help people make informed choices and to encourage behavioural change in relation to engine idling, transport choices, bonfires and wood-burning;

Produce and implement a Sustainability Strategy

The Strategy will bring together a number of related areas of work into the one strategy so as to deliver a holistic and coordinated approach. This includes actions for the council's own estate such as energy efficiency measures and for the borough as a whole;

Use procurement policies to promote uptake of emissions reduction measures

Procurement policies will be reviewed to include criteria to encourage emissions reduction measures when awarding new contracts.

You will see in this report that we have worked hard to engage with stakeholders and communities which can make a difference to air quality in the borough. We would like to thank all those who have worked with us in the past and we look forward to working with you again as well as with new partners in delivering this new action plan over the coming years.

In this AQAP we outline how we plan to effectively use local levers to tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro emission standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond London Borough of Sutton's influence.

RESPONSIBILITIES AND COMMITMENT

This AQAP was prepared by the Pollution Control Team of London Borough of Sutton with the support and agreement of officers from the following teams / services:

Environment, Housing & Regeneration: Regulatory Services, Highways & Transport, Sustainable Transport, Environment Strategy, Neighbourhood Services, Parking Services, Strategic Planning, Development Control, Opportunity Sutton

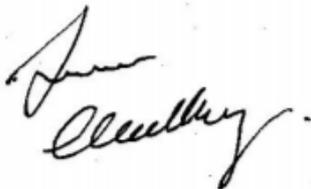
Chief Executives: Communications Team, Corporate Commissioning and Governance, Public Health

This AQAP has been approved by:

A handwritten signature in black ink, appearing to read 'M Hill', with a long horizontal flourish extending to the right.

Matthew Hill

Assistant Director of the Shared Environment Service

A handwritten signature in black ink, appearing to read 'Imran Choudhury', with a long horizontal flourish extending to the right.

Dr. Imran Choudhury

Director of Public Health

A handwritten signature in black ink, appearing to read 'Manuel Abellan', with a long horizontal flourish extending to the right.

Manuel Abellan

Lead Member for the Environment

Consultation was carried out between 6th December 2018 and 6th February 2019. During the consultation process, we sought feedback on the proposed measures and were keen to engage those who live, study and work in the borough. On conclusion of the consultation process, we assessed the responses and amended the content of the action plan to take account of views that were expressed. Details of the responses received and the action that the Council took are provided in Appendix A.

The revised action plan was then taken to Committee and submitted to the GLA for final approval before its adoption.

This AQAP will be subject to an annual review and appraisal of progress. Progress each year will be reported in the Annual Status Reports produced by London Borough of Sutton, as part of its statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Environmental Health at:

London Borough of Sutton, 24 Denmark Road, Carshalton SM5 2JG

Telephone: 020 8770 5000

Email: environmentalhealth@sutton.gov.uk

CONTENTS

Introduction	1
1 Summary of current air quality in London Borough of Sutton	1
1.1 Air Quality Regulations	1
1.2 Air Quality in Sutton compared to Air Quality Strategy Objectives	1
Figure 1 Modelled map of annual mean NO ₂ concentrations in 2020 (from the 2013 LAEI)	2
Figure 2 Modelled map of annual mean PM ₁₀ in 2020 (from the 2013 LAEI)	2
Figure 3 Modelled map of annual mean PM _{2.5} in 2020 (from the 2013 LAEI)	3
1.3 Air Quality Management Areas and Focus areas	3
Figure 4 Map showing Air Quality Focus Areas within London Borough of Sutton	4
2 London Borough of Sutton's Air Quality Priorities	5
2.1 Health context	5
2.2 Major sources	6
2.3 Planning context	7
2.3.1 The Sutton Local Plan	7
2.3.2 Sutton Town Centre Masterplan	8
2.3.3 Beddington Strategic Industrial Location	8
2.3.4 Other relevant Council Policies	8
2.4 Issues and Priorities	8
3 Development and Implementation of London Borough of Sutton's AQAP	10
3.1 Consultation and Stakeholder Engagement	10
Table 3.1 Consultation Undertaken	10
3.2 Steering Group	11
4 AQAP Progress	12
Table 4.1 Air Quality Action Plan	13
Conclusions	42
Appendix A Response to Consultation	43
Appendix B Reasons for Not Pursuing Action Plan Measures	46
Appendix C Other relevant London Borough of Sutton policies	47
Appendix D Relevant Regional policies and guidance	48

Tables

Table 3.1	Consultation Undertaken	10
Table 4.1	Air Quality Action Plan	12
Table A.1	Summary of Responses to Consultation and Stakeholder Engagement on the AQAP	42
Table B.1	Action Plan Measures Not Pursued and the Reasons for that Decision	45

Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CPZ	Controlled Parking Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LEN	Low Emission Neighbourhood
LEZ	Low Emission Zone
LLAQM	London Local Air Quality Management
MTS	Mayor's Transport Strategy
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
PTAL	Public Transport Accessibility Level
TEB	Transport Emissions Benchmark
TfL	Transport for London
ULEZ	Ultra Low Emission Zone

Introduction

This report outlines the actions that the London Borough of Sutton will deliver between 2019-2023 in order to reduce concentrations of air pollution and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process⁴.

This Action Plan replaces the previous version which was published in 2013 following the designation of the whole borough as an Air Quality Management Area (AQMA). Since this date, a number of measures have been delivered to help improve air quality and the air quality monitoring data reported in the borough's Annual Status Reports shows that progress is being made. However, there is still more to be done in order to protect public health and make the borough's air cleaner and safer.

The new Air Quality Action Plan sets out a number of revised measures that take account of the recommendations in the guidance on London Local Air Quality Management. The Action Plan also aims to complement other relevant strategies that the London Borough of Sutton has developed including Sutton's Environment Strategy, the Sustainable Transport Strategy, its Local Plan and the Local Implementation Plan.

1 Summary of current air quality in London Borough of Sutton

1.1 Air Quality Regulations

The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

1.2 Air Quality in Sutton compared to Air Quality Strategy Objectives

London Borough of Sutton is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO₂). London Borough of Sutton is meeting the current objectives for Particulate Matter (PM₁₀) but as this pollutant is damaging to health at any level, this remains a pollutant of concern. London Borough of Sutton will also take account of the Policy Guidance issued by the Greater London Authority (GLA) as part of the LLAQM process and recognises the expectation to work towards reducing emissions and concentrations of PM_{2.5}.

⁴ London Local Air Quality Management Policy Guidance 2016 (LLAQM.PG(16))

Figure 1 Modelled map of annual mean NO₂ concentrations in 2020 (from the 2013 LAEI)

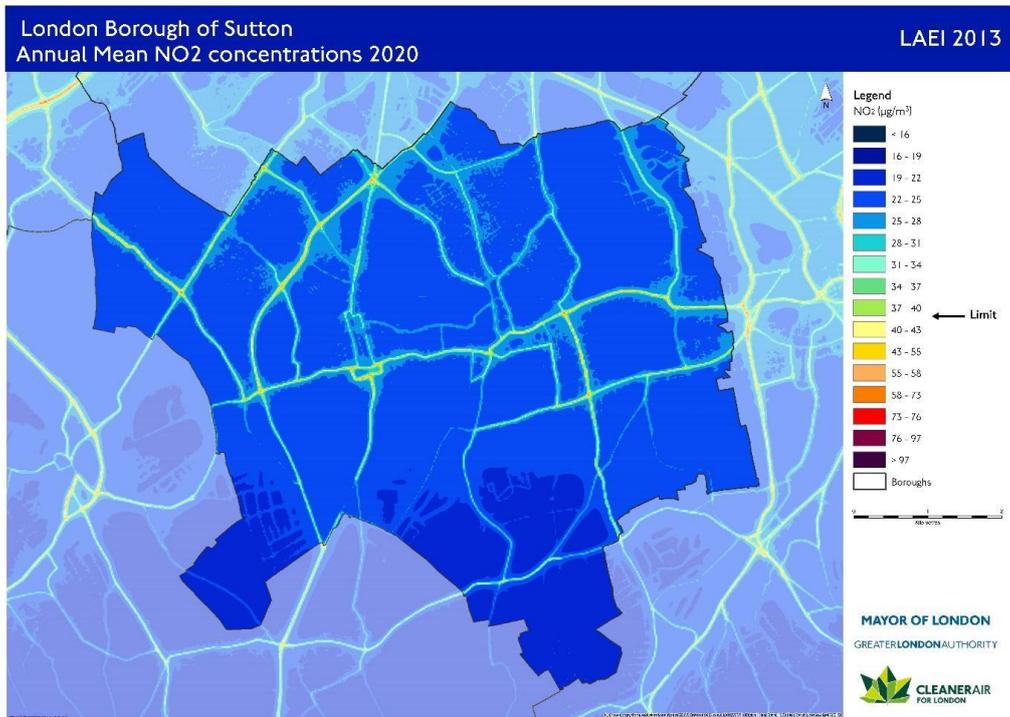


Figure 2 Modelled map of annual mean PM₁₀ in 2020 (from the 2013 LAEI)

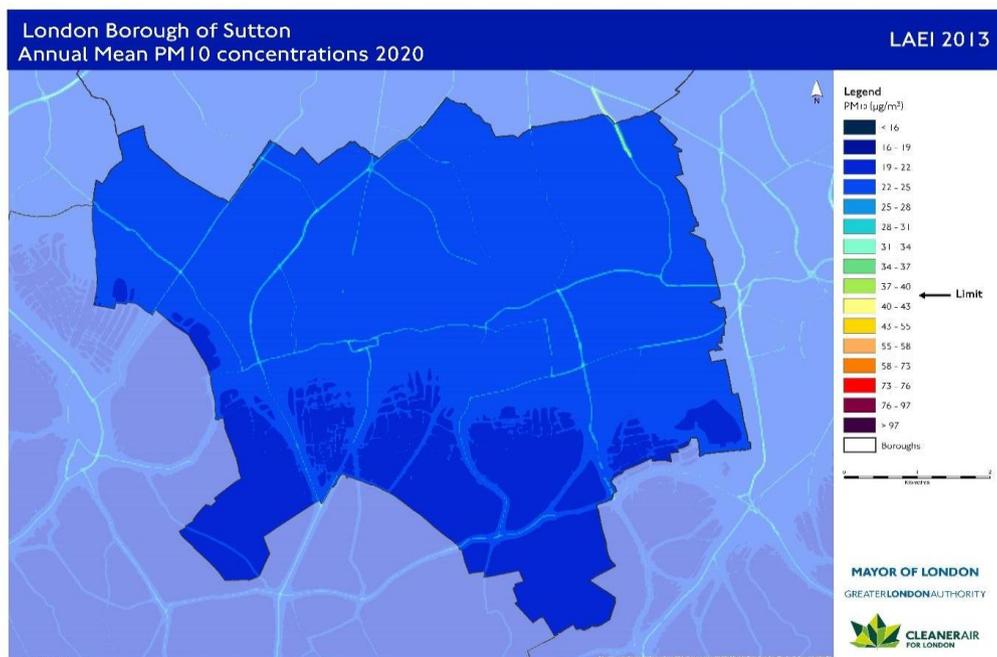


Figure 3 Modelled map of annual mean PM_{2.5} in 2020 (from the 2013 LAEI)



1.3 Air Quality Management Areas and Focus areas

In London Borough of Sutton, an Air Quality Management Area (AQMA) covering the whole of the borough was declared in 2013.

The AQMA has been declared for the following pollutants:

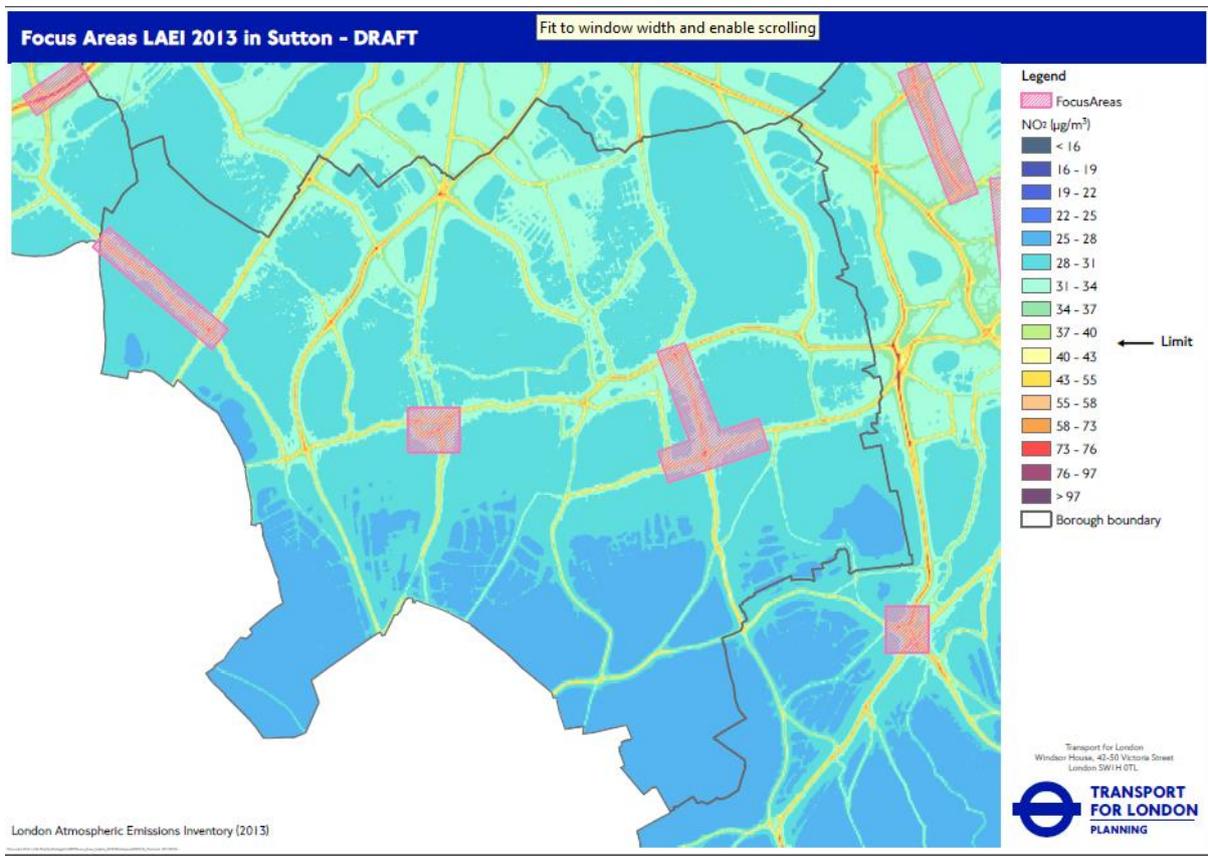
- **Nitrogen dioxide (NO₂)** because we are failing to meet the EU annual average limit and the hourly limit for this pollutant at some of our monitoring stations. Also modelling indicates it may be being breached at a number of other locations close to the road network;
- **Particulate matter with diameter 10 micrometres or less (PM₁₀)** because, although we are meeting EU Limits, we are exceeding the World Health Organisation air quality guidelines for this pollutant and we have a formal responsibility to work towards reductions of PM_{2.5}, which is a fraction of PM₁₀.

An Air Quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are 3 focus areas in the borough which are located in the areas around:

- Central Road, Worcester Park;
- Woodcote Road, Stanley Park Road & Stafford Road, Wallington;
- Chalk Pit Road, Grove Road, Sutton Court Road & Sutton Park Road, Sutton

The locations are shown in the map in Figure 4 below.

Figure 4 Map showing Air Quality Focus Areas within London Borough of Sutton



2 London Borough of Sutton's Air Quality Priorities

2.1 Health context

Air pollution has a significant impact upon public health, with both short and long term exposure increasing health risks relating to conditions including cardiovascular and respiratory diseases. Poor air quality affects everyone but the greatest burden of air pollution usually falls on the most vulnerable in the population, in particular children, the elderly, those with pre-existing lung and heart conditions and those on low incomes.

Fine particulate matter ($PM_{2.5} < 2.5\mu m$ in diameter) and nitrogen dioxide (NO_2) are key air pollutants with known long-term health effects.⁵ These health problems can significantly affect quality of life and increase hospital admissions and deaths.

- **Long term exposure to $PM_{2.5}$**

There is strong evidence for a robust association between long term exposure to $PM_{2.5}$ (small particles that can travel deep into the lung) and chronic heart disease, stroke, lung cancer and asthma exacerbations.

- **Long term exposure to NO_2**

The evidence for long-term exposure to NO_2 and health effects is less certain than it is for fine particulate matter but there is strong evidence for a robust association for exacerbations of asthma and NO_2 .

In Sutton, the largest source of emissions is from motor vehicles and the areas of poorest air quality are adjacent to the busiest roads. This localised distribution of air pollution is likely to result in unequal patterns of exposure, based on an individual's day-to-day behaviour. Residents who live or work near busy roads or spend longer in traffic (e.g. those who drive for a living) are likely to be at greater risk of exposure to the harmful health effects of air pollution.

The map of London boroughs (below) shows that in Sutton an estimated 7.5% of premature deaths each year are due to air pollution. This is lower compared to the inner London boroughs.⁶

Statistical modelling suggests that a relatively small reduction in the population's exposure to $PM_{2.5}$ and NO_2 could significantly reduce the number of people affected by air pollution.⁷ In

⁵

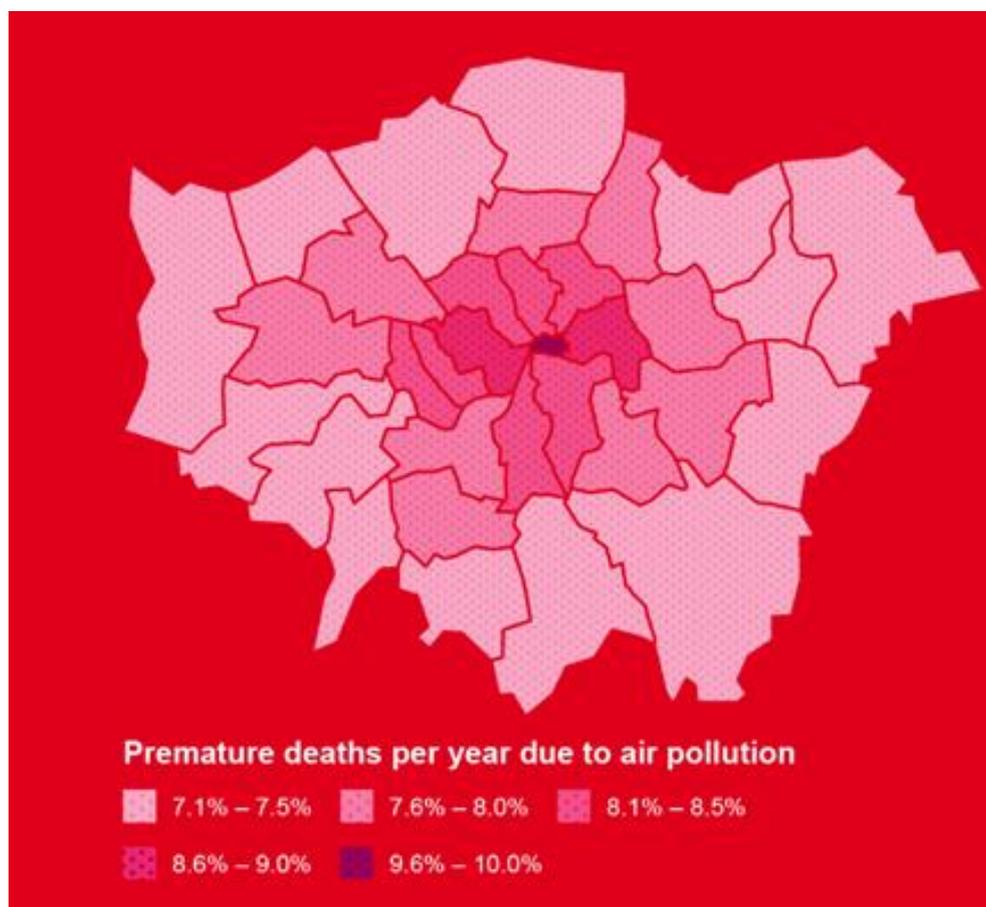
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/708854/Estimation_of_costs_to_the_NHS_and_social_care_due_to_the_health_impacts_of_air_pollution.pdf

⁶ Source: www.london.gov.uk/sites/default/files/shorthand/clean_air/

⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data

Sutton achieving these reductions could be helped by lessening congestion, increasing use of low emissions vehicles and increasing the number of people using active transport to reduce the amount of air pollution caused by vehicle exhaust.



For more information refer to the Sutton JSNA Air Quality fact sheet
<http://data.sutton.gov.uk/wp-content/uploads/2017/04/AIR-QUALITY-Fact-Sheet2.pdf>

2.2 Major sources

As can be seen from the maps in Section 1, the main sources of air pollution within the London Borough of Sutton are emissions from road traffic. Consequently, the main focus for improving air quality is on reducing emissions from motor vehicles. The main roads where air quality is affected by transport emissions are:

- A2043 (Malden Road / Central Road) (Through Worcester Park)
- A217 (Reigate Avenue / Oldfields Road / Belmont Rise / Brighton Road) (From Rosehill roundabout to Brighton Road)
- A232 (Ewell Road / Cheam Road / Carshalton Road / Sutton Park Road / Grove Road / Sutton Court Road / Chalk Pit Road / Pound Street / Carshalton High Street / Croydon Road) (Between Cheam and Waddon)
- A237 (Manor Road / Woodcote Road) (Between Hackbridge and Woodcote)

[ta/file/708854/Estimation of costs to the NHS and social care due to the health impacts of air pollution.pdf](ta/file/708854/Estimation_of_costs_to_the_NHS_and_social_care_due_to_the_health_impacts_of_air_pollution.pdf)

- A24 (London Road) (Between Morden Park and North Cheam)
- B2230 (Brighton Road) (Between Sutton town centre and Belmont)
- B271 (Stafford Road) (Between Wallington and Waddon)

However, there are other sources of emissions which can contribute to poor air quality and these include major construction sites, industrial processes and domestic heating. Areas where development is likely to be concentrated during the lifetime of the AQAP include Sutton, Hackbridge and Wallington as set out in Section 2.3 below.

Industrial installations which emit to air are covered by the Environmental Permitting regime and regulated by either the Environment Agency (Part A1) or the local authority (Part A2 / B). The installations regulated by the local authority within the borough are relatively small and include petrol stations, dry cleaners and concrete batching plants. The main industrial areas within the borough are located at Kimpton Park and Beddington Lane. The Environment Agency have issued permits for two Part A1 installations within the borough, both of which are to Viridor Waste Management Ltd for operations in Beddington Lane. Further details can be found on the [Public Register](#) maintained by the Environment Agency.

2.3 Planning context

2.3.1 The Sutton Local Plan

The Local Plan for Sutton was adopted in February 2018, and sets out the Council's long term aims and aspirations for the borough as well as providing a consistent basis for deciding planning applications. Five themes underpin this vision, which have then been translated into 19 Strategic Objectives. The five themes are:

- Developing Active, Healthy and Inclusive Communities; (Sutton's People)
- Achieving Environmental Sustainability; (Sutton's Environment)
- Encouraging Enterprise and Employment; (Sutton's Business)
- Promoting Sustainable Transport and Accessibility; (Sutton's Linkages)
- Improving the Streetscene and Living Environment. (Sutton's Centres)

Policy 1 of the Local Plan addresses housing growth with an aim to deliver at least 6,405 new homes in the borough up to 2031. It provides the main driver to meet the key Mayor's Transport Strategy (MTS) outcomes of promoting sustainable travel, by siting 80% of the new housing in Sutton Town Centre and the other growth areas of Hackbridge and Wallington. These locations have the highest Public Transport Accessibility Levels (PTAL) in the borough and thus provide the greatest opportunities to promote low car / no car developments with support for walking, cycling and the use of car clubs. This together with the redevelopment of Sutton Town Centre's public realm, and the proposed Tramlink extension, will reinforce the key MTS principles of Good Growth and Healthy Streets, with the potential to make a significant contribution towards meeting the 80% sustainable modes outcome within the MTS.

Policy 4 of the plan covers major transport proposals including construction of Tramlink, the enhancement of local rail services and public transport links associated with Crossrail 2, in order to achieve the objective of improving public transport.

Policy 35 of the Local Plan sets out transport proposals to support the housing and business development needs of the borough, including Sutton Town Centre gyratory, junction improvements, access to the London Cancer Hub, and schemes within Beddington,

Carshalton and Cheam to mitigate traffic impacts and improve walking and cycling.

2.3.2 Sutton Town Centre Masterplan

The Sutton Town Centre Masterplan sets out the vision for Sutton Town Centre up to 2031 including the development proposals for the Institute of Cancer Research. Sutton Town Centre is one of three areas of regeneration and growth identified in the borough, along with Hackbridge and Wallington. A new Town Centre Masterplan was developed in 2016, and work is underway to design and implement the changes which will facilitate nearly 5000 homes up to 2041, an enhanced cultural and dining offer alongside a more up to date retail offer and an increased employment location based around the railway station. The design will incorporate the Healthy Streets indicators, providing new public realm, greenery and shade, improved interchange and a redesign of the gyratory to make it easier to walk and cycle to, from and within the town centre.

2.3.3 Beddington Strategic Industrial Location

Beddington North includes the Strategic Industrial Location where a number of waste activities and potential further developments are located. It is also the site of the Energy Recovery Facility which started operating at the end of 2018. The processes and developments will be regulated and managed through agreed processes.

2.3.4 Other relevant Council Policies

Links to relevant Council policies that will integrate with the Air Quality Action Plan are listed in Appendix C

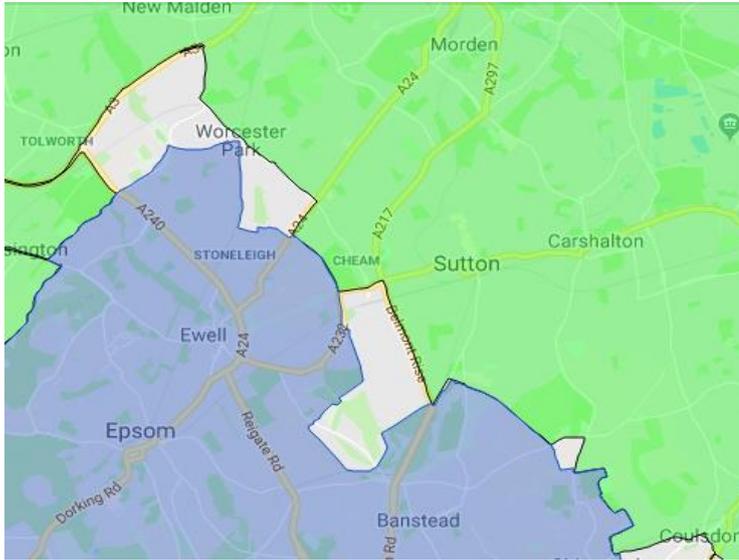
2.4 Issues and Priorities

The main issues facing London Borough of Sutton which have informed the rationale and prioritisation of the policies within this AQAP are as follows:

- High levels of car ownership within the borough - 77% of households own or have access to at least one car or van which is one of the highest rates among all London boroughs;
- Relatively poor infrastructure for public transport with many areas having low levels of PTAL. There are no tube stations within the borough and only one tram stop which is located on the northern boundary. The borough has 9 train stations but has limited train services, together with relatively low-frequency bus services. This means that only 16% of trips in the borough are made by public transport and clearly links to the high level of car ownership. Therefore, it is a high priority for the borough to secure the extension of the tram link to Sutton;
- The development of Sutton Town Centre and the London Cancer Hub to the south. This will provide housing and employment opportunities but will also result in additional pressures on transport and, therefore, air quality;
- Tackling the levels of poor air quality within the borough's Air Quality Focus Areas, particularly that caused by traffic congestion along Woodcote Road, Wallington which

records the highest levels of air pollution within the borough and the impacts of through traffic on the air quality within Worcester Park;

- Parts of the borough being excluded from the London Low Emission Zone as shown below:



- The need for improvements to be made to the cycling and walking network so that the safety and convenience of pedestrians and cyclists is prioritised.
- The impacts of through traffic through the development of the Energy Recovery Facility and further industrial developments in Beddington North ward.
- The increased popularity of solid fuel as an additional source of heating and the ready availability of solid fuels including from surrounding areas not covered by Smoke Control regulations.

3 Development and Implementation of London Borough of Sutton's AQAP

3.1 Consultation and Stakeholder Engagement

In updating the action plan, officers across the local authority worked together to agree the measures for inclusion. We then carried out a public consultation in order to obtain the views of other local authorities, agencies, businesses and the local community on the Draft Air Quality Action Plan. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1. In addition, we undertook the following stakeholder engagement:

- Consultation available online using Council's consultation hub
- Link to consultation promoted via Council website, Sutton Scene and on social media
- Article in local newspaper
- Direct e-mail sent to an online panel
- Promoted at Local Committees
- Notification in local libraries and Council office with hard copy made available

The response to the consultation stakeholder engagement is attached at Appendix A.

Table 3.1 Consultation Undertaken

Yes/No	Consultee
Y	the Secretary of State
Y	the Mayor of London
Y	the Environment Agency
Y	Transport for London
Y	all neighbouring local authorities (RB Kingston upon Thames, LB Merton, LB Croydon, Reigate and Banstead BC, Epsom and Ewell BC)
Y	NHS Sutton Clinical Commissioning Group
Y	Business Improvement Districts
Y	Chamber of Commerce
Y	Sutton United Business Forum

3.2 Steering Group

The Steering Group is comprised of a number of officers working within LB Sutton and is closely aligned to other working groups, including those involved with the Council's Sutton's Environment Strategy and Sustainable Transport Strategy.

Officers from the following services and teams will be invited to attend the Steering Group and will be engaged constructively in improving air quality:

- Highways & Transport;
- Sustainable Transport;
- Parking Services;
- Strategic planning;
- Development Management;
- Opportunity Sutton
- Commissioning and Environment Strategy;
- Neighbourhood Services;
- Corporate Commissioning and Governance;
- Public Health;
- Digital Programme Team;
- Communications Team.

4 AQAP Progress

Table 4.1 shows the London Borough of Sutton's AQAP. It contains:

- a list of the actions that form part of the plan;
- the responsible individual and departments/organisations who will deliver this action;
- estimated cost to the council;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation; and
- details of how progress will be monitored

The actions have been grouped into seven categories:

- Cleaner transport;
- Delivery, servicing and freight;
- Fleet emission reductions;
- Emissions from developments and buildings;
- Public health and awareness raising;
- Localised solutions; and
- Monitoring and other core statutory duties.

Key

Cost Description	Estimated cost range
Low	< £10,000
Low - Medium	£10,000 - £50,000
Medium	£50,000 - 100,000
Medium - High	£100,000 - £150,000
High	> £150,000 + ongoing costs

Table 4.1 Air Quality Action Plan

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
Cleaner transport	1	Discourage unnecessary engine idling	Pollution Control / Parking Services / Sustainable Transport	Low	Limited benefit	<p>35 advisory signs installed at 5 locations in 2018 and locations of signs will be reviewed annually. Additional signs to be erected by end of 2019.</p> <p>Mapping of complaints received will be ongoing so focus will be on reported hotspots.</p> <p>Work with school on trial of targeted</p>	<p>Number of anti-engine-idling signs installed;</p> <p>Number of complaints about engine idling received where signage exists and where it doesn't;</p> <p>Number of drivers engaged;</p> <p>Number of schools where campaign carried out;</p> <p>Number of No Engine Idling Zones in place</p>	Medium	Opportunity exists for funding to participate in pan-London anti-idling campaign.

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						information to drivers by end of 2019. Investigate options for creating No Engine Idling Zone(s) around a school at peak times by 2021.			
Cleaner Transport	2	Ensure that Transport and air quality policies and projects are integrated	Pollution Control / Highways & Transport	Low	Benefits potentially significant but not quantifiable	Protocol on joint working between Pollution Control and Highways & Transport including involvement in policy and project design to be set up and agreed by summer 2019 Agreement on consultation on development of	Head of Highways and Transport briefed on role in delivering air quality measures; Briefing prepared for officers on integrating air quality into transport policies and programmes	High	

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						Local Implementation Plans and annual schemes to be in place by summer 2019 Briefing on air quality and transport to be developed and shared amongst the Transport team by summer2019.			
Cleaner transport	3	Implement measures to control speeds and smooth traffic flows in residential areas where pedestrians and cyclists are to be given greater priority	Highways & Transport	High	Moderate benefit	Potential areas for implementation to be reviewed annually as part of the LIP programme	Number of 20mph zones / Living Streets implemented; Number and type of speed control measures implemented.	Medium	Schemes will be subject to gaining approval following consultation and will depend on funding through e.g. LIP / Major Scheme programme

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
Cleaner transport	4	Encourage car sharing by promoting Car Clubs in order to reduce vehicle ownership and increase the proportion of electric, hydrogen and ultra-low emission vehicles within Car Clubs	Sustainable Transport / Development Control	Low - Medium	Moderate benefit	<p>Planning guidance on Car Clubs to be in place by end 2019;</p> <p>Procurement process to be completed to identify Car Club providers by summer 2019;</p> <p>50% of all Car Club vehicles operating in borough to be low emission vehicles by 2023.</p>	<p>Supplementary Planning Document on Car Clubs in place;</p> <p>Number of bays dedicated to Car Club vehicles within the borough;</p> <p>Number of Car Club provisions secured through planning condition;</p> <p>% of Car Club vehicles within borough that are electric, hybrid or ultra low emission vehicles.</p>	High	
Cleaner transport	5	Support communities wishing to enact temporary road closures, encourage Play	Pollution Control / Highways & Transport / Communications	Medium	Moderate benefit	Ad hoc events / campaigns to be held throughout lifetime of Action Plan	<p>Number of days / campaigns held within the year.</p> <p>Number of communities engaged</p>	Medium	The days / campaigns will be based around needs identified by local

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		Streets and run campaigns to raise awareness of benefits of not using a private motor vehicle							communities and will be focused to act as precursors to larger scale highways interventions /improvement schemes
Cleaner transport	6	Offer residents free or discounted parking charges for zero emission vehicles (e.g. electric) within Council-run car parks and free or discounted parking permits for zero emission vehicles	Parking Services	Medium	Limited benefit	Currently, the Council offers residents an exemption from a permit for fully electric vehicles and free parking for electric vehicles while charging if using a designated bay. This will be reviewed annually but any charges will remain significantly lower than those	Changes in number of zero emission vehicles registered to drivers within the borough	Medium	

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						for conventional motor vehicles; Parking Strategy to be implemented in line with Delivery Plan with revised Traffic Management Orders in place by March 2020			
Cleaner transport	7	Use parking policies to help reduce pollution emissions	Parking Services	Low - Medium	High benefit	<p>Parking charges and CPZs to be reviewed as part of Parking Strategy</p> <p>Revised Traffic Management Orders in place by March 2020 and review of impacts carried out by April 2021.</p>	Changes to emissions standards of vehicles registered to postcodes within the borough	High	Review of parking charges will be carried out but implementation of any changes will require consultation and funding

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						By April 2019 a bid for funding will be submitted for a pilot study into implementing emissions-based restrictions on entry into a specific area.			
Cleaner transport	8	Installation of ULEV infrastructure including both standard and rapid electric vehicle charging points	Sustainable Transport / Parking Services / H&T Strategy & Commissioning / Strategic Planning	Medium - High	Limited benefit	Application of the Local Plan target (20% active and 20% passive electric charge points in developments of 10 units or 10 spaces or more) will be ongoing; A ULEV policy was approved in November 2017 and the timing of	Number and type of accessible electric vehicle charging points installed in the borough; Number of electric vehicles registered to postcodes within the borough. Strategy and toolkit in place which is being used to create targets.	Low	Funding streams are available to support some of the costs associated with this measure

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						<p>the implementation of the ULEV Action Plan will align with the AQAP.</p> <p>Strategy and toolkit for determining type and locations of infrastructure to be developed by April 2019.</p> <p>First area where toolkit will be used will be Sutton Town Centre and this will generate targets for commencement in 2020.</p>			

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						Installation of rapid chargers at a minimum of 4 locations by end 2019 and minimum of 8 locations by end 2020.			
Cleaner transport	9	Review of road space allocation to identify opportunities for improving bus journey times, public transport options and the cycling experience while minimising impacts of emissions caused by congestion	Highways & Transport / Parking Services	Medium - High	Moderate benefit	Potential areas for interventions to be reviewed annually as part of the LIP programme. Policy 4 of the Local Plan sets the framework for the delivery of the Tram, which will re-prioritise road space.	Number of schemes implemented to reallocate road space for buses, public transport and/or cycle lanes; Average bus journey times	Medium	Most work will be carried out using existing resources with LIP funding being used for highways and transport improvements
Cleaner transport	10	Provision of infrastructure and support to encourage a	Highways & Transport / Sustainable Transport /	High	Moderate benefit	Ongoing. Targets from Sustainable	Number of schemes / projects delivered under LIP to improve environment for	Medium	Most work will be carried out using

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		modal switch to walking and cycling	Pollution Control			<p>Transport Strategy are to increase % of journeys made by walking from 24% to 30% and cycling from 1% to 2.2% by 2020. Then work towards 2025 targets of 32% and 4% respectively.</p> <p>Pedestrian and cycle link improvements to Beddington Lane by end 2019 and pedestrian and cycling connection improvements between Roundshaw and Wallington by 2020.</p>	<p>cycling and walking including delivery of Quietways</p> <p>Mode share for cycling and walking within the borough</p> <p>Rates of usage of cycle hire scheme</p>		existing resources or as part of the LIP programme. However, further funding streams will be sought to help deliver additional improvements

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						Implement Quietways routes (Morden - Sutton and Worcester Park - Sutton) by end 2020; Review / Update of Walking & Cycling Strategies by 2023			
Cleaner transport	11	Work with Transport for London and other relevant providers to improve public transport connections, availability for passengers and a cleaner fleet mix	Highways and Transport / Opportunity Sutton	High	High benefit	Ongoing Identification of a viable funding package for delivering tramlink extension by Summer 2019 Submission of a Transport Works Act Order	Attendance at Regional TfL meetings to raise issues; Improvements to public transport services delivered (e.g. bus routes, increased frequency of services, etc) Funding for delivering tramlink extension	High	Work with public transport providers will be delivered but significant funding will be required to help deliver major improvements such as the Tramlink

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						(subject to viable funding package being identified) by end 2020.	secured Transport Works Act Order in place		
Cleaner transport	12	Promote Awareness of Low Emission Zones and creation of Local Low Emission Zones	Strategic Planning / Pollution Control / Communications	High	High benefit	Provide information to local businesses and residents about changes to London Low Emission Zones (ongoing); Lobby for extension of London LEZ to include the whole of the borough; Bid for funding to carry out feasibility study into set-up and operation of Local Low Emission Zone	Provision of information on London LEZ available on Council run website; Discussions with GLA on LEZ boundaries; At least 1 funding bid submitted;	High	Awareness raising will be carried out but feasibility study and any subsequent implementation will be dependent on securing funding

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						in at least 1 Air Quality Focus Area by end 2019.			
Delivery servicing and freight	13	Encourage existing contractors providing Council services to be members of the Fleet Operator Recognition Scheme and obtain Gold accreditation	Procurement / Commissioning	Low - Medium	Moderate benefit	Existing contractors to be contacted regarding FORS membership and advised to work towards Gold accreditation; Requirement for FORS membership to be included in contracts as and when they come up for renewal;	Number of fleet vehicles that have been improved and reductions in fuel use	High	
Delivery servicing and freight	14	Update local authority procurement policies to encourage contractors with fleets of more than 10 vehicles	Procurement / Commissioning / Environment Strategy	Low	Moderate benefit	Procurement policies for fleet vehicles in waste and street cleansing was reviewed in 2016 to include air quality	Policies reviewed and in place which include guidance on assessing tenders for relevant emissions standards.	High	

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		providing Council services to reduce emissions from their fleets and reduce pollution from logistics and servicing				criteria. Policy to be reviewed in 2019/20 to ensure best practices are included and to require commissioners to include fleet emissions reductions as scoring question in new tenders.	Number of suppliers with fleets of more than 10 vehicles that have attained a minimum of silver Fleet Operator Recognition Scheme (FORS) accreditation; Number of suppliers with fleets of more than 10 vehicles that have attained a minimum of 4 stars in the ECO Stars fleet emissions reduction scheme		
Delivery servicing and freight	15	Retiming of freight deliveries to commercial centres	Pollution Control / Opportunity Sutton	Medium	Moderate benefit	Engage logistics companies to implement noise control measures to fleets so as to allow quieter deliveries; Extension to initial trial in	Number of logistics companies engaged and making changes to delivery times; Impacts on traffic flows in commercial centres.	Medium	Some funding secured but additional funding will be sought to help deliver further improvements

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						Sutton Town Centre to be carried out in 2019 with review of restrictions and methods for facilitating change.			
Delivery servicing and freight	16	Reduce emissions from deliveries through e.g. promotion of consolidation and/or Virtual Loading Bays with priority loading for ultra-low emission delivery vehicles	Pollution Control / Digital Programme / Parking Services / Sustainable Transport / Strategic Planning	High	High benefit	Zero emission cargo van to be available for lease at reduced costs to businesses within Neighbourhood of the Future project area. Larger vehicle to be available by January 2020; Suitable sites for consolidation centre to be identified and	Number of businesses participating in scheme to make use of consolidation centre; Total mileage usage by a zero emission freight vehicle/s Number of virtual loading bays / bays with priority for ULEVs implemented	High	Further implementation will be dependent on sufficient funding being secured

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						considered with partner boroughs. Digital Strategy to be in place by 2019;			
Borough fleet actions	17	Procurement policies to be developed to encourage new contractors providing Council services to only use vehicles that meet Euro VI emissions standards	Procurement/ Pollution Control / Parks, Biodiversity & Street Cleansing	Low	Limited benefit	Procurement policy to be reviewed in 2019/20	Policies reviewed and in place which include guidance on scoring bidders using low emission vehicles more favourably.	Medium	
Borough fleet actions	18	Increase the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet	Procurement/ Parks, Biodiversity & Street Cleansing / Sustainable Transport /	High	Limited benefit	To review usage of vehicles and feasibility for switching to LEV when being replaced	Number of borough's fleet vehicles which use either hydrogen, electric, hybrid or biomethane fuelled engines.	Low	All of the Council's 21 vehicles under the current three year contract are Euro 6. Any further

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
			Strategic Planning						upgrades will be depending on funding being available.
Emissions from developments and buildings	19	Ensure emissions from construction and/or demolition are minimised	Pollution Control / Strategic Planning / Development Management	Low	Benefits potentially significant but not quantifiable	Ongoing	Air Quality Assessments required for 100% of major applications; Number of Construction Management Plans approved through the development control process; Number of construction sites about which complaints received;	High	
Emissions from developments	20	Ensure enforcement of Non Road Mobile Machinery	Pollution Control / Development Management	Low - Medium	Benefits potentially significant but not	Emission standards for NRMM were introduced in September	Number of planning applications where condition regarding NRMM compliance included;	Medium	Opportunity exists to secure funding to participate in

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
and buildings		(NRMM) air quality policies			quantifiable	2015. Planning condition to be included for all relevant planning applications throughout the lifetime of the action plan. Continue working with neighbouring boroughs on raising awareness and monitoring compliance.	Number of sites registered on the NRMM database; Number of incidences of non-compliance with emissions standards;		a pan-London scheme
Emissions from developments and buildings	21	Reduce emissions from Combined Heat & Power (CHP) including through enforcement of air quality policies on energy sources in new developments	Pollution Control / Development Management	Low	Benefits potentially significant but not quantifiable	Ongoing All applications for biomass boilers will be required to complete an information request form providing details	Number of applications for biomass boilers received and number approved; Number of applications for CHP plant over 500 kW	High	

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						<p>of emissions and methods of controlling them;</p> <p>Application for CHP plant over 500 kW will be required to submit details of emissions and methods of controlling them.</p> <p>Locations of applications will be recorded and mapped.</p>	received and approved.		
Emissions from developments and buildings	22	Enforce Air Quality Neutral policies	Pollution Control / Development Control	Low	Benefits potentially significant but not quantifiable	Local Plan Policy 34 states that all developments are to be at least air quality neutral.	<p>Number of planning applications where Air Quality Neutral assessments are carried out;</p> <p>Mitigation measures secured at major developments that do not meet the</p>	High	

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
							Emissions Benchmarks.		
Emissions from developments and buildings	23	Ensure that Air Quality Positive and Healthy Streets approaches are incorporated within future master-planning and redevelopment areas	Pollution Control / Development Management / Highways & Transport / Opportunity Sutton	Medium	Moderate benefit	All officers involved with major schemes to have received training on Healthy Streets Check and to apply the checklist to all schemes from April 2019	Evidence of Air Quality Positive and/or Healthy Streets approaches being included within the planning and delivery of major schemes	Medium	
Emissions from developments and buildings	24	Ensure adequate, appropriate, and well located green space and infrastructure is included in new developments	Development Control / Neighbourhood Services	Low	Benefits potentially significant but not quantifiable	Policy 28 of Local Plan requires new developments to make provisions for tree planting and landscaping where appropriate. Policy 33 introduces a Green Space Factor.	Number of applications where green space / landscaping has been requested as a planning condition	High	Period of ongoing maintenance will be required as part of any agreement

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
Emissions from developments and buildings	25	Ensure that Smoke Control Areas are appropriately identified and fully promoted and enforced	Pollution Control	Low - Medium	Moderate benefit	10 main suppliers of solid fuels to be contacted regarding advice to customers by Dec 2019. Survey to identify and contact smaller suppliers to be completed by September 2020. Historic Smoke Control Orders to be consolidated by September 2020.	Number of suppliers contacted regarding sale of exempt appliances / authorised fuel. Number of complaints investigated and enforcement action taken; Single consolidated Smoke Control Order to be in place.	High	Most work will be carried out using existing resources but a higher profile awareness campaign will require funding to be secured
Emissions from developments and buildings	26	Promote and deliver energy efficiency and energy supply retrofitting projects in	Regulatory Services / Environment Strategy / Major Projects and	Medium	Benefits are small and localised but can be more	All domestic boilers in SHP residential properties to be energy efficient by 2026.	Percentage of SHP residential properties fitted with energy efficient boilers;	Medium	Funding streams will be sought to help deliver this action

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		workplaces and homes through retrofit programmes such as RE:NEW, RE:FIT and through borough carbon offset funds	Programme / Sutton Housing Partnership		significant depending on scale of retrofit programme	Boroughs fuel poverty strategy to be revised by 2022/23. 15% of the borough's energy needs will be met from renewable or community sources.	Energy efficiency improvements delivered within Council's own buildings Percentage of the borough's energy needs being met from renewable or community sources compared to 2018 baseline.		
Public health and awareness raising	27	Director of Public Health to be fully briefed on air quality issues, to sign off Statutory Annual Status Reports and new Air Quality Action Plans and to support joint working across Council	Pollution Control / Public Health	Low	Benefits potentially significant but not quantifiable	Briefing note on air quality has been provided to Public Health; Air quality data is included in the Joint Strategic Needs Assessment (JSNA) and will be reviewed annually.	Air Quality included in the borough's JSNA; Meetings of Working Group held and minutes taken. Air quality updates to be provided to DoPH at regular Working Group meetings.	High	

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		departments on tackling air pollution				Working Group on air quality to be put in place and chaired by DoPH by May 2019.			
Public health and awareness raising	28	Work with Public Health Team on stakeholder engagement to raise awareness of health effects of air pollution and reducing exposure	Pollution Control / Public Health / Local Place & Engagement/ Communications	Low - Medium	Limited benefit	Campaigns and community engagement to be carried out on ad hoc basis. Joint working on promoting awareness of available information on air quality and pollution alert systems through existing community groups to be carried out by end 2020.	Number of campaigns / events carried out.	Medium	Some awareness raising work will be carried out using existing resources but more high profile campaigns will be dependent on securing funding
Public health and	29	Engagement with businesses to reduce emissions	Regulatory Services / Sustainable	Medium - High	Moderate benefit	Borough has already set up ECO Stars and	Number of businesses rated and number of fleet vehicles included	Medium	Business engagement programmes

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
awareness raising		from associated activities including employees travel to/from and within work.	Transport / Opportunity Sutton			businesses will continue to be encouraged to participate in this scheme; Series of workshops for businesses to be evaluated by summer 2019 by surveying businesses on follow-up activities; Work to engage Business Business Forum, Business Improvement Districts and Chamber of Commerce on air quality improvements to be progressed.	in the ECO Stars Scheme; Number of businesses participating in a project to reduce emissions (ECO Stars or other Mayor's Air Quality Fund project); Number of businesses engaged at events and meetings. Number of businesses using Council's Workplace Travel Plan scorecard.		will be dependent on securing funding

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
Public health and awareness raising	30	Promotion of sources of information about air quality and health including LoveCleanAir, AirTEXT and Walkit.com and ensuring people are advised when an air pollution episode is forecast.	Pollution Control / Public Health / Digital Programme / Communications	Low - Medium	Limited benefit	AirTEXT & Walkit to be promoted via link on website; Awareness of service raised and people encouraged to register at regular events / promotions; LoveCleanAir to be updated regularly; Use of Better Points App to be reviewed and evaluated by summer 2019.	Change in number of registered users of airTEXT service; Number of campaigns carried out; Number of events where AirTEXT promoted; Number of users registered with Better Points: The Sutton Plan and changes in behaviour as a result of air quality information.	Medium	Most work will be carried out using existing resources but higher profile awareness campaigns will require funding to be secured
Public health and awareness raising	31	Encourage schools to join the TfL STARS accredited travel planning programme and	Sustainable Transport	Low - Medium	Moderate benefit	38 schools to have accredited travel plans by 2019, 40 by 2020 and 44 by 2023.	Number of primary schools with accredited travel plans to increase walking and scooting;	High	Most work will be carried out using existing resources

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		supporting its implementation					Shift from car use to public transport among pupils travelling to/from secondary school.		but securing funding will allow more active engagement with schools
Public health and awareness raising	32	Raise awareness of air quality through education within schools	Pollution Control / Sustainable Transport / Public Health	Low - Medium	Limited benefit	Air Quality monitoring to continue at minimum of 3 schools. Promote awareness of school audits, toolkits and lesson plans on air quality; To agree partnership working with TfL on improving air quality in schools by April 2019;	Change in levels of awareness of air quality issues among school community; Change in modes of transport used to travel to / from school; Number of schools that have carried out an air quality audit and/or are using the toolkit of measures to improve air quality.	Medium	Most work will be carried out using existing resources but securing funding will allow more active engagement with schools

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
						Air Quality education to be delivered in schools and linked to Action 1 dependent on securing funding.			
Localised solutions	33	Increase use of vegetation and tree planting to help reduce exposure to air pollutants	Pollution Control / Neighbourhood Services	Medium	Moderate benefit	Living Wall to be installed at Robin Hood Junior school by April 2019 and maintained during lifetime of Action Plan. Funding to be sought for further schemes that employ vegetation to reduce exposure to air pollution.	Green infrastructure installed / planted.	Medium	Funding secured for some work but additional schemes will be dependent on securing funding
Localised solutions	34	Target areas for implementing package of measures aimed	Pollution Control / Opportunity Sutton /	High	High benefit (within area of	Submit bid for funding to introduce a Low Emission	Funding bids submitted	High	Implementation will depend on

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		at reducing emissions: Low Emission Neighbourhoods (LENs)	Highways & Transport		LEN) to moderate benefit for borough	Neighbourhood with priority being given to an Air Quality Focus Area	Number of LENs introduced		securing funding
Monitoring and other core statutory duties	35	Collect and publish air quality monitoring data	Pollution Control	Low – Medium	Limited benefit	Maintain existing air quality monitoring network and review suitability on annual basis	Number of automatic air quality monitoring stations operating within the borough; Number of locations where passive air quality monitoring is carried out; Public availability of air quality monitoring data on online platforms.	Medium	The costs will be met from existing budgets
Monitoring and other core statutory duties	36	Continue working with Environment Agency on joint approach to regulation of waste management sites including regular	Pollution Control	Low – Medium	Moderate benefit	Joint working with Environment Agency is ongoing	Number of joint visits with Environment Agency carried out; Attendance at relevant working group meetings	Medium	Visits will be ad hoc but will be carried out whenever non-compliance issues affecting air

Action category	Action ID	Action description	Responsibility	Estimated Costs / Ease of Delivery	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Priority	Further Information / Comments
		inspections and reviewing of monitoring data							quality are identified

Conclusions

Table 4.1 sets out the actions that London Borough of Sutton intends to implement over the lifetime of this Air Quality Action Plan following consultation with a number of different stakeholders. The scoring has been carried out with reference to the LLAQM Borough Air Quality Action Matrix but also using knowledge of local circumstances and issues. Based on the scoring and considering the actions where the magnitude of air quality benefits are quantifiable, the top 10 priority actions are as follows:

4 - Encourage car sharing by promoting Car Clubs in order to reduce vehicle ownership and increase the proportion of electric, hydrogen and ultra-low emission vehicles within Car Clubs;

7 – Use parking policies to help reduce pollution emissions;

11 - Work with Transport for London and other relevant providers to improve public transport connections, availability for passengers and a cleaner fleet mix;

12 - Promote awareness of Low Emission Zones and creation of Local Low Emission Zones;

13 - Encourage existing contractors providing Council services to be members of the Fleet Operator Recognition Scheme and obtain Gold accreditation;

14 - Update local authority procurement policies to encourage contractors with fleets of more than 10 vehicles providing Council services to reduce emissions from their fleets and reduce pollution from logistics and servicing;

16 – Reduce emissions from deliveries through e.g. promotion of consolidation and/or Virtual Loading Bays with priority loading for ultra-low emission delivery vehicles;

25 – Ensure that Smoke Control Areas are appropriately identified and fully promoted and enforced;

31 - Encourage schools to join the TfL STARS accredited travel planning programme and supporting its implementation;

34 – Target areas for implementing package of measures aimed at reducing emissions: Low Emission Neighbourhoods (LENs)

Appendix A Response to Consultation

A Table setting out a summary of the responses received to the consultation has been included here to illustrate how the Council has responded.

Table A.1 Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Action recommended by GLA in new matrix	Current Action	Current Action	Revised Action	Revised Action	Net agreement (% agreeing - %)	Comments / Rationale
Discouraging unnecessary idling by taxis and other vehicles	1	Discourage unnecessary engine idling	1	Discourage unnecessary engine idling	55	No change
Ensuring that Transport and air quality policies and projects are integrated	31	Ensure that the Head of Transport has been fully briefed on the Public Health duties and the fact that all directors are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough	2	Ensure that Transport and air quality policies and projects are integrated	72	Adopted GLA's revised wording which is broader and more targeted at achieving the links between transport and air quality
	2	Implement measures to control speeds and smooth traffic flows in residential areas where pedestrians and cyclists are to be given greater priority	3	Implement measures to control speeds and smooth traffic flows in residential areas where pedestrians and cyclists are to be given greater priority	44	No change - retained as separate action
	9	Reprioritisation of road space; reducing parking at some destinations and or restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic	9	Review of road space allocation to identify opportunities for improving bus journey times, public transport options and the cycling experience while minimising impacts of emissions caused by congestion	13	GLA have said that this action was deliberately omitted from revised matrix as it was being misinterpreted as making roads clearer which would encourage more vehicles and higher speeds. However, action can remain if further clarification is provided. Public response was less supportive compared to other measures, possibly as a result of mention of restricting parking. Reference to this has been removed and wording amended to clarify the aims of the action.
	3	Encourage car sharing by promoting Car Clubs in order to reduce vehicle ownership and increase the proportion of electric, hydrogen and ultra-low emission vehicles within Car Clubs	4	Encourage car sharing by promoting Car Clubs in order to reduce vehicle ownership and increase the proportion of electric, hydrogen and ultra-low emission vehicles within Car Clubs	25	No change to wording. Not included in new GLA matrix but to be retained as action for the borough
Regular temporary car-free days	4	Hold Car-free Days and similar campaigns to raise awareness of benefits of not using a private motor vehicle	5	Support communities wishing to enact temporary road closures, encourage Play Streets and run campaigns to raise awareness of benefits of not using a private motor vehicle	-5	Lack of support for Car-Free Days so action changed to reflect concerns of people who may need access to a vehicle while still supporting communities that want to make their neighbourhood streets more suitable for playing out.
Using parking policy to reduce pollution emissions	5	Offer residents free or discounted parking charges for zero emission vehicles (e.g. electric) within Council-run car parks and free or discounted parking permits for zero emission vehicles	6	Offer residents free or discounted parking charges for zero emission vehicles (e.g. electric) within Council-run car parks and free or discounted parking permits for zero emission vehicles	32	No change
	6	Explore options for further refinement of parking charges to discourage use of diesel vehicles below Euro VI standards	7	Use parking policies to help reduce pollution emissions	8	Alignment with GLA's revised wording which is broader, accommodates the objectives of the Parking Strategy and responds to the low level of support for the proposed action from the public
Installation of Ultra-Low Electric Vehicle infrastructure (electric vehicle charging points, rapid electric vehicle charging points and hydrogen refuelling stations)	7	Installation of residential electric vehicle charging points	8	Installation of Ultra-Low Electric Vehicle infrastructure including both standard and rapid electric vehicle charging points	64	Amalgamation of Actions 7 and 8
	8	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)			61	

Action recommended by GLA in new matrix	Current Action	Current Action	Revised Action	Revised Action	Net agreement % (% agreeing - %)	Comments / Rationale
Provision of infrastructure to support walking and cycling	10	Provision of infrastructure and support to encourage a modal switch to walking and cycling	10	Provision of infrastructure and support to encourage a modal switch to walking and cycling	57	No change
	11	Work with TfL and other providers to improve public transport connections, availability for passengers and cleaner fleet mix	11	Work with TfL and other providers to improve public transport connections, availability for passengers and cleaner fleet mix	80	No change to wording. Not included in new GLA matrix but to be retained as action for the borough
	12	Promote awareness of Low Emission Zones and creation of Local Low Emission Zones	12	Promote awareness of Low Emission Zones and creation of Local Low Emission Zones	25	No change to wording. Not included in new GLA matrix but to be retained as action for the borough
Update of procurement policies to reduce pollution from logistics and servicing	13	Encourage existing contractors providing Council services to be members of the Fleet Operator Recognition Scheme and obtain Gold accreditation	13	Encourage existing contractors providing Council services to be members of the Fleet Operator Recognition Scheme and obtain Gold accreditation	56	No change
	14	Update local authority procurement policies to include a requirement for future suppliers with fleets of more than 10 vehicles to have attained a minimum of silver Fleet Operator Recognition Scheme (FORS) accreditation and/or attain a minimum of 4 stars in the ECO Stars fleet emissions reduction scheme	14	Update local authority procurement policies to encourage contractors with fleets of more than 10 vehicles providing Council services to reduce emissions from their fleets and reduce pollution from logistics and servicing	57	Simplification of wording to improve clarity. The membership of FORS / ECO Stars and the scoring criteria in tenders will form part of the means by which implementation is monitored rather than being included in the wording of the action itself. GLA also recommended amalgamating these 2 actions into one.
	15	Update procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability criteria)			59	
Reducing emissions from deliveries to local businesses and residents	16	Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or requiring that council suppliers participate in these	16	Reduce emissions from deliveries through e.g. promotion of consolidation and/or Virtual Loading Bays with priority loading for ultra-low emission delivery vehicles	63	Simplification of wording to improve clarity and closer alignment with GLA wording. The means by which the action will be achieved are retained as examples but other actions may also be possible. Amalgamated with Action 18.
	17	Retiming of freight deliveries to commercial centres	15	Retiming of freight deliveries to commercial centres	54	No change
	18	Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles	--		42	Amalgamated with Action 16
Reducing emissions from Council fleets	19	Procurement policies to be developed to encourage new contractors providing Council services to only use vehicles that meet Euro VI emissions standards	17	Procurement policies to be developed to encourage new contractors providing Council services to only use vehicles that meet Euro VI emissions standards	81	No change
	20	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet	18	Increase the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet	80	No change
Ensuring emissions from construction are minimised	21	Ensure emissions from construction and/or demolition are minimised	19	Ensure emissions from construction and/or demolition are minimised	72	No change
Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	22	Ensure enforcement of Non Road Mobile Machinery (NRMM) air quality policies	20	Ensure enforcement of Non Road Mobile Machinery (NRMM) air quality policies	69	No change
Reducing emissions from CHP	23	Enforce air quality policies on CHP and biomass in new developments	21	Reduce emissions from CHP including through enforcement of air quality policies on energy sources in new developments	59	Slight amendment to wording to align closer with GLA's recommendation and to reflect changes to the wording in the London Plan on CHP
Enforce Air Quality Neutral Policy	24	Enforce Air Quality Neutral policies	22	Enforce Air Quality Neutral policies	68	No change
Ensuring masterplanning and redevelopment areas are aligned with Air Quality Positive and Healthy Streets approaches	NEW		23	Ensure that Air Quality Positive and Healthy Streets approaches are incorporated within future masterplanning and redevelopment areas	N/A	Masterplanning and Healthy Streets are included in the text of the action plan but there was no specific action relating to them. Therefore, this has been introduced as a new action.

Action recommended by GLA in new matrix	Current Action ID	Current Action	Revised Action ID	Revised Action	Net agreement % (% agreeing - % disagreeing)	Comments / Rationale
Ensuring adequate, appropriate and well-located green space and infrastructure is included in new and existing developments	25	Ensuring adequate, appropriate and well-located green space and infrastructure is included in new developments	24	Ensuring adequate, appropriate and well-located green space and infrastructure is included in new developments	88	No change - Keep wording of action as it is as unable to secure in existing developments and Actions 31 and 32 will cover the aim of increasing green infrastructure more widely.
Declaring Smoke Control Zones and ensuring they are fully promoted and enforced	26	Ensure that Smoke Control Areas are appropriately identified and fully promoted and enforced	25	Ensure that Smoke Control Areas are appropriately identified and fully promoted and enforced	73	No change
Promoting and delivering energy efficiency and energy supply retrofit projects in workplaces and homes through EFL retrofit programmes such as RE:FIT, RE:NEW and through borough carbon offset funds	27	Promote and deliver energy efficiency retrofit projects in workplaces and homes using the GLA RE:NEW and RE:FIT programmes to replace old boilers /top-up loft insulation in combination with other energy conservation measures	26	Promote and deliver energy efficiency and energy supply retrofit projects in workplaces and homes through retrofit programmes such as RE:FIT, RE:NEW and through borough carbon offset funds	79	Slight amendment to wording to align closer with GLA's recommendation and to broaden the options for retrofit programmes
Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans	28	Director of Public Health to be fully briefed on air quality issues and to support joint working on tackling air pollution across Council departments	27	Director of Public Health to be fully briefed on air quality issues, to sign off Statutory Annual Status Reports and new Air Quality Action Plans and to support joint working across Council departments on tackling air pollution	70	Slight change to wording to incorporate previous Action 30
	29	Work with Public Health Team on stakeholder engagement to raise awareness of health effects of air pollution and reducing exposure	28	Work with Public Health Team on stakeholder engagement to raise awareness of health effects of air pollution and reducing exposure	82	No change
	30	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	--		64	Amalgamated with Action 26
Engagement with businesses	32	Engagement with businesses to reduce emissions from associated activities including employees travel to/from and within work	29	Engagement with businesses to reduce emissions from associated activities including employees travel to/from and within work	79	No change
Supporting a direct alerts service such as AirText and promotion and dissemination of high pollution alert services	33	Promotion of sources of information about air quality and health including LoveCleanAir, AirTEXT and Walkit.com and ensuring people are advised when an air pollution episode is forecast	30	Promotion of sources of information about air quality and health including LoveCleanAir, AirTEXT and Walkit.com and ensuring people are advised when an air pollution episode is forecast	79	No change
Encourage schools to join the TfL STARS accredited travel planning programme	34	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme	31	Encourage schools to join the TfL STARS accredited travel planning programme and supporting its implementation	74	Slight change to wording to improve clarity
Air quality in and around schools	35	Raise awareness of air quality through education within schools	32	Raise awareness of air quality through education within schools	77	No change
Expanding and improving green infrastructure (GI)	36	Increase use of vegetation and tree planting to help reduce exposure to air pollutants	33	Increase use of vegetation and tree planting to help reduce exposure to air pollutants	90	No change
Low Emission Neighbourhoods (LENs)	37	Target areas for implementing package of measures aimed at reducing emissions: Low Emission Neighbourhoods (LENs)	34	Target areas for implementing package of measures aimed at reducing emissions: Low Emission Neighbourhoods (LENs)	39	No change
Maintaining and where possible expanding monitoring networks and fulfilling other statutory duties	38	Collect and publish air quality monitoring data	35	Collect and publish air quality monitoring data	86	No change
	NEW		36	Continue working with Environment Agency on joint approach to regulation of waste management sites including regular inspections and reviewing of monitoring data	N/A	New action introduced to take account of comments from Environment Agency and help address concerns regarding the regulation of the Energy Recovery Facility

Appendix B Reasons for Not Pursuing Action Plan Measures

Table B.1 Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued
Monitoring and other core statutory duties	Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties	The borough's Air Quality Action Plan includes an action on air quality monitoring which received a high level of public support during consultation so the wording from the draft action plan has been retained. Other statutory duties are covered by other actions within the action plan and a new separate action has been added regarding joint working with the Environment Agency on regulation of waste management sites. Therefore, the action recommended in the GLA matrix is adequately covered.
Cleaner transport	Regular temporary car free days	The proposal to run Car-Free Days was the only action which did not receive a positive net agreement from the public consultation. Therefore, an action has been retained but the wording has been changed to reflect the public's concerns and ensure that the action is community led.

Appendix C Other relevant London Borough of Sutton policies

[One Planet Living Policy Statement](#)

[Local Plan 2016-31](#)

[Sutton Transport Plan](#)

[Sustainable Transport Strategy](#)

[Parking Strategy and Policy](#)

[Cycling Strategy](#)

[Joint Strategic Needs Assessment](#)

[Sutton Plan](#)

[Sutton ULEV Policy](#)

[South London Waste Plan 2011-21](#)

[Biodiversity Action Plan](#)

[Car Clubs SPD](#)

[Transport Plans and Assessments SPD](#)

[Urban Design Guide SPD](#)

[Planning Obligations SPD](#)

Appendix D Relevant Regional policies and guidance

[Air Quality in Sutton: A Guide for Public Health Professionals](#)

[LLAQM Technical Guidance](#)

[London Environment Strategy](#)

[London Health Inequalities Strategy](#)

[London Plan 2016](#)

[Mayor's Transport Strategy 2018](#)