Lambeth Air Quality Annual Status Report for 2018 Date of publication: 3 July 2019



This report provides a detailed overview of air quality in Lambeth during 2018. It has been produced to meet the requirements of the London Local Air Quality Management statutory process¹.

For more information regarding this report, please contact <u>sustainability@lambeth.gov.uk</u>.

¹ LLAQM Policy and Technical Guidance 2016 (LLAQM.TG(16)). https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs

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Abbreviations

AQAP	Air Quality Action Plan
AQAPSG	Air Quality Action Plan Steering Group
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
CEMP	Construction Environmental Management Plan
EV	Electric Vehicle
GLA	Greater London Authority
JSNA	Joint Strategic Needs Assessment
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LEL	Low Emission Logistics
LCAW	Lambeth Clean Air Week
LLAQM	London Local Air Quality Management
MAQF2	Mayor's Air Quality Fund Round 2
MAQF3	Mayor's Air Quality Fund Round 3
NRMM	Non-Road Mobile Machinery

Pollutant	Objective (UK)	Averaging Period	Date ¹
Nitrogen dioxide - NO ₂	200 μg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
	40 μg m ⁻³	Annual mean	31 Dec 2005
Particles - PM ₁₀	50 μ g m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	40 μg m ⁻³	Annual mean	31 Dec 2004
Particles - PM _{2.5}	25 μg m ⁻³	Annual mean	2020
	Target of 15% reduction in concentration at urban background locations	3 year mean	Between 2010 and 2020
Sulphur Dioxide (SO ₂)	266 μg m ⁻³ not to be exceeded more than 35 times a year	15 minute mean	31 Dec 2005
	350 μg m ⁻³ not to be exceeded more than 24 times a year	1 hour mean	31 Dec 2004
	125 μ g m ⁻³ not to be exceeded more than 3 times a year	24 hour mean	31 Dec 2004

Table A. Summary of National Air Quality Standards and Objectives

Note: ¹ by which to be achieved by and maintained thereafter

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2
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Site ID	Site Name	X (m)	Y (m)	Site Type	ln AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Monitoring technique
LB4	Brixton Road	531070	175593	Kerbside	Y	0.5	0.1	2	NO ₂ , PM ₁₀	BAM1020, NO _x Analyser
LB5	Vauxhall Bondway Interchange	530317	177952	Industrial	Y	5	3	2	NO ₂ , PM ₁₀ , SO ₂	BAM1020, NO _x Analyser, SO ₂ Analyser
LB6	Streatham Green	529971	171570	Background	Y	15	6	2	NO ₂ , PM ₁₀	BAM1020, NO _x Analyser

Table C. Details of Non-Automatic Monitoring Sites for 2018

In 2017 Lambeth started diffusion tube monitoring around the borough; we now have 50 diffusion tubes on street. For a map of the diffusion tubes in Lambeth please visit <u>https://drive.google.com/open?id=1AQIhjmS7s85TXWuo3kPp75Yghl4&usp=sharing</u>.

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Tube co-located with an automatic monitor? (Y/N)
DT1	Brixton AQ Monitoring Station - co-located	531070	175593	Roadside	Ŷ	0.5	0.1	2	NO ₂	Ŷ
DT2	Brixton AQ Monitoring Station - co-located	531070	175593	Roadside	Ŷ	0.5	0.1.	2	NO ₂	Ŷ

	Brixton AQ									
DT3	Monitoring Station	531070	175593	Roadside	Y	0.5	0.1	2	NO ₂	Y
	- co-located									
DT4	Exton Street	531139	180048	Roadside	Ŷ	1	0.5	2.2	NO ₂	Ν
DT5	Waterloo Rd /	531214	179907	Roadside	Ŷ	2	0.5	2.2	NO ₂	N
	Holmes Terrace			2 111						
DT6	98 The Cut	531494	179951	Roadside	Ŷ	1	0.5	2.2	NO ₂	N
	278-282									
D.7-7	Kennington Lane	520047	470400			<u>.</u>				
	(between St.	530817	178122	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
	Uswald's Place and									
	Vauxnali St)									
DTO	Archbisnop	520000	177740	Desideide	V	0.2	0.5	2.2		
DI8	FE Konnington Ovol	530868	177740	Roddside	Ŷ	0.3	0.5	2.2	NO ₂	N
	Alverstone Lleuse									
DTO	Konnington Dark	521106	177652	Doadaida	V	0.5	0.5	2.2	NO	Ν/
019	Road	531190	177053	Rouuside	r	0.5	0.5	2.2	NO ₂	/v
	Rrixton Road / Drima									
DT10	Brixton Kodu/Prind Road	531250	177464	Roadside	Y	0.5	0.5	2.2	NO ₂	N
	13 Clanham Road									
DT11	outside Belgrave	531093	177419	Roadside	v	05	05	22	NO ₂	N
DIII	Hotel	551055	177415	nouusiue	,	0.5	0.5	2.2	1102	~
-	223 Clapham Road									
	outside Richarsdon									
DT12	Court and	530404	176321	Roadside	Ŷ	0.2	0.5	2.2	NO ₂	N
	Costcutter									
	Clapham Road,									
DT13	close to Grantham	530363	176269	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	N
	Road									
5744	378 Clapham Road	520405	475056	D 1 · 1						
D114	(by Savoy Mews)	530105	175956	Rodaside	Ŷ	0.3	0.5	2.2	NO ₂	N
	Clapham Road,									
DT15	outside Roy Ridley	530009	175719	Roadside	Y	0.5	0.5	2.2	NO ₂	Ν
	House									
	Clapham Common									
DT16	tube station,	520/12	175281	Roadside	v	1	2	22	NO	N
0110	outside Joe Public	JZJ413	173204	nouusiue	'	1 ¹	2	2.2	1002	/ 1
	Café									

DT17	8 Stockwell Park Walk	530916	175784	Roadside	Y	0.5	0.5	2.2	NO ₂	Ν
DT18	Stockwell Road/Bellefields Road	531020	175699	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	Ν
DT19	Brixton Road bus stop Q (outside KFC)	531027	175320	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	N
DT20	Effra Road/Kellett Road	531038	175092	Roadside	Y	0.5	0.5	2.2	NO ₂	Ν
DT21	22 Brixton Water Lane	531231	174607	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	Ν
DT22	St. Matthew's Estate, outside 6 Hicken Road	530928	174849	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	N
DT23	Brixton Hill/Horsford Road (Corpus Christi RC School)	530781	174682	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT24	Brixton Hill/New Park Road	530150	173680	Roadside	Y	0.3	0.5	2.2	NO ₂	Ν
DT25	Christchurch House, Christchurch Road (South Circular)	530461	173470	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	Ν
DT26	Streatham Hill/Wavertree Road	530452	173105	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT27	Streatham Hill Station/opposite 10 Streatham High Road	530255	172632	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT28	Streatham High Road/Leigham Avenue	530217	172353	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	Ν
DT29	Streatham High Road/Becmead Avenue	530130	172013	Roadside	Ŷ	0.5	0.5	2. 2.	NO ₂	N
DT30	Public space outside 316	530015	171489	Roadside	Y	0.5	0.5	2.2	NO ₂	N

	Streatham High									
	Road (opp									
	Stanthorpe Road)									
DT31	243A Streatham Hill (bus stop opposite Streatham Station)	530101	171148	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	Ν
DT32	Clapham High Street (Clapham Library)	529730	175446	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	Ν
DT33	Clapham, Old Town	529217	175648	Roadside	Y	0.5	0.5	2.2	NO ₂	Ν
DT34	South Circular - past bus stop	529130	174288	Roadside	Y	0.3	0.5	2.2	NO ₂	N
DT35	South Circular - Oaklands Estate, outside Hawkesworth House	529263	174190	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT36	South Circular - Poynders Court	529420	173996	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT37	South Circular - Christchurch Road/Roupell Road	530821	173309	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	Ν
DT38	South Circular - Fenstanton Primary	531160	173103	Roadside	Y	1	1	2.2	NO ₂	N
DT39	South Circular - Tulse Hill/Norwood Road	531731	173026	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	Ν
DT40	South Circular - Lords Close	532341	172918	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT41	Norwood Road/York Hill	531839	172552	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT42	380 Norwood Road (O'Girasol)	531923	172225	Roadside	Ŷ	0.5	0.5	2.2	NO ₂	N
DT43	West Norwood Bus Station	531936	171795	Roadside	Y	2	2	2.2	NO ₂	N
DT44	223-225 Gipsy Road	533016	171534	Roadside	Y	0.5	0.5	2.2	NO ₂	N

DT45	Gipsy Hill Station	533328	171264	Roadside	Y	0.5	0.5	2.2	NO ₂	Ν
DT46	Herne Hill 1	531989	174329	Roadside	Y	3	3	2.2	NO ₂	Ν
DT47	Herne Hill 2	531860	174353	Roadside	Y	0.3	0.1	2.2	NO ₂	Ν
DT48	Loughborough Junction 1	531972	175331	Roadside	Ŷ	0.3	0.5	2.2	NO ₂	Ν
DT49	Loughborough Junction 2	531856	175680	Roadside	Y	0.3	0.5	2.2	NO ₂	Ν
DT50	Acre Lane	530657	175133	Roadside	Y	0.5	0.5	2.2	NO ₂	Ν

1.2 Comparison of Monitoring Results with AQOs

The results presented are after adjustments for "annualisation" and for distance to a location of relevant public exposure, the details of which are described in Appendix A.

Table D. Annual Mean NO₂ Ratified and Bias-adjusted Monitoring Results (µg m⁻³)

		Valid data capture for monitoring period % ^a	Valid data capture 2018 % ^b	Annual Mean Concentration (µg m ⁻³)							
Site ID	Site type			2012°	2013 °	2014°	2015 °	2016 °	2017 °	2018 °	
LB4 (Brixton Road)	Automatic	N/A	65%	<u>162</u>	<u>112</u>	<u>149</u>	<u>129</u>	<u>92 (118)</u> d	<u>75 (95)</u> d	<u>74.2 (95)</u> d	
LB5 (Vauxhall Bondway Interchange)	Automatic	N/A	99%	<u>72</u>	<u>62 (64.9)</u>	<u>71</u>	<u>75</u>	<u>65 (69)</u> d	<u>61 (65)</u> d	51.1 (54) ^d	
LB6 (Streatham Green)	Automatic	N/A	99%	37	43 (44.9)	37 (38.1)	29	33 (34) ^d	28.8(29) ^d	33.8 (34) ^d	

Notes: Exceedance of the NO₂ annual mean AQO of 40 μ g m⁻³ are shown in **bold**.

 NO_2 annual means in excess of 60 μ g m⁻³, indicating a potential exceedance of the NO_2 hourly mean AQS objective are shown in bold and underlined.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%.

^d Means results have been adjusted for distance to a location of relevant public exposure in accordance with LLAQM Technical Guidance. For comparison, values in brackets show actual annual mean readings at each monitoring station.

The LB4 kerbside site at Brixton Road significantly exceeded the objective in 2018. It has exceeded the objective for all years reported and consistently monitored some of the highest concentrations in London. NO₂ concentration levels are a concern at this site as a number of people live and work in the area. Due to damage from water ingress, LB4 at Brixton Road was unfortunately offline from August 2018 until March 2019. Lambeth is currently investigating whether water could have entered the monitoring equipment before August 2018, which distorted our monitoring results before the station was switched off; early indications from data in 2019 are air quality has improved significantly at the site, which does not correlate with 2018 data. We are not fully confident in the validity of the results of the 2018 data for Brixton Road and may re-annualise when we have more 2019 data to be able to compare.

The LB5 industrial site at Vauxhall Bondway Interchange exceeded the objective in 2018 but with a lower result than in 2017. This site is located close to the busy Vauxhall gyratory and a major bus station. The nearest receptors at this site are people using the bus interchange. The Vauxhall bus station will be redeveloped in the coming years and the air quality monitoring station will have to be relocated to accommodate the new bus station layout.

The background site at Streatham Green (LB6) did not exceed the annual mean objective of 40 µg m⁻³ for 2018.

	Valid data	Valid data	Number of Hourly Means > 200 μ g m ⁻³							
Site ID	capture for monitoring period % ^a	capture 2018 % ^b	2012°	2013 °	2014 ^c	2015 °	2016 °	2017 °	2018 °	
LB4 (Brixton Road)	N/A	65%	2182	250	1732	883	539	75	83 (247.87)	
LB5 (Vauxhall Bondway Interchange)	N/A	99%	4 (182)	0 (161)	3	4	1	0	0	
LB6 (Streatham Green)	N/A	99%	0	2 (143)	0 (135)	0	0 (0)	0	0	

Table E. NO2 Automatic Monitor Results: Comparison with 1-hour Mean Objective

Notes: Exceedance of the NO₂ short term AQO of 200 μ g m⁻³ over the permitted 18 days per year are shown in **bold**.

Where the period of valid data is less than 85% of a full year, the 99.8th percentile is shown in brackets after the number of exceedances.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%.

Due to damage from water ingress, LB4 at Brixton Road was unfortunately offline from August 2018 until March 2019. The data for 2018 shows a significant rise in the exceedences when compared to 2017 and early data from 2019. Lambeth is currently investigating whether water could have entered the monitoring equipment before August 2018, which has distorted our results.

Both LB5 Vauxhall Bondway Interchange and LB6 Streatham Green met the objective.

	Valid data	Valid data	Annual Mean Concentration (μg m ⁻³)								
Site ID	capture for monitoring period % ^a	capture 2018 % ^b	2012 ^c	2013 °	2014 ^c	2015 °	2016 °	2017 °	2018 °		
LB4 (Brixton Road)	NA	61%	39	32 (32.3)	30 (29.8)	28 (26.9)	40	35	30 (29)		
LB5 (Vauxhall Bondway Interchange)	NA	99%	29	38 (39.2)	40	43	39 (38)	37	34		
LB6 (Streatham Green)	NA	98%	27	17 (17.6)	24 (22.8)	18.2 (19)	20 (22)	28 (26)	20		

Table F. Annual Mean PM₁₀ Automatic Monitoring Results (µg m⁻³)

Notes: Exceedance of the PM_{10} annual mean AQO of 40 $\mu g\ m^{\text{-}3}$ are shown in **bold**.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%. Value before annualisation is shown in brackets. See Appendix A.3 for further details.

At Brixton Road LB4 kerbside monitoring station the annual mean PM₁₀ objective was met.

The results from Vauxhall Bondway Interchange LB5 industrial site continued the downhill trend since 2015 with the annual mean continuing to fall from 2017 levels. However, this result is still close to the objective level and the site remains a concern due to borderline results in previous years. The area has seen significant construction activity continuing from 2017 into 2018 with a number of large developments in close proximity to the site. In early 2018 a number of PM₁₀ pollution spikes were recorded, we have been working with developers in Nine Elms and with Wandsworth throughout the year to address this issue and inspect sites for NRMM compliance. We have since employed a construction site compliance officer for the Vauxhall area who has been inspecting sites and ensuring compliance with NRMM and CEMPs.

At Streatham Green LB6 urban background monitoring station the annual mean PM_{10} objective was met and fell back to levels seen in 2015-2016 after an increase in 2017. There does not appear to be a significant trend in results over the past 7 years with mean concentrations that range between 17 and 27 μ g m⁻³.

	Valid data	Valid data			Number	of Daily Means	> 50 µg m⁻³		
Site ID	monitoring period % ^a	capture 2018 % ^b	2012°	2013°	2014 ^c	2015 °	2016 °	2017 °	2018 °
LB4 (Brixton Road)	NA	61%	55	13 (46.6)	12 (43.7)	11 (39.5)	57	27	13 (46)
LB5 (Vauxhall Bondway Interchange)	NA	99%	15	22 (53.8)	62	73 (60.6)	43 (62.7)	64	45
LB6 (Streatham Green)	NA	98%	12 (41.7)	4 (27.4)	10 (40.44)	1 (34.5)	2 (33.8)	11 (10)	3

Table G. PM₁₀ Automatic Monitor Results: Comparison with 24-Hour Mean Objective

Notes: Exceedance of the PM₁₀ short term AQO of 50 μ g m⁻³ over the permitted 35 days per year or where the 90.4th percentile exceeds 50 μ g m⁻³ are shown in **bold**. Where the period of valid data is less than 85% of a full year, the 90.4th percentile is shown in brackets after the number of exceedances.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%.

Based on the percentile figure, the number of exceedences at LB4 breached the air quality objective.

Vauxhall Bondway Interchange LB5 has recorded a breach but the number of exceedances in 2018 has fallen significantly when compared to 2017. In early 2018 a number of PM spikes were recorded at this location which were attributed to construction activities in the nearby Nine Elms development area. We have been working with developers in Nine Elms and with the neighbouring London Borough of Wandsworth, where the majority of construction activity is taking place, to address this issue.

Streatham Green LB6 met the objective with daily exceedances falling sharply from 2017.

Table H. SO2 Automatic Monitor Results: Comparison with Objectives

	Valid data capture for	Valid data capture	Number of: ^c				
Site ID	monitoring period % ^a	2018 % ^b	15-minute means > 266 μg m ⁻³	1-hour mean > 350 μg m ⁻³	24-hour mean > 125 μ g m ⁻³		
LB5 (Vauxhall Cross Interchange)	NA	93%	0	0	0		

Exceedances of the SO₂ AQOs are shown in **bold** (15-min mean = 35 allowed a year, 1-hour mean = 24 allowed a year, 24-hour mean = 3 allowed / year)

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

There were no exceedances of SO₂ concentrations which is in line with previous years' results.

2. Action to Improve Air Quality

2.1 Air Quality Action Plan Progress

Table J provides a brief summary of Lambeth progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2018 are shown at the bottom of the table.

Table I. Delivery of Air Quality Action Plan Measures

Ref	Action	Responsible	Deadline	Update
1.1	Include a policy on air quality as part of the Local Plan review	Director of Development, Planning and Housing Growth	September 2020	 We consulted between October and December 2018 on our <u>Draft Revised Lambeth Local Plan</u>, which included cross- references to London Plan policy S1 improving air quality and to the range of policies in the Local Plan that contribute to improving air quality. The Places and Neighbourhoods policies were also updated to include references to air quality focus areas and to support measures to improve air quality. The approach taken in the Draft Revised Lambeth Local Plan was set out in the <u>Improve Air Quality consultation summary sheet</u> which was available alongside the Draft Revised Lambeth Local Plan. The next stage of the Local Plan review is the Pre- Submission Publication in autumn 2019 As part of the consultation, an officer from Planning Policy gave a presentation to the Lambeth Air Quality Action Plan Steering Group on 14 November 2018 In our <u>2017-2022 AQAP</u>, we committed to including an air quality policy by March 2019 as part of the Local Plan review. This deadline was met and we have now amended this action to track the adoption of the revised Lambeth Local Plan

				• On both 12 and 16 July 2018 a Sustainability Officer presented at training sessions for Lambeth Planning Officers to raise awareness regarding air quality in the planning process
1.2	Work with neighbourhood planning forums on area- specific air quality policies in emerging neighbourhood plans	Director of Development, Planning and Housing Growth	Throughout Plan	 In 2018 we provided advice and feedback on draft policies to help develop the air quality policies in the draft <u>South Bank and</u> <u>Waterloo Neighbourhood Plan</u> and also the draft <u>Kennington,</u> <u>Oval and Vauxhall Neighbourhood Plan</u> Lambeth Sustainability officers are available to help any neighbourhood forum which wants to write a neighbourhood plan
1.3	Explore the potential for allocation of funds from s106 planning obligations aimed at offsetting air quality impacts from a development. Explore potential to add an Air Quality Fund should Lambeth CIL Charging Schedule be reviewed	Director of Development, Planning and Housing Growth	Throughout Plan	 We obtained CIL funding in 2018/19 to trial building electric charge points for ice cream vans in parks to stop idling As part of the Local Plan Review between October and December 2018, Lambeth also asked for feedback on its <u>Draft Infrastructure Delivery Plan</u> (IDP), which identified up to £7million air quality improvement work
1.4	Identify and manage the impact of growth and regeneration on waste management and industrial processes regulated under the Environmental Permitting Regulations	Director of Development, Planning and Housing Growth	Throughout Plan	 Our <u>Air Quality Guidance Note</u> requires Air Quality Assessments submitted with planning applications to consider the impact of industrial processes regulated under the Environmental Permitting Regulations (EPR). Lambeth Sustainability are also responsible for managing industrial processes under the LAPPC regime and are also consulted on all air quality aspects of major planning applications and applications affecting sensitive receptors, such as schools. Lambeth publishes <u>a map of Part B</u> <u>industrial processes</u> regulated under LAPPC on our website,

				 alongside the <u>LAPPC public register</u>, to inform Air Quality Assessments as well as decisions taken by Council officers. Lambeth has no Part A installations Whenever a planning application is received by Lambeth Sustainability, it is checked to see whether any waste management processes are nearby
2.1	Educate and raise awareness amongst developers of Non- Road Mobile Machinery (NRMM) and enforce NRMM policies	Director of Environment and Streetscene	Complete	 Lambeth is part of the NRMM project led by Merton. The project is funded by the Mayor's Air Quality Fund (MAQF) Round 2 to raise awareness and enforce NRMM. Throughout 2018 Merton and Lambeth officers inspected major developments in the borough and engaged with developers to raise awareness about NRMM emission standards and to ensure compliance. For more information please see Table K Every quarter Lambeth Planning Enforcement and Lambeth Sustainability send Merton updated information on newly permitted, imminent developments with NRMM conditions NRMM standards are set out in our <u>Air Quality Guidance Note</u> for developers NRMM condition is now a standard Lambeth condition for all major developments in the borough and all developments in the Central Activities Zone. In addition, when commenting on planning applications for air quality, Sustainability officers include the NRMM condition in their recommendations and ensure that NRMM emission standards are correctly referenced in Construction (Environmental) Management Plans submitted by developers for approval This project ended in March 2019 as funding from Round 2 of the Mayor's Air Quality Fund expired. This action is therefore marked as 'complete'
2.2	Develop internal processes to continue to educate and raise awareness amongst	Director of Environment and Streetscene	Throughout Plan	 In December 2018 Lambeth submitted a multi-borough bid for funding from Round 3 of the Mayor's Air Quality Fund to extend and build on the NRMM project in 2019-22 (Action Point 2.1), with Merton as lead borough

	developers of NRMM; and enforce NRMM policies after funding expires in March 2019			
2.3	Continue to research pollution mitigation measures as part of London Low Emission Construction Partnership (LLECP); promote LLECP scheme, findings and recommendations among developers operating in the borough	Director of Environment and Streetscene	Complete	 Throughout 2018 Lambeth was an active <u>member</u> of this project by attending quarterly meetings and contributing to research, such as our investigation in to Regenerative Street Sweepers This project was funded through Round 2 of the Mayor's Air Quality Fund; it is now being marked as 'complete', as funding has expired There was a <u>presentation</u> in March 2019 to highlight the achievements of this project
2.4	Continue work and legacy of LLECP after funding expires in March 2019	Director of Environment and Streetscene	March 2022	 Lambeth submitted a joint bid with Southwark for MAQF3 funding for a project to test the effectiveness of street cleansing equipment and techniques in removing particulate matter PM₁₀ and PM_{2.5} from road surfaces. If the funding is awarded we will test various equipment, both in use and available through emerging technologies, as well as cleansing techniques in a study area around Waterloo and Elephant & Castle, that is in real-life urban Central London conditions. This project will build on the 'Feasibility study for introducing regenerative street sweepers into Lambeth's street cleansing fleet' (Action Point 30) which was commissioned by Lambeth and completed in March 2018. Findings from the study will be shared with other local authorities and will be used as guidance for developers on best equipment and methods to remove debris, dust and particulate matter from haulage roads around construction sites

2.5	Carry out an investigation into whether a Construction Impact Monitoring Officer(s) should be recruited to monitor and enforce against dust from construction	Director of Environment and Streetscene	October 2019	 In October 2018 our Construction Sites Compliance Coordinator started work at Lambeth When writing our 2017 ASR we were considering whether to recruit two Construction Sites Compliance Coordinators. The deadline for this action point has been extended for a year to assess whether two officers are necessary
3	CHP and biomass air quality policies	Director of Development, Planning and Housing Growth	Throughout Plan	 Our <u>Air Quality Guidance Note</u> includes our policies and guidelines on CHP, biomass plant and ultra-low NOx boilers Lambeth Sustainability is consulted on all air quality aspects of major planning applications and applications affecting sensitive receptors such as schools. This includes review of emissions from proposed energy centres. Relevant emissions standards in line with the <u>Sustainable Design and Construction SPG</u> are secured by planning condition In July 2018 a Sustainability Officer presented at two training sessions for Lambeth Planning Officers to raise awareness regarding air quality in the planning process
4	Implementing London Plan Air Quality Neutral Policy	Director of Development, Planning and Housing Growth	Throughout Plan	 Our <u>Air Quality Guidance Note</u> includes guidance on implementing the London Plan's Air Quality Neutral Policy Lambeth Sustainability is consulted on all air quality aspects of major planning applications and applications affecting sensitive receptors such as schools. This includes a review of Air Quality Neutral assessments for both buildings and transport and of proposed mitigation if the London Plan's transport and/or building emissions benchmarks are not met
5	Ensuring adequate, appropriate, and well located green space and infrastructure	Director of Development, Planning and Housing Growth	Throughout Plan	 Lambeth Sustainability is consulted on all air quality aspects of major planning applications and applications affecting sensitive receptors such as schools (for more information, please see Table K). As part of their recommendations they suggest opportunities for more green infrastructure and green spaces in

	is included and protected in developments			general and in locations where they will protect future residents from air pollution, such as between developments and busy roads or railway lines. More green infrastructure and green spaces may be requested if more mitigation is needed where a proposed development does not meet Air Quality Neutral benchmarks for buildings and/or transport or as an additional protection measure even if the benchmarks have been met
6	Ensuring emissions from construction are minimised	Director of Development, Planning and Housing Growth	Throughout Plan	 Our <u>Air Quality Guidance Note</u> includes information regarding minimising emissions during construction. Sustainability officers also review Construction Environmental Management Plans, Method Statements and Construction Logistics Plans submitted by developers for air quality impacts during construction Lambeth Sustainability and Planning Enforcements investigate and if necessary enforce whenever poor air quality is reported and is suspected to be due to construction As per Action Point 2.5, our Construction Sites Compliance Coordinator started work at Lambeth in October 2018
7	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	Director of Environment and Streetscene	March 2020	 We responded to Defra's Call for Evidence on domestic burning of house coal, smokeless coal, manufactured solid fuel and wet wood (in March 2018) and subsequent Consultation on cleaner domestic burning of solid fuels and wood (in October 2018) Officers in our Public Protection & Regulatory Services team respond to any complaints regarding smoke control zones We plan to take to Cabinet in 2019 our report recommending to replace the existing Orders with one Smoke Control Order which would cover the whole of the borough (instead of individual notices)
8.1	Lambeth Housing to make full use of funding available under RE:NEW scheme and to	Director of Housing	Throughout Plan	 Between August 2017 and July 2018 we replaced 586 boilers in Lambeth Housing homes

	replace at least 250 boilers each year			
8.2	Promoting RE:NEW scheme to individual households, social and private landlords to increase uptake of the scheme in the borough	Director of Environment and Streetscene	Throughout Plan	 We commissioned <u>LSx</u> to produce a <u>guide</u> (which was published in December 2018) for Lambeth citizens explaining how to reduce energy. As part of this commission, <u>LSx</u> also held <u>workshops</u> on 13 December 2018 and 29 January 2019; these workshops included advice on available funding for replacement boilers We also ran an awareness campaign on Twitter: <u>https://twitter.com/lambeth_council/status/108081757493654</u> 3233
8.3	Explore opportunities for Lambeth to make full use of the RE:FIT information support scheme to retrofit all remaining public buildings including schools, libraries and leisure centres	Director of Environment and Streetscene	Throughout Plan	 In 2018 we adopted the RE:FIT procurement framework and the Director of Environment and Streetscene signed the GLA agreement We looked at the energy use by all schools in the borough and then carried out a high level analysis of the top 15 schools. Based on this information, we then prepared investment proposals for the top 10 schools We are currently discussing investment opportunities internally and with the schools
9	Review and enforce emissions management control techniques at facilities the Council regulates under the Environmental Regulations	Director of Environment and Streetscene	Throughout Plan	 Having completed a comprehensive review of all environmental permits and all installations regulated by Lambeth under the LAPPC regime in 2017, we continue to ensure full compliance of all industrial processes in Lambeth with emission limits and all other legal requirements. All operators are given detailed inspection reports highlighting any issues. We continue to provide direct support and guidance to existing and prospective permit holders on all our requirements

10	Director of Public Health is fully briefed on the scale of the problem, what is being done and what is needed	Director of Environment and Streetscene	Throughout Plan	 We publish <u>a map of Part B industrial processes</u> regulated under Environmental Permitting Regulations alongside the <u>LAPPC public register</u> Lambeth has no Part A installations Improving air quality is included in the Health & Wellbeing Implementation Plan, and every quarter an update is provided to the Staying Healthy Board, which includes the Director of Public Health
11	Public Health teams support engagement with local stakeholders (businesses, schools, community groups and healthcare providers) and are asked for their support	Director of Public Health	Throughout Plan	 An officer from Public Health attends each meeting of the Air Quality Action Plan Steering Group Officers from Public Health participated in Lambeth Clean Air Week 2018; at the resident engagement evening on 20 June Public Health officers were available to answer questions from residents A Public Health Officer attended the Windrush70 event with Sustainability Officers to promote air quality awareness; at the event we discussed the difference between air quality in 1948 with 2018
12.1	JSNA includes air quality as a key theme and has up to date information on air quality impacts	Director of Public Health	Throughout Plan	 Our current JSNA is available <u>online</u> But the document has recently been updated by Public Health. There was a presentation by Public Health to the Air Quality Action Plan Steering Group on 6 March 2019 of the amended JSNA, which will be available online shortly
12.2	Communications campaign highlighting health impacts of poor air quality	Director of Environment and Streetscene	Throughout Plan	 We presented our <u>Air Quality Public Health Leaflet</u> at events in Lambeth, such as the <u>Lambeth Country Show</u> in July Our <u>Love Lambeth Air Round 3</u> project included communication campaigns aimed at 13-19 year olds (21 if not in employment, education or training) to raise awareness
13	Strengthening co-ordination with Public Health by ensuring	Director of Public Health	Throughout Plan	Lambeth has two officers in Public Health who have air quality responsibilities

	that at least one consultant grade public health specialist within the borough has air quality responsibilities outlined in their job profile			• During 2018, a trainee Public Health Registrar had a placement at Lambeth and also contributed towards air quality projects, such as helping at the resident engagement evening on 20 June at Lambeth Clean Air Week
14	Ensure that the lead officer for Transport has been fully briefed on the Public Health duties and the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough	Director of Environment and Streetscene	Throughout Plan	 The Transport and Public Realm Strategy Manager attended the Air Quality Action Plan Steering Group on 21 August Air pollution is included in our <u>Draft Transport Strategy</u> In the Neighbourhoods and Growth restructure, Sustainable Travel and Road Safety merged with the Sustainability Team in September 2018. The enlarged team is part of the Environment and Streetscene Division to better integrate air quality issues with the council's operations such as transport, parking and waste
15.1	Prepare information pack for businesses on how to help improve air quality and reduce exposure for employees and customers	Director of Environment and Streetscene	Throughout Plan	 The original deadline for this information pack was July 2018. As the pack has now been delivered, this deadline has been amended to track the use of the information pack The information pack was used during the Lambeth Clean Air Week 2018 event on Friday at the Business Event The pack was used as part of our Defra funded <u>Clean Air</u> <u>Villages project</u> delivered by Cross River Partnership in Brixton and Streatham
15.2	Annual business engagement event to educate and raise awareness regarding air quality; and to find joint working opportunities	Director of Environment and Streetscene	Throughout Plan	This event took place on Friday 22 June 2018 <u>during Lambeth</u> <u>Clean Air Week</u>

16.1	Promote and build on the work of airTEXT to alert sensitive receptors and other vulnerable citizens of high pollution days	Director of Environment and Streetscene	Throughout Plan	 The high pollution alert system is now in operation. The deadline for this action has therefore changed to monitor implementation Lambeth continues to be a member of and to advertise airTEXT Lambeth along with the GLA and other London boroughs is part of the Breathe London C40 project
16.2	Increase promotion of cycling and walking websites and apps, such as walkit.com	Director of Environment and Streetscene	Throughout Plan	 In 2018 Cross River Partnership was commissioned to raise awareness, such as its <u>clean air route map</u>. An example of this awareness raising includes: <u>https://twitter.com/CRP_CleanAir/status/10138127031551180</u>80 The deadline of this action point has now been amended to ensure we continue to raise awareness
17.1	Continue to actively engage with all schools in the STARS programme	Director of Environment and Streetscene	Throughout Plan	 Lambeth continues to seek to engage all schools in the STARS programme and in active travel initiatives In 2018 we engaged with 63 schools
17.2	Continue to support schools to implement travel plans moving from bronze to silver to gold	Director of Environment and Streetscene		 In 2018 15 schools achieved gold, 24 schools achieved silver and 24 schools achieved bronze
17.3	Engage with Nurseries	Director of Environment and Streetscene	Throughout Plan	 This action and its deadline have changed to reflect that this action has broadened since the plan was originally written Two Lambeth nurseries qualified for the Mayor's Air Quality Nursery Audits of 20 London nurseries (selection and preparation in November-December 2018, audits in January 2019). One of the nurseries had not been involved in the STARs nursery programme until they were approached and then qualified for the audit

17.4	Travel Plans Poster campaign	Director of	March	Work on this project has been delayed as officers have
	for under 5s: link between	Environment	2020	concentrated on the introduction of School Streets
	active travel and air quality	and Streetscene		
18	Air quality at schools and other educational institutions	Director of Environment and Streetscene	Throughout Plan	 In 2018/19 we commissioned Sustrans to work with <u>12 primary</u> <u>schools</u> in the borough to raise awareness regarding air quality In May 2018 the recommendations from the Mayor's School Air Quality Audit programme were published for <u>Stockwell Primary</u> and for <u>St Anne's Primary</u> schools. During 2018 we worked with these schools to deliver the recommendations In 2018/19 we also commissioned <u>LSx</u> to raise air quality awareness with 4 secondary schools in the borough
19.1	Air Quality to be considered	Management	Throughout	• All reports in Lambeth are based on a template; Section 9.1
	when making decisions	Board	Plan	asks the author to consider environmental implications from their decision, including air quality
19.2	Air quality awareness	Director of HR	Throughout	Lambeth Clean Air Week was advertised on Yammer (our in-
	increased amongst Lambeth officers	and Organisational Development	Plan	 house social media platform) and on Lamnet (our intranet site), and staff were encouraged to participate Our Sustainability and Road Safety Manager continues to appear in a video shown to all new employees during their induction explaining why air quality is important in Lambeth On both 12 and 16 July 2018 a Sustainability Officer presented at training sessions for Lambeth Planning Officers to raise awareness regarding air quality in the planning process In April 2018 our intranet advertised that council staff are not allowed personal deliveries at work As part of the Neighbourhoods & Growth Restructure during 2018, air quality was added into the job descriptions of officers in Highways Projects such as Horizon managed by the Education Department at Lambeth and funded by the EU, included criteria that all participants must help to improve air quality

20	Work with Lambeth Youth Council to raise awareness	Director of Environment and Streetscene	Throughout Plan	 2018-19 was the third year of our communities engagement project Love Lambeth Air. This time the project focussed on reaching young people. Working with <u>Young Lambeth</u> <u>Cooperative</u> and a Lambeth Youth Council representative, in July 2018 we launched our Love Lambeth Air Youth Grant scheme. We awarded grants to 7 local youth organisations to deliver air quality-themed educational projects for young Lambeth residents aged 14-19 (and also aged 19-21 if not in education, employment or training) Preference was given to projects involving young people who live, study or work in one of Lambeth's Air Quality Focus Areas, in areas with a high index of multiple deprivation, from black and other ethnic minority (BAME) backgrounds, with existing heart and lung conditions and/or disabilities
21.1	Work closely with colleagues in Adult Social Care and Housing to identify vulnerable citizens	Director of Environment and Streetscene	Throughout Plan	 We continue to offer <u>SHINE</u> to residents to reduce energy emissions Colleagues from Public Health helped to write our air quality guide for elderly citizens, which was published in 2018 (action point 21.2)
21.2	Work closely with Age UK and other relevant organisations to produce tailored leaflets for older citizens and to visit future events aimed specifically at older citizens	Director of Environment and Streetscene	December 2018	 Our air quality <u>guide for older citizens</u> was published in 2018 Age UK Lambeth was invited to suggest content for the guide and also critically review it before publication
22	Engagement with black and other minority ethnic citizens	Director of Public Health	Throughout Plan	 When selecting local youth organisations to delivery air quality- themed projects as part of our <u>Love Lambeth Air Youth Grant</u> <u>scheme</u> (see Action 20) preference was given to projects involving young people who live, study or work in one of Lambeth's Air Quality Focus Areas, in areas with a high index of multiple deprivation, from black and other ethnic minority

23	Annual Residents' Air Quality Conference	Director of Environment	Throughout Plan	 (BAME) backgrounds, with existing heart and lung conditions and/or disabilities On 23 June to celebrate the <u>70th anniversary</u> of the arrival of the Empire Windrush, the Sustainability team attended an event to compare with citizens air quality from 1948 to 2018 We held this event on 20 June, as part of <u>Lambeth Clean Air Week 2018</u>
		and Streetscene		
24.1	Procurement policy to include a requirement for suppliers providing services over £100,000 to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation	Director of Finance and Property	March 2019	 During 2018 officers in Sustainability have worked with colleagues in Procurement to update our <u>Responsible</u> <u>Procurement Guide</u> Our new guide will be published in 2019 and includes this FORS requirement (subject to approval by Cabinet)
24.2	Update procurement policy to give preferential scoring to bidders delivering goods and services with zero or low emission vehicles when there is a heavy transport element to the tender	Director of Finance and Property	March 2019	 During 2018 officers in Sustainability have worked with colleagues in Procurement to update our <u>Responsible</u> <u>Procurement Guide</u> Our new guide will be published in 2019 and includes this zero or low emission vehicle requirement (subject to approval by Cabinet)
25	Consolidation (Low Emission Logistics)	Director of Environment and Streetscene	March 2019	 Please see Action Point 15 in our <u>Equality Streets Action Plan</u> <u>update</u> We submitted a joint application to MAQF3, with Croydon as the lead borough, to build a construction consolidation centre

26	Introduce Virtual Loading Bays (VLB) allowing the user to book kerb space online for loading and unloading at a particular time and place; and priority for ultra-low emission delivery vehicles	Director of Environment and Streetscene	March 2022	 As part of our <u>Clean Air Villages</u> project with <u>Cross River</u> <u>Partnership</u>, a <u>business case study</u> was created as best practice to show 14 butchers in Brixton order their meat together instead of separately and receive a joint delivery Virtual Loading Bays will be included in our <u>Brixton Liveable</u> <u>Neighbourhood</u> following our successful bid to TfL The deadline for this Action Point was March 2019, but it has now been changed to March 2022 to monitor progress in the Brixton Liveable Neighbourhood project
27	Obtain Fleet Operator Recognition Scheme (FORS) Gold accreditation for Lambeth's own fleet	Director of HR and Organisational Development	March 2022	Lambeth is currently identifying funding to continue to deliver this project
28	Increase the number of hydrogen, electric, hybrid, bio- methane and cleaner vehicles in the borough's fleet and accelerate uptake of new Euro VI/6 vehicles	Director of Finance and Property	March 2022	 In March 2018 Lambeth added 5 new <u>zero-emission electric</u> <u>road sweepers</u> to its fleet Lambeth Parks is working to change its fleet to electric <u>https://love.lambeth.gov.uk/lambeth-parks-vehicle-fleet-green/</u>)
29	Smarter Driver Training for Lambeth fleet drivers to increase fuel efficient driving	Director of HR and Organisational Development	Throughout Plan	 Lambeth continues to offer training to all new and existing employees to ensure they are safe and efficient on our roads

30	Conduct feasibility study for introducing regenerative street sweepers into Lambeth's street cleansing fleet	Director of Environment and Streetscene	March 2020	• In December 2017 the Sustainability team commissioned air <u>King's College London Environmental Research Group</u> to review the effectiveness of pollution-abating street sweepers currently available or emerging in the UK and worldwide. 'Feasibility study for introducing regenerative street sweepers into Lambeth's street cleansing fleet' was completed in March 2018
31	Review of car users to determine whether the number of Lambeth officers driving vehicles for work could be reduced	Director of HR and Organisational Development	March 2020	 Parking permits for council officers are now being restricted to essential car users only All managers have been asked to consider whether a vehicle is necessary when the lease arrangement is due for renewal In March 2018 we launched an online booking system for pool bikes for council officers
32	Green Infrastructure	Director of Environment and Streetscene / Director of Development, Planning and Housing Growth	Throughout Plan	 Green screens were built at <u>Corpus Christi Primary</u> in June 2018, and at <u>Loughborough Primary</u> and <u>Wyvil Primary</u> in February and March 2019 Green infrastructure has been added into other non-air quality projects managed by other teams (i.e. not the Sustainability and Road Safety Team at Lambeth), such as Our Streets in St Leonards Ward, and changing the road layout at the junction of Greyhound Lane and Streatham High Road
33	Investigate other measures, such as building a Low Emission Neighbourhood (LEN)	Director of Development, Planning and Housing Growth	Throughout Plan	 We submitted an application to MAQF3 to build a Low Emission Neighbourhood in Brixton SDG completed feasibility studies to investigate building LENs in all Lambeth Air Quality Focus Areas in 2018. The deadline for this action has now changed to monitor the development of these studies
34	Investigate whether to install Santander bikes or other bike schemes outside Brixton	Director of Development,	March 2022	• Lambeth Council is working with <u>London Councils</u> and other London boroughs to agree conditions to rollout dockless bikes.

	Underground station, along Brixton Hill, Streatham Hill and Streatham	Planning and Housing Growth		During the Summer there was a <u>pop-up Santander Bike stand</u> at Brockwell Park
35	Lambeth is already part of the Central London Air Quality Cluster Group, which includes Southwark. Increase joint working with other neighbouring boroughs (Wandsworth, Merton, Croydon, Bromley and Lewisham) to tackle air pollution	Director of Environment and Streetscene	Throughout Plan	 Lambeth worked with Lewisham on the Defra funded <u>Clean Air Villages</u> project We submitted an application to the Mayor's Air Quality Fund Round 3 with Croydon as the lead borough to open a construction consolidation centre We submitted a joint application to the Mayor's Air Quality Fund Round 3 with Southwark to investigate street sweeping techniques Lambeth Officers meet regularly with their counterparts in Wandsworth to improve air quality in and around Nine Elms We remain a member of the London Air Quality Network to monitor air pollution across London
36	Continue project to reduce pollution at Waterloo station from idling taxis	Director of Environment and Streetscene	March 2022	 Lambeth has had several conversations with different stakeholders to discuss how to reduce air pollution from taxis at Waterloo Station Throughout 2018 Lambeth liaised with Network Rail, TfL, GLA and other stakeholders to discuss ideas to reduce air pollution. No idling signs were installed by the Waterloo Station management along the route leading up to the passenger pick up points During Autumn 2018, we investigated with TfL, the GLA and local organisations whether it was possible to create an electric only taxi rank
37	Building green screens at Schools	Director of Environment and Streetscene	March 2022	 In 2018 we commissioned green screens at <u>Corpus Christi</u>, Wyvil Primary and <u>Loughborough Primary</u> As part of the recommendations from the Mayor's Air Quality Audits at schools, we are helping to build green screens at St Anne's Primary and Stockwell Primary

				• When our AQAP was published in May 2017, this action was to build a green wall at Lambeth North Station and the deadline was March 2019. But as detailed in our <u>2017 ASR</u> (page 33), it was not possible to build a green wall at Lambeth North Station. This action and its deadline have therefore been changed to reflect the current administrations election manifesto to build green screens at schools in the borough
38	Recruit citizens to help form a Steering Group to monitor our Air Quality Action Plan	Director of Environment and Streetscene	Throughout Plan	 During 2018, the Lambeth Air Quality Action Plan Steering Group met 8 March and 21 August The group continues to meet and anyone interested in joining should email <u>sustainability@lambeth.gov.uk</u>
39	Get sign-off for report and implement Tree Wardens scheme	Director of Environment and Streetscene	March 2022	 Lambeth has worked with residents to plant trees in the borough, an example includes at <u>Clapham Common</u> The decision whether to implement a tree warden scheme in Lambeth has been delayed while the tree surgeon service was brought back in house
40.1	Joint anti-idling project with other London Boroughs	Director of Environment and Streetscene	Complete	 As part of the Mayor's Air Quality Fund project Round 2, Lambeth carried out events during 2018 at: 8 March Sudbourne Primary 26 March Corpus Christi Primary 21 June Windrush Square 18 sept Guy's & St Thomas' hospital 1 October St John's Church 6 November Corpus Christi Primary 20 December Triangle Adventure Playground This action is now complete as the funding has expired. As per Action 40.2, Lambeth has applied to Round 3 of the Mayor's Fund to continue this project
40.2	Continue to build on anti- idling work from MAQF project (Action Point 40.1)	Director of Environment and Streetscene	March 2022	• Lambeth along with other London boroughs, with the City of London and Camden as lead boroughs, has applied to Round 3 of the Mayor's Air Quality Fund to continue this project for another 3 years

				• Lambeth is looking at introducing an increased fine similar to Westminster for anyone found idling in the borough
41	Work with car clubs to increase amount of electric, hydrogen and ultra-low emission vehicles in their fleet	Director of Development, Planning and Housing Growth	October 2019	Please see Action Point 7 in our <u>Equality Streets Action Plan</u> update
42.1	Increase amount of citizens cycling outside the 18-38 age group	Director of Environment and Streetscene	March 2022	 Initiatives include: In July 2018 Lambeth re-launched its <u>Try Before You Bike</u> scheme We promoted cycling at the Lambeth Country Show in July 2018 and also organised a <u>Floral Bike Ride</u> We held a <u>Festive Lights Ride</u> in November 2018 We installed 42 <u>bike hangars</u> during 2018/19 Our <u>Bike It- You Can Too</u> project
42.2	Very Important Pedestrian Days	Director of Environment and Streetscene	Throughout Plan	 Lambeth celebrated <u>Car Free Day</u> by closing Windmill Drive in September 2018 In 2018 Lambeth started work on its <u>School Streets</u> programme to improve road safety and air quality around schools by closing streets at drop-off and pick-up times
43	Parking	Director of Environment and Streetscene	Throughout Plan	 For an update on Controlled Parking Zones in the borough, please see our <u>Equality Streets Action Plan Update</u> (January 2019)
44	Installation of more residential electric charging points	Director of Environment and Streetscene	March 2022	 During 2018/19 117 new <u>electric charging points</u> have been installed across Lambeth For a map showing available charging points in Lambeth, please see <u>https://www.zap-map.com/live/</u>

45	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV	Director of Environment and Streetscene	Throughout Plan	 As a trial to reduce engine idling by ice cream vans, Lambeth installed electric charging points in parks in the borough. This project was funded through CIL Lambeth is working with TfL to install rapid chargers in the borough. At the end of 2018, two were in operation
46	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	Director of Environment and Streetscene	Throughout Plan	 Examples of schemes to encourage sustainable transport in 2018 include: building parallel cycle crossings at Dulwich Road/Hurst Street, Norwood Road/Dulwich Road, and Salter's Hill/Bloomhall Road; and creating contraflow cycling in streets such as Hopton Road and Cosser Street We successfully submitted our <u>Brixton Liveable Neighbourhood</u> bid to create low traffic neighbourhoods and encourage walking and cycling Please see Actions 1 and 10 in our <u>Equality Streets Action Plan</u> Update (January 2019)
47.1	Campaign for low-emission buses to serve all routes in Lambeth	Director of Development, Planning and Housing Growth	Throughout Plan	• Cllr Holland, Cabinet Member for Environment & Clean Air, wrote to the Mayor in June 2018 asking for Lambeth to be prioritised for the rollout of low-emission buses
47.2	Continue to request extension of ULEZ to south of the borough	Director of Environment and Streetscene	Throughout Plan	 Cllr Holland, Cabinet Member for Environment & Clean Air, wrote to the Mayor in June 2018 campaigning for clean air across Lambeth not just until the south circular We continue to work with citizens below the south circular to improve air quality. For example, in partnership with Cross River Partnership, we worked with businesses in Streatham to

				reduce emissions as part of our <u>Clean Air Village</u> project, funded through Defra's Clean Air Fund
48	Link air quality to road closures for street parties and the Play Streets scheme	Director of Environment and Streetscene	Throughout Plan	 In 2018 Lambeth started work on its <u>School Streets</u> programme to improve road safety and air quality around schools by closing streets at drop-off and pick-up times In the 2018 Neighbourhoods & Growth restructure, our air quality service joined Highways, Capital Programmes and Sustainability to ensure reducing air pollution is considered alongside all on-street initiatives
49	Read through Lambeth Transport Plan 2011-31, the Cycling Strategy and also the Transport Strategy and add any relevant actions in to AQAP	Director of Development, Planning and Housing Growth	Throughout Plan	 In our <u>2017 ASR</u> (page 37) we detailed all relevant actions from these strategies. Progress in delivering these actions is reported in our <u>Equality Streets Action Plan Update</u> (January 2019) We consulted on our <u>Draft Transport Strategy and Local</u> <u>Implementation Plan</u> between October and December 2018; air pollution is included in our Draft Transport Strategy. The results from this consultation are available <u>here</u>. The final version of the Transport Strategy will be presented at Lambeth Cabinet in 2019

3. Planning Update and Other New Sources of Emissions

Table J.Planning requirements met by planning applications in Lambeth in 2018

	Action	Number	Notes
a)	Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	57	By checking planning applications we ensure that effects of poor air quality are reduced on existing nearby and future residents. For more information, please see Note A page 37
b)	Number of planning applications required to monitor for construction dust	33	For more information, please see Note B page 37
c)	Number of CHPs/Biomass boilers refused on air quality grounds	0	For more information, please see Note C page 37
d)	Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	10	For more information, please see Note D page 37
e)	Number of developments required to install Ultra-Low NO _x boilers	12	For more information, please see Note E page 38
f)	Number of developments where an AQ Neutral building and/or transport assessments undertaken	23	23 building, 20 transport For more information, please see Note F page 38
g)	Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	3	1 building, transport 2 For more information, please see Note G page 38

h) Number of planning applications with S106 agreements including other requirements to improve air quality	0	For more information, please see Note H page 38
Number of planning applications with CIL payments that include a contribution to improve air quality	0	But CIL payments have been achieved for Electric Vehicle Charge points, which help to improve air quality.
i) NRMM: Central Activity Zone and Canary Wharf Number of conditions related to NRMM included. Number of developments registered and compliant. Please include confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used on-site is compliant with Stage IIIB of the Directive and/or exemptions to the policy.	10 conditions included 12 registered 7 compliant 5 uncompliant	During April 2018-2019 NRMM Conditions were applied at all developments; 10 NRMM conditions were added to developments within the CAZ LB Merton undertook 12 Site Audits in the CAZ,2 Sites achieved Self-Compliant status, 4 sites worked towards and achieved Compliance and 4 Sites failed to achieve Compliance Lambeth achieved a Total Compliance status of 60%. Lambeth will be taking part in the MAQF3 pan-London NRMM project led by Merton. Lambeth have employed a construction site compliance officer who has been carrying out regular site inspections in the Vauxhall area. Sustainability officers have carried out NRMM inspections with colleagues from Merton and the construction site compliance officer. For more information, please see Note I page 38

NRMM: Greater London	38 conditions included	During April 2018-2019 NRMM
(excluding Central Activity	4 registered	Conditions were applied at all
Zone and Canary Wharf)	3 compliant	developments; 38 NRMM conditions
Number of conditions related	1 uncompliant	were added to developments outside
to NRMM included.		the CAZ in 2018.
Number of developments		
registered and compliant.		LB Merton undertook 4 Site Audits
Please include confirmation		outside the CAZ,1 Site achieved Self-
that you have checked that		Compliant status, 2 sites worked
the development has been		towards and achieved Compliance and
registered at		2 Sites failed to achieve Compliance
www.nrmm.london and that		
all NRMM used on-site is		
compliant with Stage IIIA of		Lambeth achieved a Total Compliance
the Directive and/or		status of 60%.
exemptions to the policy.		

Notes on the table:

- a. The purpose of this row is to identify whether all applications that are submitted with an air quality assessment or EIA are checked by the air quality officer/team. The requirement to submit an assessment is subject to local validation criteria, however the new London Plan specifies that all major developments should be accompanied by an assessment, so this should equal at least the number of major applications received once the new London Plan is finalised.
- b. The purpose of this row is to understand how widely active dust monitoring is used on construction sites. Dust monitoring is recommended in the GLA Control of Dust and Emissions during Construction and Demolition SPG for some high-risk sites. This number should include all sites where monitoring is required by condition or secured as part of a construction management plan or similar.
- c. This purpose of this row is to understand how far air quality policies are influencing the design or choice of communal heating systems. For the purposes of recording, "refused" should include applications where air quality impacts from the heating system are included in the reasons for formal refusal and applications where the energy strategy has been revised post-submission to remove CHP or biomass as a result of air quality concerns raised during the decision-making process.
- d. The purpose of this row is to ensure that the emissions limits for CHP and Biomass set out in Appendix 7 of the GLA Sustainable Design and Construction SPG are implemented. You should only count instances where compliance with these limits (or tighter limits, if required) have been secured by condition. You may want to note instances where conditions have not been imposed in the notes column.

- e. This row should record the number of planning permissions where use of ultra-low NO_x boilers were required as a direct condition or as a condition securing conformity with submitted documents, not the total number of boilers. Where standard conditions are used it is sufficient to say all developments, or all developments that meet a particular threshold (or however the decision to use standard conditions is done.)
- f. The purpose of this row is to identify how well applicants are implementing the requirement to undertake an air quality neutral assessment as part of the overall air quality assessment for developments.
- g. This row is intended to identify how challenging it is for developers to meet air quality neutral and should count the number of applications where the initial air quality neutral calculation showed the benchmarks were not met and additional on-site mitigation measures were agreed with the developer prior to grant of consent.
- h. These rows should be used to record the number of developments where payments of offsite measures were secured from the developments. This could be measures in lieu of meeting Air Quality Neutral on-site or other actions and payments relating to local policies or needs. It is not necessary to provide the amount of financial contributions.
- i. These rows should record the number of planning permissions where compliance with the NRMM LEZ is required as a direct condition or as a condition securing conformity a code of practice or a CMS requiring compliance. Where standard conditions are used it is sufficient to say all developments, or all developments that meet a particular threshold (or however the decision to use standard conditions is done.)

Process to ensure relevant planning applications are reviewed:

- Lambeth Planning team forward to Sustainability any planning applications where comments on air quality are required. At present Sustainability receive requests for comment on all major applications and other applications where there is a risk of impact on existing sensitive receptors such as schools, nurseries or care homes and/or where the development would introduce additional sensitive receptors into an area of concern, such as Air Quality Focus Areas. Sustainability officers also comment on applications to discharge conditions on previously granted planning permissions whenever relevant to air quality, including Construction (Environmental) Management Plans.
- Sustainability published a map Air Quality Focus Areas and major sensitive receptors in the borough such as schools, nurseries, residential and care homes to assist the Planning team in assessing whether a non-major application should be referred to Sustainability for air quality comment. Sustainability officers work closely with the Planning team and offer advice on whether a detailed comment is required.

Process to ensure air quality conditions including NRMM are enforced:

- Lambeth was part of the Merton MAQF2 NRMM project and will be taking part in the pan London Merton led MAQF3 NRMM project. Every quarter the Lambeth Planning Enforcement team and Sustainability send the compliance inspector at Merton updated information on newly permitted, imminent developments with NRMM conditions. Sustainability officers are in regular contact with the NRMM inspector from Merton to exchange information on compliance and on ongoing developments which require a compliance visit
- NRMM compliance is included as a condition for all major developments in Lambeth outside the Central Activities Zone and all developments in the Central Activities Zone. In addition, when commenting on planning applications for air quality, Sustainability officers include an NRMM condition in their recommendations and ensure that NRMM emission standards are correctly referenced in Construction (Environmental) Management Plans submitted by developers for approval
- Lambeth have employed a Construction Sites Compliance Officer who has been visiting sites in the Vauxhall area and ensuring NRMM and CEMP requirements are fulfilled.
- Lambeth will be part of the MAQF Round 3 NRMM project led by Merton.
- The Sustainability team keep records of sites requiring additional monitoring for dust, and receive and assess monitoring data from ongoing developments

3.1 New or significantly changed industrial or other sources

In 2018 we received and accepted as duly made one new application from dry cleaning processes (Part B Authorised Process Dry Cleaners PG6/46 (04)). One permitted dry cleaning process ceased to operate and the permit was revoked. No other new sources were identified. We publish <u>a map of</u> <u>Part B industrial processes</u> regulated under Environmental Permitting Regulations on our website, alongside the <u>LAPPC public register</u>.

Appendix A Details of Monitoring Site QA/QC

A.1 Automatic Monitoring Sites

Routine calibrations of equipment and periodic site audits were carried out by Enviro Technology, and King's College London Environmental Research Group (KCL). Routine calibrations are scheduled for every two weeks.

Brixton Road LB4 low data capture 65%. On 29/8/18 an ET engineer attended LB4 and • found significant water ingress into the cabin from the rain earlier that morning. Water was found on the NOx analyser, BAM and cabin's electrical intake, the engineer therefore switched everything off for safety reasons. The NOx analyser was removed and taken to the workshop as the screen suffered water damage. A PO was raised 18/09/19 for a new cabin enclosure when it was discovered the existing enclosure could not be repaired. Significant issues with suppliers delayed the arrival of the new enclosure and subsequent fit out by ET. In order to remove the old enclosure and install the new one, the power had to be isolated. There was some confusion with UKPN who originally stated they were unable to temporarily isolate the power so we had to fill in an application do to a full disconnection and then a full reconnection. This process was delayed due to UKPN engineer availability over the Christmas period. On 11/01/19 Sustainability officers spoke with a UKPN highway asset manager who prioritised the reconnection works. A feeder pillar was installed 08/02/19 with UKPN reconnecting the power on 10/02/19. A new meter was then installed 11/03/19 and ET re-commissioned the station on 12/03/19.

PM₁₀ Monitoring Adjustment

The correction of 1/1.2 is applied to raw PM10 BAM data at an hourly basis so the fully ratified PM10 data is reference equivalent. This is done by KCL as we are part of the London Air Quality Network.

A.2 Diffusion Tube Quality Assurance / Quality Control

Analysis was performed by the Gradko International Laboratory in accordance documented in-house Laboratory Method GLM7. Tubes are analysed by U.V Spectrophotometry. Tubes were prepared 20% TEA / Water. A national bias adjustment factor of 0.93 has been used (Gradko bias adjustment factor for 20% TEA in Water in 2018). Co-located diffusion tubes were set up at LB4 Brixton Road but only 8 calendar months of data was recorded before the station went offline so we could not complete the National Bias Adjustment for NO2 Co-Location Study questionnaire.

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

As mentioned in section A.1 above, there was low NO₂ and PM₁₀ data capture (at 65%) at Brixton Road LB4 in 2018. The results were therefore annualised using methodology described in London Local Air Quality Management Technical Guidance LLAQM.TG(16). The table below shows the process of annualisation and the resultant annualisation factors used. We have used data from three nearby roadside monitoring stations which had at least 85% data capture and which had all their results ratified at the time of writing. Roadside monitoring sites chosen for PM10 annualisation were: Wandsworth – Lavender Hill (WAC), Lewisham – Newcross (LW2) and City of London – Upper Thames Street (CT8). For NO₂ annualisation City of London – Walbrook Wharf (CT6) was used instead of City of London – Upper Thames Street (CT8) as this station monitored NO₂. All sites are located in nearby boroughs and well within the recommended radius of under 50 miles.

Table K. Short-Term to Long-Term Monitoring Data Adjustment

LB4 -	PM10
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Site	Site Type	Annual Mean (μg/m³)	Period Mean (µg/m³)	Ratio
WAC	Roadside	20.92	21.38	0.98
LW2	Roadside	21.28	22.64	0.94
СТ8	Roadside	32.25	33.71	0.96
			Average	0.96

LB4 - NO2

Site	Site Type	Annual Mean (μg/m³)	Period Mean (µg/m³)	Ratio
WAC	Roadside	41.57	43.57	0.96
LW2	Roadside	42.1	44.72	0.94
CT6	Roadside	87.44	90.04	0.97
			Average	0.96

Distance Adjustment

NO₂ annual mean results have been adjusted for distance to the point of relative public exposure as per Table B using Defra NO2 fall-off tool. For comparison purposes values in brackets in Table D show actual annual mean readings at each monitoring station.

Appendix B Full Monthly Diffusion Tube Results for 2018

Table L. NO2 Diffusion Tube Results

A bias adjustment factor of 0.93 has been used (Gradko bias adjustment factor for 20% TEA in Water in 2018). Unreliable results and months when tubes were missing are highlighted in red and were not included in the annual mean calculations. DT 19 and 23 were annualised following LLAQM technical guidance set out in Box 4.9 as data capture was less than 75%. Streatham Green was used as the background site (99% data capture rate).

				Annual Mean NO ₂												
Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2018 % ^b	Jan	Feb	March	Apr	May	June	Jul	Aug	Sept	Oct	Νον	Dec	Annual mean – raw data ^c	Annual mean – bias adjusted ¢
DT1	N/A	91.6%	78.71	79.27	97.87	80.75	89.59	72.15	82.27	tube missing	77.80	86.88	74.21	68.63	80.74	75.09
DT2	N/A	91.6%	88.09	85.00	91.37	78.23	83.75	66.35	90.94	Tube missing	74.58	88.77	77.72	83.42	82.57	76.79
DT3	N/A	75%	92.35	77.79	97.30	82.77	tube missing	70.65	95.49	tube missing	tube missing	85.09	62.56	72.98	81.89	76.15
DT4	N/A	83.3%	47.77	43.18	54.16	44.16	41.74	31.92	41.83	<0.51	40.45	45.06	tube missing	44.26	39.55	36.78
DT5	N/A	83.3%	72.98	82.18	86.63	<0.51	77.43	53.32	91.81	60.86	tube missing	71.12	66.94	62.28	66.00	61.38

								n NO ₂								
Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2018 % ^b	Jan	Feb	March	Apr	May	June	Jul	Aug	Sept	Oct	Νον	Dec	Annual mean – raw data ^c	Annual mean – bias adjusted
DT6	N/A	100%	49.23	47.54	55.92	51.35	52.62	44.27	50.00	41.37	48.04	52.13	44.87	48.54	48.82	45.41
DT7	N/A	100%	46.67	59.15	0.61	89.38	55.07	46.43	54.83	44.25	50.65	56.78	46.46	52.29	50.21	46.70
DT8	N/A	83.3%	47.34	56.21	70.41	56.21	64.19	53.86	54.32	47.89	49.46	52.27	tube missing	tube missing	55.22	51.35
DT9	N/A	75%	70.92	64.44	tube missing	64.68	136.77	52.30	tube missing	68.41	60.72	70.35	67.78	64.21	58.38	54.29
DT10	N/A	83.3%	44.92	46.73	1.00	tube missing	tube missing	32.16	38.38	31.94	36.89	43.00	44.65	41.75	36.04	33.61
DT11	N/A	100%	51.46	54.06	61.80	54.16	61.37	52.39	61.81	46.83	51.02	51.56	55.77	50.65	54.41	50.60
DT12	N/A	100%	64.42	54.68	56.45	58.90	56.53	47.80	59.91	50.08	52.37	57.79	49.58	58.06	55.55	51.66
DT13	N/A	100%	52.26	51.68	64.68	58.44	61.78	63.83	58.43	41.37	44.92	61.71	62.17	54.91	56.35	52.40
DT14	N/A	100%	57.49	63.65	57.48	57.04	59.20	46.48	58.68	52.70	42.68	64.27	52.17	57.11	55.75	51.84
DT15	N/A	100%	22.46	55.41	79.59	54.09	61.09	54.83	61.60	45.97	56.99	60.56	58.81	60.18	55.96	52.05
DT16	N/A	83.3%	46.17	52.13	56.84	46.00	50.09	42.81	tube missing	tube missing	43.57	46.80	38.74	48.92	47.21	43.90

			Annual Mean NO ₂													
Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2018 % ^b	Jan	Feb	March	Apr	Мау	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual mean – raw data ^c	Annual mean – bias adjusted
DT17	N/A	91.6%	42.83	55.16	53.08	46.61	53.40	41.77	40.27	38.83	<0.64	86.43	41.39	44.97	45.45	42.27
DT18	N/A	91.6%	55.59	51.32	73.23	60.89	52.73	46.43	57.50	<0.51	105.65	59.99	50.34	59.04	56.10	52.17
DT19	N/A	58.3%	tube missing	tube missing	93.68	83.31	97.56	87.15	tube missing	tube missing	62.63	tube missing	74.35	61.71	80.81	75.15
DT20	N/A	91.6%	42.96	43.25	45.17	45.61	44.26	33.34	42.82	34.96	43.89	47.82	tube missing	41.59	42.33	39.37
DT21	N/A	91.6%	42.14	45.13	tube missing	32.39	39.15	31.73	31.51	21.34	30.03	40.14	37.48	22.45	33.95	31.58
DT22	N/A	83.3%	33.77	35.27	34.86	<0.51	tube missing	23.58	22.97	26.37	27.56	38.73	35.28	26.84	27.79	25.85
DT23	N/A	58.3%	38.01	45.87	43.83	37.50	68.53	tube missing	tube missing	<0.51	tube missing	41.96	40.50	tube missing	42.92	39.92
DT24	N/A	100%	39.74	44.60	44.72	39.56	47.81	34.14	44.80	23.01	34.93	41.32	37.69	38.82	39.26	36.51
DT25	N/A	83.3%	56.31	74.62	60.29	<0.51	101.52	72.11	61.76	49.91	47.05	65.08	54.41	56.35	49.87	46.38
DT26	N/A	100%	42.86	46.95	38.17	36.62	36.61	35.53	33.89	29.89	33.48	43.90	34.86	38.62	37.62	34.98
DT27	N/A	100%	70.70	77.03	73.33	60.16	76.26	60.87	91.17	69.20	74.20	77.76	66.07	73.38	72.51	67.44

				Annual Mean NO ₂												
Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2018 % ^b	Jan	Feb	March	Apr	May	June	Jul	Aug	Sept	Oct	Νον	Dec	Annual mean – raw data ^c	Annual mean – bias adjusted
DT28	N/A	100%	50.20	59.88	57.48	61.27	59.09	45.61	65.77	47.36	50.44	62.65	61.06	57.85	56.56	52.60
DT29	N/A	83.3%	60.00	85.44	95.91	81.48	89.21	64.73	72.74	50.72	51.68	68.00	tube missing	tube missing	71.99	66.95
DT30	N/A	75%	160.33	73.35	71.58	183.75	56.56	52.90	238.26	59.91	54.19	59.11	60.47	63.55	45.97	42.75
DT31	N/A	91.6%	60.89	77.67	84.31	63.42	103.85	80.79	94.92	96.17	66.11	tube missing	69.37	64.78	78.39	72.90
DT32	N/A	83.3%	40.25	45.09	42.15	33.94	40.67	35.73	tube missing	34.87	30.88	42.61	40.95	tube missing	38.71	36.00
DT33	N/A	91.6%	39.40	49.26	40.72	40.88	41.77	33.41	35.70	30.84	32.10	tube missing	45.85	39.76	39.06	36.33
DT34	N/A	75%	55.24	71.73	59.33	59.04	<0.46	66.52	70.95	52.89	tube missing	63.37	tube missing	57.65	55.72	51.82
DT35	N/A	100%	47.82	68.95	53.08	49.77	57.70	47.10	52.82	53.21	47.09	54.56	39.50	48.01	51.63	48.02
DT36	N/A	100%	68.78	64.15	56.64	54.95	64.75	57.86	66.23	50.50	57.34	67.86	50.22	52.87	59.35	55.19
DT37	N/A	83.3%	48.01	60.07	53.53	50.10	59.37	53.00	49.01	36.79	tube missing	53.48	tube missing	47.81	51.12	47.54

				Annual Mean NO2												
Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2018 % ^b	Jan	Feb	March	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual mean – raw data ^c	Annual mean – bias adjusted ¢
DT38	N/A	91.6%	58.32	68.53	60.21	61.47	68.88	55.67	68.82	55.02	tube missing	67.69	50.38	58.00	61.18	56.90
DT39	N/A	100%	59.12	64.58	55.55	50.46	57.64	51.20	61.69	50.51	56.21	60.04	57.90	53.69	56.55	52.59
DT40	N/A	100%	66.71	67.59	57.70	56.46	59.09	57.34	56.93	42.26	59.54	60.17	55.65	56.71	58.01	53.95
DT41	N/A	100%	53.33	71.03	58.61	58.42	56.25	48.77	55.73	45.78	50.04	60.25	57.73	49.88	55.48	51.60
DT42	N/A	100%	65.68	66.10	60.47	66.14	64.56	52.92	62.04	46.94	55.65	58.18	54.17	59.23	59.34	55.19
DT43	N/A	100%	47.23	54.13	46.42	47.92	40.42	34.53	38.16	41.39	41.68	40.34	48.64	46.53	43.95	40.87
DT44	N/A	100%	41.24	45.66	34.99	36.65	41.44	37.41	38.32	28.89	37.17	42.02	31.14	40.82	37.98	35.32
DT45	N/A	83.3%	tube missing	40.19	33.41	<0.51	60.42	29.35	31.83	26.54	28.36	39.49	41.75	36.78	33.51	31.17
DT46	N/A	75%	45.18	54.94	46.91	49.69	44.92	30.61	66.04	tube missing	tube missing	45.69	49.03	tube missing	48.11	44.75
DT47	N/A	75%	0.40	118.94	56.10	34.96	65.66	55.67	30.50	47.00	46.93	tube missing	55.64	53.36	40.53	37.69
DT48	N/A	91.6%	59.02	47.37	52.40	59.55	38.72	37.84	49.96	52.30	56.55	57.91	56.11	tube missing	51.61	48.00

	Valid data	Valid		Annual Mean NO ₂													
Site ID	Valid data capture for monitoring period % °	Valid data capture 2018 % ^b	Jan	Feb	March	Apr	Мау	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual mean – raw data ^c	Annual mean – bias adjusted c	
DT49	N/A	91.6%	39.36	42.30	32.78	55.89	61.35	50.75	63.12	26.77	27.97	39.37	34.45	tube missing	43.10	40.08	
DT50	N/A	83.3%	48.42	53.15	43.11	51.97	55.69	tube missing	53.60	44.98	49.91	tube missing	49.40	59.00	50.92	47.36	

Exceedance of the NO₂ annual mean AQO of 40 μ g m⁻³ are shown in **bold**.

^a Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%