2014 Air Quality Progress Report for
Lambeth Council

In fulfillment of Part IV of the
Environment Act 1995
Local Air Quality Management

November 2014

CLEANERAIR
FOR LONDON

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Executive Summary

This is the 2014 Progress report for the London Borough of Lambeth, which incorporates the 2013 monitoring results. The London Borough of Lambeth Council is committed to improving air quality in the Borough. As such the Council is demonstrating its political leadership; taking action; leading by example; monitoring air quality; using the planning system; integrating air quality into the public health system; and informing the public. This 2014 Air Quality Progress report fulfils one aspect of this ongoing commitment.

The Council's Air Quality Progress report updates recent air quality monitoring in Lambeth and considers other local developments that might affect local air quality. If major changes are noted the Council is required to undertake a Detailed Assessment. This is in accordance with Defra LAQM guidance.

This report details the monitoring results for 2013. The report also considers the actions that the Council and others are undertaking in pursuit of the objectives under Part IV of the Environment Act 1995.

The report identifies that:

From the monitoring and local developments there is no need to undertake a Detailed Assessment.

For nitrogen dioxide and particles (specifically PM_{10}) the Council has previously designated an Air Quality Management Area (AQMA) across the Borough. The emission sources for these pollutants are dominated by road transport in the Borough. The findings from this report indicate that the AQMA should be maintained.

In view of the findings the Council will undertake the following actions:

1. Undertake consultation with the statutory and other consultees as required.

2. Maintain the existing monitoring programme.

3. Continue with its Air Quality Action Plan and revision in pursuit of the AQS objectives.

4. Prepare for the submission of its next Air Quality report.

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1 Introduction

1.1 Description of Local Authority Area

Lambeth is situated within Inner London. The river Thames borders to the north with Westminster on the opposite bank, with the Boroughs of Wandsworth and Merton to the west, Southwark to the east and Croydon to the south. The Borough covers an area of more than 2,600 hectares and includes Brixton, Clapham, Herne Hill, Oval, Stockwell, Streatham, Tulse Hill and West Norwood. The Borough is one of the most densely populated and ethnically diverse London Boroughs, with an estimated population of 314,242 (for 2013 from the Office of National Statistics (ONS)).

The main sources of atmospheric pollutants in Lambeth are from road transport. This is despite Lambeth being amongst those local authorities nationally having the highest proportion of households with no car or van. The principal roads through the Borough include the A23, A24, A202, A205, A214, A301 and A302. The Borough also has four road bridges linking it to the north side of the river Thames: Waterloo, Westminster, Lambeth and Vauxhall. There are relatively few other industrial sources in the Borough and no large Part A installations.

The other major sources of emissions in the Borough include those from: residential and commercial premises, which mainly relate to gas boilers used for space and water heating; and construction sites, including dust and machinery emissions.

1.2 Purpose of Progress Report

This report fulfils the requirements of the Local Air Quality Management process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedences are

considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.
Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the risk of exceedence of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

1.3 Air Quality Objectives

The air quality objectives applicable to LAQM **in England** are set out in the Air Quality (England) Regulations 2000 (SI 928), The Air Quality (England) (Amendment) Regulations 2002 (SI 3043), and are shown in Table 1.1. This table shows the objectives in units of micrograms per cubic metre µg m^{-3} (milligrammes per cubic metre, mg m^{-3} for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

Table 1.2 details other air quality objectives in England that are in addition to those set for the purpose of LAQM.

Table 1.1 Air Quality Objectives included in Regulations for the purpose of LAQM in England

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 µg m^{-3}	Running annual mean	31.12.2003
	5.00 µg m^{-3}	Annual mean	31.12.2010
1,3-Butadiene	2.25 µg m^{-3}	Running annual mean	31.12.2003
Carbon monoxide	10 mg m^{-3}	Running 8-hour mean	31.12.2003
Lead	0.50 µg m^{-3}	Annual mean	31.12.2004
	0.25 µg m^{-3}	Annual mean	31.12.2008
Nitrogen dioxide	200 µg m^{-3} not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg m^{-3}	Annual mean	31.12.2005
Particulate Matter (PM_{10}) (gravimetric)	50 µg m^{-3}, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg m^{-3}	Annual mean	31.12.2004
Sulphur dioxide	350 µg m^{-3}, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg m^{-3}, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg m^{-3}, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

Table 1.2 Air Quality Objectives not included in Regulations for the purpose of LAQM in England

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
$PM_{2.5}$ (Not Scotland)	25 µg m^{-3}	Annual mean	2020
	Target of 15% reduction in concentrations at urban background locations	3-year mean	Between 2010 and 2020
Ozone	100 µg m^{-3} not to be exceeded more than 10 times a year	8 hour mean	31.12.2005

1.4 Summary of Previous Review and Assessments

Lambeth Council has previously completed all earlier stages of air quality review and assessment as required under the LAQM regime. As part of its earlier duties the Council completed a Detailed Assessment for nitrogen dioxide (NO_2) and particles (PM_{10}) in 2007. The aim of this was to determine with reasonable certainty whether or not there is a likelihood of the AQ objectives being achieved. The assumptions used were therefore in depth and the data used were quality assured to a high standard. This allowed the Council to have confidence in reaching a decision whether to declare an AQMA or not. When carrying out its Detailed Assessment the Council applied its best estimates to all components used to produce the estimated future concentrations.

Modelled predictions confirmed that the annual mean NO_2 and PM_{10} objectives were exceeded. These predictions highlighted that AQ objectives for these pollutants only were exceeded in areas close to busy roads and junctions throughout the Borough. Relevant public exposure was identified in these areas and on the basis of the findings **the Council designated the whole Borough an Air Quality Management Area (AQMA) for the NO_2 and PM_{10}** in 2007.

The Council also completed all previous rounds of LAQM. The conclusion of this previous work was that the Council should maintain its AQMA.

2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

The Council has continued automatic monitoring in the Borough at 3 fixed long-term sites, as follows and Table 2.1:

Brixton Road (LB4) - a kerbside site in the middle of the Borough, on the A23. This site has been operating since 2003. The sample inlet is 1m from the road. (See http://www.londonair.org.uk/london/asp/publicdetails.asp?region=0&site=LB4&bulletin=hourly&la_id=22&bulletindate=13/11/2014&postcode=&MapType=Google&VenueCode=&zoom=11&lat=51.4538&lon=-0.11828900000000431&Species=All&laEdge=Y&WhoBulletin=)

Vauxhall (LB5) – a site located on a traffic island in the middle of the Bondway / Wandsworth Road Vauxhall Cross Interchange. The sample inlet is 2m high and 3m from the kerb. This site commenced operating in 2005. This site is described as "Industrial" as opposed to "Roadside" to reflect its proximity to the Interchange. (See http://www.londonair.org.uk/london/asp/publicdetails.asp?site=LB5&Maptype=Google&mapview=All&la_id=22&zoom=12&lat=51.492720480598855&lon=-0.12927532812500475&laEdge=Y&details=)

Streatham Green (LB6) - a site at an urban background location towards the south of the Borough. Monitoring at this site commenced in 2009. (See http://www.londonair.org.uk/london/asp/publicdetails.asp?site=LB6&Maptype=Google&mapview=All&la_id=22&zoom=11&lat=51.46130203158638&lon=-0.13123876776709675&laEdge=Y&details=)

The above sites are also representative of relevant exposure. All the sites are part of the London Air Quality Network and therefore the standards of QA/QC are similar to those of the government's AURN sites. Regular calibrations are carried out, with subsequent data ratification undertaken by the ERG at King's College London. Further details of the sites can be found at www.londonair.org.uk.

Note - The Council ceased its non-continuous monitoring in 2009. Hence no results from this monitoring are provided in this report. Please see earlier Lambeth air quality reports for details.

Table 2.1 Details of Automatic Monitoring Sites

Site Name	Site Type	Easting	Northing	Pollutants Monitored	Monitoring Technique	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
Brixton Road (LB4)	Kerbside	531070	175593	NO_2 PM_{10} SO_2	BAM	Y (2m)	1m	Y
Vauxhall (LB5)	Industrial	530317	177952	NO_2 PM_{10} SO_2	BAM	Y	5	Y
Streatham Green (LB6)	Background	529971	171570	NO_2 PM_{10}	BAM	Y	15	N

Note:

1) LB5 is located at a bus station/ interchange.

2.2 Comparison of Monitoring Results with Air Quality Objectives

The monitoring reported below represents the continuous results for recent years' monitoring up to the end of 2013. The results are reported in accordance with the requirements of TG09. Further details of the automatic sites, including site maps, site photographs can also be found on the London Air Quality Network website (See http://www.londonair.org.uk/london/asp/lahome.asp).

2.2.1 Nitrogen Dioxide (NO_2)

The results for nitrogen dioxide are reported for the Council's automatic sites. The automatic results are directly compared to the annual mean and hourly mean objectives.

The following tables (Tables 2.2 and 2.3) provide results for the period from 2009 to 2013 inclusive. The data are all fully ratified. The sites include a background location, which is typical of public exposure in much of the Borough, as well as roadside areas which have the highest concentrations.

Data capture for 2013 at the sites was low (representing just over 50% of the year when averaged for the three sites). All sites have experienced equipment problems and the Council is planning for replacements in the coming year. As a result of the data capture the results have been adjusted using an annualising factor in accordance TG09 guidance.

The background site at Streatham Green (LB6) exceeded the AQS annual mean objective of 40 µg m^{-3} for 2013, with concentrations around 45 µg m^{-3}; this concentration was higher than the previous two years at this site.

The industrial site at Vauxhall Bondway (LB5) exceeded the objective for all years reported, monitoring annual mean concentrations that ranged between 65 and 77 µg m^{-3}. The 2013 annual mean concentration of 65 µg m^{-3} was slightly lower than previous years. This site located close to the Vauxhall interchange and the nearest

receptors at this site are those persons using the interchange. The area is due to be redeveloped in the coming years.

The LB4 kerbside site at Brixton Road has exceeded the objective for all years reported; this site has consistently monitored concentrations amongst the highest in London. The data capture for 2013 was low and less than 40%; hence the result has not been annualised. The mean for 2013 monitoring exceeded 100 µg m^{-3}; in previous years it has exceeded 150 µg m^{-3}. The estimated concentration (using previous years' results) at the nearest façade (which is 5m from the monitoring location) using the NO_2 with distance calculator (provided by Defra) exceeds 100 µg m^{-3}, thus indicating the highly polluted nature of this site in the Borough. This site is located at the kerbside and hence it monitors emissions from close to vehicle exhausts. Brixton Road itself is a busy shopping street in Lambeth.

Table 2.3 provides a comparison with the AQS hourly mean objective, which requires that the number of periods that exceed a 24-hour mean of 200 µg m^{-3} does not arise more than 18 times over a calendar year. These episodic periods arise during meteorological conditions that are conducive e.g. such as settled conditions in the wintertime when there is reduced dispersion from local sources.

The 2013 results show that only the LB4 (Brixton Road) site exceeded the hourly mean objective (by a very large margin); this is despite the low data capture. The site has previously exceeded this objective by an extremely large margin in previous years. As noted earlier the site is located near the kerb and it is extremely polluted due to the road traffic.

The 99.8th percentile of hourly means for other two sites (at Bondway and Streatham Green) did not exceed 200 µg m^{-3}; indicating that the objective was met in 2013 at both sites.

To understand changes in NO_2 concentrations it is necessary to also consider concentrations of NO_X, which is the primary precursor pollutant of NO_2. For NOx concentrations have fallen across London generally and more specifically fallen fastest at roadside sites, though the rate of decline has decreased in recent years.

This overall decrease in NO_X concentrations reflects the abatement of vehicle emissions; however, the recent trend showing the stability of concentration levels across London gives rise to concern regarding control of NO_2. These measurements have confirmed that NO_X and NO_2 concentrations were not responding as expected to the projected decreases in vehicle emissions (KCL, 2012).

Table 2.2 Results of Automatic Monitoring for NO_2: Comparison with Annual Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period %	Valid Data Capture 2013% [a]	Annual Mean Concentration (µg m^{-3})				
					2009	2010	2011	2012	2013[b]
Brixton Road (LB4)	Kerbside	Y	-	38	***176***	***173***	***158***	**162**	*112*
Vauxhall (LB5)	Industrial	Y	-	60	***77***	**77**	***77***	***72***	*62* (**64.9**)
Streatham Green (LB6)	Background	Y	-	63	***45***	***46***	38	37	*43* (**44.9**)

In bold, exceedence of the NO_2 annual mean AQS objective of 40µg m^{-3}

[a] Data capture for the full calendar year

[b] Mean "annualised" (in brackets) as in Box 3.2 of TG(09) (http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38), as valid data capture was less than 75%

Table 2.3 Results of Automatic Monitoring for NO_2: Comparison with 1-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period %	Valid Data Capture 2013 %[a]	Number of Hourly Means > 200 µg m^{-3}				
					2009	2010	2011	2012	2013[b]
Brixton Road (LB4)	Kerbside	Y	-	38	***2185***	***2677***	***1632***	***2182***	***250***
Vauxhall (LB5)	Industrial	Y	-	60	*12*	17	*4*	*4 (182)*	*0* (161)
Streatham Green (LB6)	Background	Y	-	63	*0*	*0*	0	0	*2* (143)

In bold, exceedence of the NO_2 hourly mean AQS objective (200µg m^{-3} – not to be exceeded more than 18 times per year)

[a] Data capture for the full calendar year

[b] Data capture for full calendar year at LB5 and LB6 was less than 90%, the 99.8th percentile of hourly means is in brackets

2.2.2 Particulate Matter (PM_{10})

The TG09 guidance highlights that BAM instruments (as used at the Lambeth sites) were shown to be equivalent to the PM_{10} reference method, provided that the results are corrected for slope. The results presented below have the correction factor of 1.2 applied. Thus the results for the **Lambeth** sites are reported below as **reference equivalent**.

There was low data capture for the three Lambeth sites and therefore the annual means were adjusted using annualising factors in accordance with TG09 guidance. The adjustments however were all very small, between 1.01 and 1.03; hence the results were only marginally greater than those reported in Table 2.4 (LB4 – 32.3 µg m^{-3}; LB5 – 39.2 µg m^{-3}; and LB – 17.6 µg m^{-3}).

All of the Lambeth monitoring sites met the annual mean objective in 2013, although the LB5 site at Vauxhall Bondway was borderline with the objective. The site is close to the Vauxhall bus interchange and in previous years it has exceeded the annual mean. The Brixton Road kerbside site (LB4) has also monitored high annual mean concentrations greater than 30 µg m^{-3} for each year reported. For this site the monitored concentration in 2012 was borderline with the objective. Concentrations monitored at Streatham Green (LB6) however were lower and more in line with background concentrations.

The daily mean objective, which has been exceeded more widely across the UK than the annual mean objective, is reported in Table 2.5. The monitoring results for the sites at Brixton Road (LB4) and Vauxhall Bondway (LB5) show that the daily mean objective of not more than 35 days with a mean 24-hour concentration greater than 50 µg m^{-3} was exceeded for all of the years shown up to 2011. Then 2012 only for LB4 and 2013 for LB5 only (based on 90.4th percentile).

The daily mean standard of 50 µg m^{-3} was exceeded at all sites for all years shown, although there were fewer occurrences at the background site at Streatham Green than at other sites.

2.2.3 Air quality trends

The concentrations measured in Lambeth are considered typical of those measured elsewhere across London (see Figures 2.1 and 2.2 below). These figures show typical concentrations over time for London Air Quality Network (LAQN) monitoring sites. For nitrogen dioxide these indicate that annual mean concentrations are little changed for the 1998 to 2014 period shown. For PM_{10} annual mean concentrations have reduced only slightly for the same period.

Notes – RS Inner represents Inner London roadside
BG Inner represents Inner London background

Figure 2.1 Annual mean NO_2 for LAQN sites (µg m^{-3}) for period 1998 to 2014

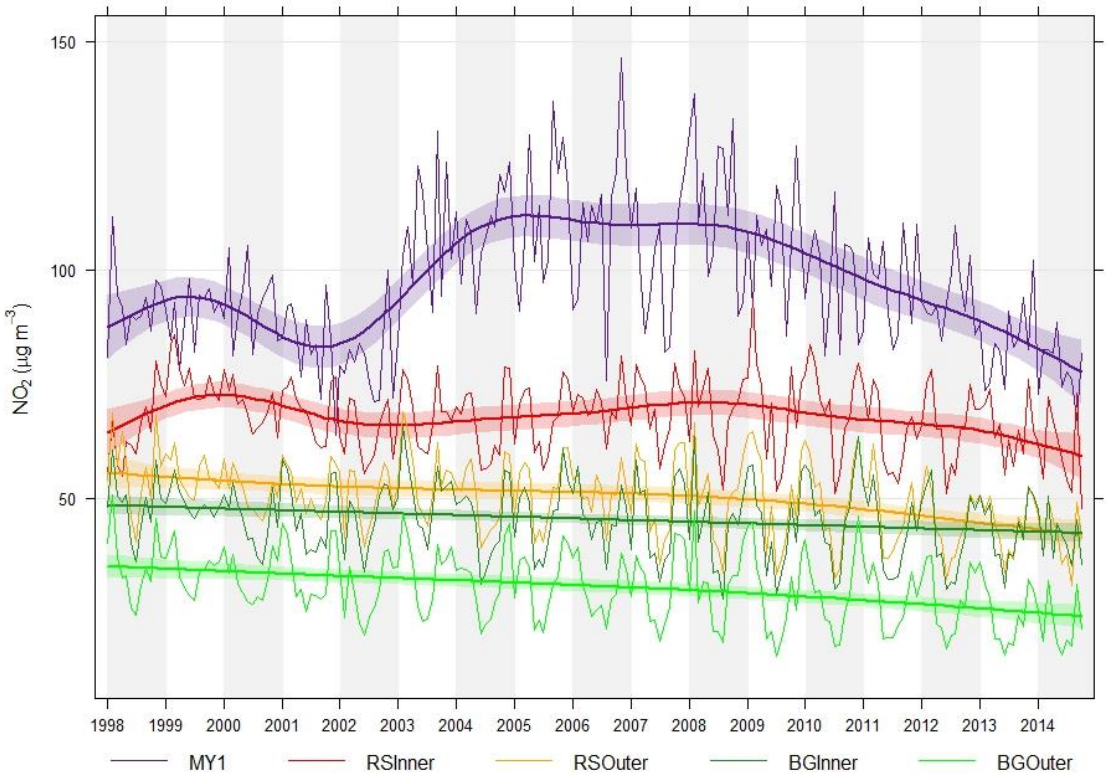

Figure 2.2 Annual mean PM_{10} for LAQN sites (µg m^{-3}) for period 1998 to 2014

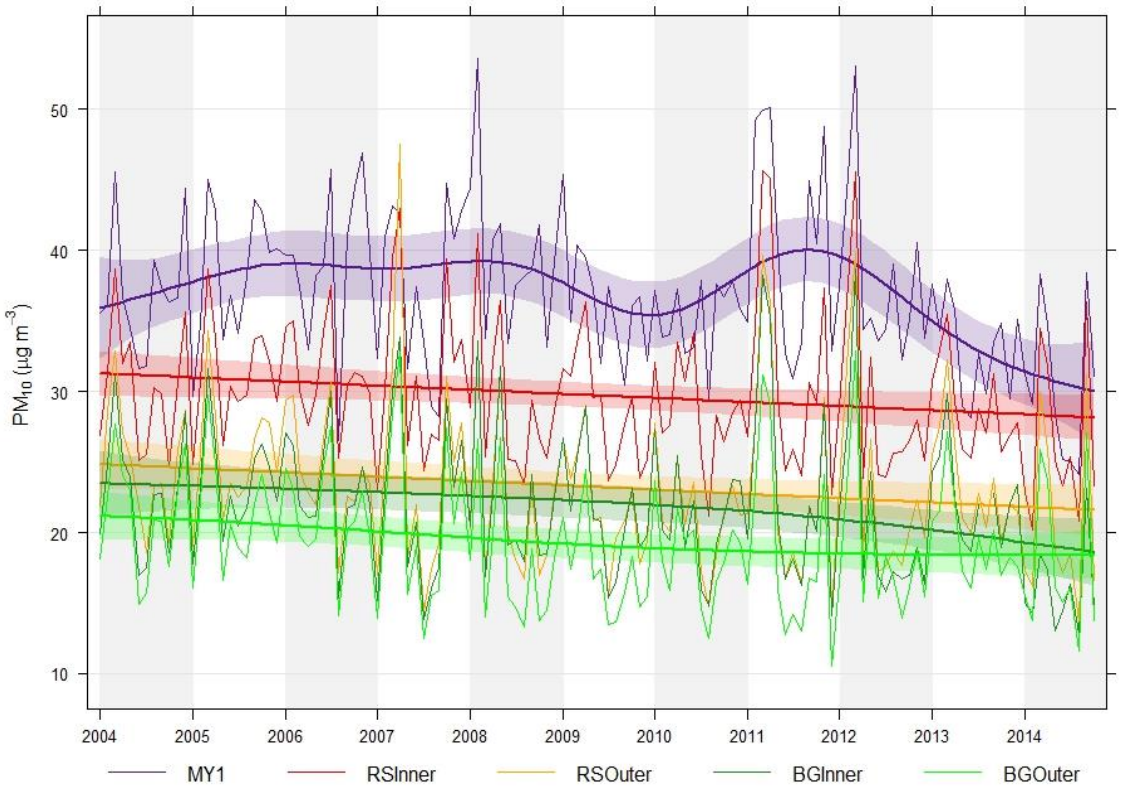

Table 2.4 Results of Automatic Monitoring for PM_{10}: Comparison with Annual Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period %	Valid Data Capture 2013 % [a]	Confirm Gravimetric Equivalent (Y or N/A)	Annual Mean Concentration (µg m^{-3})				
						2009	2010	2011	2012	2013[b]
Brixton Road (LB4)	Kerbside	Y	-	52	Y	*34*	*33*	*37*	39	*32* (32.3)
Vauxhall (LB5)	Industrial	Y	-	46	Y	***42***	***43***	***43***	*29*[c]	*38* (39.2)
Streatham Green (LB6)	Background	Y	-	47	Y	-	*23*	*27*	27	*17* (17.6)

In bold, exceedence of the PM_{10} annual mean AQS objective of 40µg m^{-3}

[a] 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%)

[b] Mean "annualised" (in brackets) as in Box 3.2 of TG(09) (http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38), as valid data capture was less than 75%

[c] Data capture was 29%.

Table 2.5 Results of Automatic Monitoring for PM_{10}: Comparison with 24-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period %	Valid Data Capture 2013 %[a]	Confirm Gravimetric Equivalent (Y or N/A)	Number of Daily Means > 50µg m^{-3}				
						2009	2010	2011[b]	2012[b]	2013[b]
Brixton Road (LB4)	Kerbside	Y	-	52	Y	*31*	*15*	***36***	**55**	*13* (46.6)
Vauxhall (LB5)	Industrial	Y	-	46	Y	***65***	***72***	***89***	15	*22* (**53.8**)
Streatham Green (LB6)	Background	Y	-	47	Y	-	*6*	*20* (46.8)	*12* (41.7)	*4* (27.4)

In bold, exceedence of the PM_{10} daily mean AQS objective of 50µg m^{-3} not to be exceeded more than 35 times per year

[a] 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%)

[b] as data capture for full calendar year is less than 90%, the 90.4th percentile of 24-hour means is in brackets

2.2.4 Sulphur Dioxide (SO_2)

Automatic monitoring of SO_2 is undertaken at two representative sites in the Borough. The results for 2013 are given in Table 2.6 below. These show that there were no periods that exceeded the 15 minute, hourly or 24 hourly standards of the UK AQS objectives. The results for the period from 2008 also recorded no periods when these standards were exceeded. As a consequence the AQS objectives were not exceeded and an AQMA for SO_2 has not been declared.

Table 2.6 Results of Automatic Monitoring for SO_2: Comparison with Objectives

Site ID	Site Type	Within AQMA?	2013Valid Data Capture %	Number of Exceedences		
				15-minute Objective (266 μg m^{-3})	1-hour Objective (350 μg m^{-3})	24-hour Objective (125 μg m^{-3})
LB4	Kerbside	N	48	*0*	*0*	*0*
LB5	Industrial	N	59	*0*	*0*	*0*

2.2.5 Summary of Compliance with AQS Objectives

Lambeth Council has examined the results from monitoring across the Borough. Concentrations are above the objectives for annual mean nitrogen dioxide, plus daily mean PM_{10} within the designated Borough wide AQMA. As a result of these findings there is no need to proceed to a Detailed Assessment based on monitoring.

Concentrations of sulphur dioxide are well below the relevant objectives; therefore there is no need to proceed to a Detailed Assessment for this pollutant.

3 New Local Developments

Lambeth Council confirms that there are no new or newly identified local developments which may have an impact on air quality within the Local Authority area.

Lambeth Council confirms that all the following have been considered:

- **Road traffic sources**
- **Other transport sources**
- **Industrial sources**
- **Commercial and domestic sources**
- **New developments with fugitive or uncontrolled sources.**

4 Planning Applications

Lambeth Council's planning guidance consists of a series of documents that provide a positive approach to managing development by helping to assess planning applications and create a more vibrant, sustainable community to improve quality of life for all.

The current Lambeth Local Plan is made up of the 2011Core Strategy and saved Unitary Development Plan (UDP) policies. However lots of growth is expected in Lambeth over the next 15 years and an updated Local Plan is being produced to guide development. It will set out how to improve the quality of the local environment, as well as the quality of people's lives.

The new Lambeth Local Plan involves a partial review of the Core Strategy and contains more detailed development management policies and site allocations. The Council submitted the Lambeth Local Plan Proposed Submission for independent examination earlier this year; it is aimed to adopt the Lambeth Local Plan by early 2015.

Borough wide SPDs

There are currently six borough-wide adopted Supplementary Planning Documents (SPDs). Borough-wide SPDs do not have the same status as the policies in the Local Plan but have been subject to public consultation and are taken into account as material considerations in dealing with planning applications.

Area specific SPDs

In addition there are currently three area specific SPDs for Brixton, Waterloo and Vauxhall.

For Brixton the Council has been working with local organisations, businesses, residents and other stakeholders to draft a guide for development in Brixton town

centre. This SPD lets people know how an area can change for the better and the benefits seen from any investment.

The Waterloo area SPD was adopted in April 2013. It promotes high density development around Waterloo station and provides a strategy for improving the quality of the environment and local facilities.

Lambeth's Vauxhall SPD aims to transform the area to create a vibrant district centre. Instead of a congested one-way traffic system (or gyratory), the area will be walkable and cycle-friendly and transformed by the creation of a recognisable 'heart of Vauxhall' centred on the transport interchange.

There will be new walkways lined with shops, it will be well connected to the riverbank and parks, it will be a modern characterful place noted for high quality buildings, exemplary streets and green spaces.

Vauxhall is at the centre of Nine Elms on the Southbank, one of Europe's major areas of regeneration and a vital part of the Mayor of London's March 2012 plan for the area to deliver jobs and homes for London's growing population.

Vauxhall is changing already. New buildings, a new hotel, shops, cafes and businesses are being built. Parks and open spaces are being improved and an impressive array of cultural activities is bringing in new visitors. Around, 3,500 new homes and 8,000 jobs will be created here, making a significant contribution to the capital's economy and providing opportunities for local businesses and residents.

At Vauxhall's heart is one of London's most important transport interchanges. The number of rail passengers boarding at Vauxhall is predicted to increase by 70% by 2026, while walking and public transport trips will rise by 140% in the same period.

The area will grow in importance as a transport hub with two new underground stations serving the growing population in Vauxhall and Nine Elms and in London generally. Improvements proposed for the gyratory are part of Mayor of London's Roads Task Force and Better Junctions programme to help people and vehicles

move more efficiently on London's roads. A safer and cleaner environment for cycling, walking and public transport and will make the capital's streets more attractive for everyone.

Lambeth's proposals for Vauxhall's centre will ensure that the 30 million people who use the rail, underground and bus interchange will continue to enjoy convenient and well managed public transport.

5 Air Quality Planning Policies

The Greater London Authority (GLA) published its Sustainable Design and Construction Supplementary Planning guidance (SPG) in April 2014. This SPG provides guidance on the implementation of London Plan and includes detailed guidance on the implementation of the “air quality neutral” provisions of the London Plan and minimum emission standards for combined heat and power (CHP) and biomass plant.

Supplementary planning guidance (SPG) on The Control of Dust and Emissions during Construction and Demolition was also produced in July 2014. This SPG provides guidance on the implementation of London Plan policy 7.14 - Improving Air Quality, as well as a range of policies that deal with environmental sustainability, health and quality of life.

To support the policies in the London Plan this SPG includes guidance on:

- The preparation of an Air Quality Statement for construction and demolition activities, including air quality (dust) risk assessments;

- The stages of development the Air Quality Statement is to cover, that is for demolition, earthwork, construction stages and trackout (vehicles leaving the site) stages of the works;

- The identification of the potential scale (large, medium, small) of dust emissions for each stage of work;

- The identification of the level of risk due to the scale of dust emissions on health, soiling (dirt) and the natural environment, depending on activities, their intensity and the sensitivity of receptors

- Best practice methods for controlling dust on-site and to prevent trackout

- Recommendations for monitoring

- Early notification of new 2015 and 2020 standards for non-road mobile machinery

The Council will use this guidance with relevant development proposals in the Borough.

6 Local Transport Plans and Strategies

At a London wide level, the Mayor for London continues to implement an ambitious package of London wide measures including LEZ standards, retiring the oldest, most polluting taxis and cleaning up the bus fleet. Together these have reduced PM_{10} emissions by 15% and NOx emissions by 20%.

In February 2013 the Mayor also announced his intention to establish a new Ultra Low Emissions Zone in central London only from 2020 to further improve air quality in and close to central London.

The Mayor has also published changes to the Local Implementation Plan (LIP) guidance, which now highlights air quality as a key consideration in the assessment criteria (section 5.7.2 of TfL guidance (2013)).

This guidance encourages Boroughs to explore opportunities to work together to tackle sub-regional challenges and issues, thereby exploiting economies of scale, sharing of scarce resources and ensuring a joined-up approach to dealing with common issues such as air quality, encouraging cycling and tackling congestion.

The Lambeth Transport Plan 2011 sets out how we are delivering the London Mayor's Transport Strategy until 2031. Lambeth's Transport Plan (LTP) sets out a vision for improving a number of key challenges relating to transport that the Borough faces both now and in the future. This is vital considering Lambeth's growing population, which could put further stress on the public transport system, congestion on some of our roads and worsen air quality across many parts of the Borough. This also needs to be put into context of the severe financial constraints facing the Borough and other partners.

There are five objectives to work towards over the next twenty years of our plan. These put sustainable transport such as walking and cycling at the heart of the policies, and through working together with all stakeholders the goals and visions that have been set can be achieved.

However, also of importance to the Borough is ensuring that Lambeth benefits from the many planned improvements to public transport by the Mayor of London and Transport for London and that these tie into our own regeneration aims and needs.

Master plans have been developed for Brixton, West Norwood and Streatham which have identified a need to improve public transport in order to further improve accessibility and assist in regeneration. In addition, Vauxhall, Nine Elms & Battersea (VNEB) and Waterloo have been identified by the Mayor of London as major development opportunity areas where there will be a focus on development over the next 20 years and it is important that current transport services are developed and improved to ensure that people can travel to and from these areas satisfactorily. This will mean improving existing transport services and links and developing new ones to cope with rising demand.

7 Climate Change Strategies

The London Borough of Lambeth has identified sustainability and tackling climate change as a key priority. Lambeth's Community Plan (2013-16) states its ambitions around sustainability and the use of natural resources as follows:

"We will continue to demonstrate sustainable resource use, seeking to protect our environment and reduce CO_2 emissions produced through our own activities and within the wider community."

Central to this priority is a drive to reduce corporate carbon emissions. To address its emissions a corporate Carbon Management Plan (CMP) has been created in conjunction with the Carbon Trust. The plan sets out a 20% carbon reduction target (from a 2010/11 baseline of 14,175 tonnes) for corporate buildings and street lighting, to be met by 2016, and outlines the technological and behaviour change projects which will be implemented in order to reach the target. The Community Plan includes reference to the CMP, indicating:

Corporately, the Council's work to improve environmental sustainability is underpinned by the Carbon Management Plan (CMP) which aims to reduce carbon emissions by 20 per cent by 2016 from our corporate buildings and street lighting. The CMP will also help to avoid costs on energy bills and reduce the number of allowances purchased under the Carbon Reduction Commitment legislation which will see us paying annually for each tonne of CO_2 that we emit.

Furthermore the Council's Core Strategy, Sustainable Community Strategy and LIP demonstrate the Council's commitment to both reducing CO_2 emissions and sustainable travel (including promoting walking and cycling, public transport use, sustainably-fuelled vehicles, and use of car-clubs and car sharing).

8 Implementation of Action Plans

The Council was required to implement an Air Quality Action Plan following its original designation of its AQMA under Part IV of the Environment Act 1995. The Action Plan encompassed many Council and other measures to improve air quality in the Borough; the Action Plan was set out in pursuit of the government's air quality objectives. The Council has thus met and continues to meet its obligations.

A tabular summary of the Council's original Action Plan is provided (see Table 9.1). This confirms that many of the original action plan measures are completed, whilst others have developed further. These however require additional updating and enhancement to reflect these changes and to consider other measures that attempt to address the changes and ongoing air quality problems that have prevented a sufficient reduction in concentration in major cities in the UK and also Europe. This process is ongoing and the draft revised Action Plan will be started in early 2015 with a view to adoption by the end of 2015.

Table 9.1 Action Plan Progress (grey indicates that task completed)

Measure	Key Actions	Implementation	Progress as at 2014
1. Proposal: Low Emission Zone	The Council will continue to work with the GLA and other London Boroughs in assessing the feasibility of a introducing a London – wide LEZ		Task completed - LEZ implemented in 2008 by Mayor for London.
2. Proposal: Promotion of cleaner vehicle technologies and alternative fuels	The Council will promote the environmental and financial benefits to both its staff and other organisations through its travel plans strategy		Task completed - staff Travel Plan implemented.
3. Proposal: Replace Council's own vehicle fleet with green fuelled fleet	Provide properly equipped cars/ vehicles (using zero or very low emission fuels) for duties where it is deemed essential for a vehicle to be used	Each business unit to provide sufficient pool vehicles to allow essential visits to be covered using low emissions transport.	Task completed - Fleet replaced. Fleet diesel vehicles now all meet Euro IV standards.
4. Proposal: Encourage greater availability of green fuels in borough	The Council will approach local fuel providers to encourage them to stock fuels such as LPG Any new development including proposals for a filling station will be required though the planning system to stock LPG	Promotional leaflet to be produced and circulated to local fuel providers	Task completed - 3 local fuel providers stocking LPG. LPG outlets published on the Council's website. Electric Pool Car funded by TfL and now operating from Blue Star House
5. Proposal: Support a London wide approach to Vehicle Emissions Testing	The Council will carry out vehicle emissions testing within its Air Quality Management Areas in order to enforce the vehicle emissions standards (with a target to carrying out 18 test days per year within the borough)	The Council will adopt new legal powers to enforce exhaust emissions standards	Task completed - participated in the London wide emissions testing initiative
6. Proposal: Implementation of traffic reduction measures	The Council endorse the concept of traffic reduction in Lambeth through policies in the UDP	The UDP will incorporates the mechanisms for achieving targets set within the framework of the Mayor's Transport Strategy	Task completed - Traffic Reduction Strategy embraced in ongoing LDF
7. Proposal: Traffic reduction through land use planning	The Council will seek to reduce the impact of transport on the environment by coordinating land-use and transport so as to reduce the need to travel, and by encouraging more use of public transport, walking cycling and less car use.	Developing a programme of Home Zones and looking at the role of car free or car capped housing combined with on-street parking controls as a way of discouraging car dependency, reducing vehicle volumes and managing on-street parking stress associated with residential development Strategic proposals for improving the level and continuity of cycling	Task completed – and taken forward in ongoing LDF Task completed - Strategic proposals contained in the 2007 LIP for promotion and

Measure	Key Actions	Implementation	Progress as at 2014
		provision along the major arteries in the borough, with some schemes designed and ready for construction	marketing of cycling
8. Proposal: recognises Congestion Charging as a method of direct traffic restraint	The Council is working with TfL and others to study in more detail the effects of congestion charging in North Lambeth and along the principal routes into the north of the Borough	Infrastructure works now in place throughout the central London charge area boundary to allow monitoring and enforcement of the scheme	Task completed – CCS introduced.
9. Proposal: Lambeth and neighbouring boroughs will work with the GLA and TfL to maximise the within the congestion charge area of North Lambeth	The Council is proposing a number of local actions through its UDP and LIP in support of the Mayors congestion charging scheme. These include A combination of area wide traffic management and street improvements to encourage through traffic to keep to the principal route network Review of Controlled Parking Zones in the north of the borough	Congestion Charging and the infrastructure to support it implemented by the London Mayor	Task completed – CCS introduced. Task completed – CCS introduced.
10. Proposal: Lambeth will promote Workplace and School Travel Plans	Introduce travel information into induction packs Audit and improvement to walking routes between council offices	Lambeth has a strategy for promoting travel plans in its own offices and on other organisations within the borough We are working to ensure Travel Plans are produced and adhered to by developers and agreed as part of development control process	Task completed - Development of Green workplace travel plan Task completed - publicity on going to encourage Lambeth Businesses to prepare voluntary travel plans
11. The Council will manage the supply of parking spaces as a means of restricting traffic and promoting sustainable choices	The Council seeks to prioritise the use of existing spaces for the disabled, local residents and essential business use.	The London Mayor's Strategy sets out issues for the local authorities to incorporate within a fair and effective parking management system.	Task completed - Parking & Enforcement Plan published. A copy is available on the Council's website.
12 Proposal: The Council will develop its Parking Enforcement Plan to discourage commuter traffic and improve bus journey times/reliability	The Council is currently developing a parking Enforcement Plan that aims to introduce consistent enforcement strategies across Lambeth	Lambeth is currently consulting on its Parking Strategy. It will consider enforcement strategies for bus lanes (to improve bus journey times and reliability) and the use of CCTV to improve our ability to enforce parking restrictions across the Borough	Task completed - Lambeth Parking Plan now adopted.
13. Proposal: The Council will work with TfL to promote and implement a package of enhanced, intensified and enforced bus	Expansion of the Bus Priority Network throughout Lambeth	These measures are being delivered through the London Bus Initiative (a partnership between the London	The Council continues to work with TfL. CCTV cameras / enforcement in

Measure	Key Actions	Implementation	Progress as at 2014
priority measures in the most heavily used bus routes	CCTV roadside camera enforcement on busiest routes Provision of more road space for buses and longer bus stop clearways (subject to impact on congestion) Extended bus lane operating hours Bus Plus routes will be introduced along some of the most heavily used bus route in Lambeth, which give enhanced bus priority	Boroughs and TfL) The Lambeth bus network must be planned and implemented to meet the changing demands and needs of its customers, and to integrate effectively with other modes.	place Ongoing. The effective and appropriate enforcement of bus priority measures has been incorporated into Lambeth's parking enforcement plan.
14. Proposal: All bus routes will be effectively enforced	As above	As above	As above
15. Proposal: Lambeth is supporting and developing the Cross River Transit/London Tram scheme	Working with TfL/ GLA to develop the new Tram link from Camden to Brixton The Council will look at the possibility of extending the link from Brixton to Streatham and Norwood and possible extensions to the Croydon Tram link	The Council will through its UDP process, safeguard the corridors for this scheme in terms of applications for other developments and streetscape. Parking proposals etc. along these routes	Not implemented
16. Proposal: Lambeth will work with the GLA and TfL in their programme of investment and expansion of the underground tube network as a means of enhancing more sustainable transport in London	The Council welcomes and supports the extension of the East London Line via Tulse Hill and Streatham to Wimbledon The Council will work with TfL to investigate the long term possibility of an additional extension of the East London Line to fit in with the Brixton hub proposals and the southwards extension of the Victoria Line to provide a new interchange at Herne Hill Station	Powers for the southern extension of the line are currently being sought by the GLA.	Not implemented
17. Proposal: Lambeth will pursue possibilities to improve rail services provision in the borough in order to promote rail travel as a viable alternative to the car	The Council is developing a number of proposals to promote improved rail service in Lambeth The Brixton Hub proposals Examining the feasibility of providing South London Line High Level platforms at Brixton Station Linking to this are proposals by the Mayor to develop the South London Line between Victoria	An Urban Design Framework for East Brixton was published in December 2001 providing a basis for all future development in the Hub area. Development is likely to take an incremental form due to the variety of transport proposals at this point Funding is currently being sought from the Strategic Rail Authority for these improvements	Not implemented

Measure	Key Actions	Implementation	Progress as at 2014
	and London Bridge		
18. Proposal : The Council supports river transport on the Thames as an alternative mode of transport for commuters and tourists	The Council will investigate the options for improved interchange facilities that both encourage greater passenger use, and transfer of freight from road to river to relieve road congestion	The Council will through its UDP policies protect existing piers and where possible investigate interchange facilities to encourage greater passenger use	Task completed.
19. Proposal: Lambeth will continue to develop its Walking Strategy in order to improve the walking environment	Lambeth has set up a transport taskforce (Feet First) to promote walking and re-balance the priorities for action away form the car and towards pedestrians The Taskforce will identify the fine detail of those factors presently discouraging walking, such as poor lighting levels, footway conditions, poor pedestrian safety and pedestrian signing, and propose ways in which these issues can be rectified	The LIP has provision for a significant programme of footway maintenance, and a programme of street clutter removal along key walking routes	Task completed.
20. Proposal: Lambeth will work with TfL to encourage walking as a viable alternative to other forms of transport	The Council is developing a walking map of Lambeth Lambeth is commissioning a study to develop a North South-South Walking route in Lambeth TfL are developing an internet based journey planner that will include waking routes in addition to public transport options	The map is being drawn with the help of the Walk First group in Lambeth - £20k funding from TfL to develop and implement the scheme Lambeth are working with TfL to make this internet service available to Lambeth staff and residents	Task completed. TfL Walking Planner produced.
21. Proposal: The Council will continue to develop its Walking Strategy to encourage children to walk to school as an alternative mode of transport	Identify safe routes to school Improvements to physical road safety Road Safety Education Promoting national schemes such as Walk to School Week	School Travel Plans – promotion and awareness raising / survey/ questionnaire Surveyed by school/Highways-identified funding Kerb craft- a road safety initiative for schools	Task completed. Lambeth adopted its own School Travel Policies
22. Proposal: The Council will continue to carry out and support measures to promote and make cycling safer and more convenient	The Council supports the continued development of the London Cycle Network throughout the borough Provide continuous and safe cycle networks and other facilities such as cycle parking – the aim is	Audit and Improvements to cycle routes Cycle audit and identification of "level of service" on the Transport of	Ongoing – cycle map of the borough produced

Measure	Key Actions	Implementation	Progress as at 2014
	to reduce road anger and improve driver attitude so that all roads can be used by cyclists, but also to provide separate cycle lanes where traffic speeds are high The provision of separate cycle paths will be done by taking road space from motor vehicles rather than pedestrians and shared use of footpaths will only be considered where pedestrian safety can be maintained Improving facilities at public transport interchanges to ensure secure cycle parking at transport hubs and the council will lobby for spaces for bikes to be provided on trains Major road-works and junction improvements will take into account the needs of the cyclist, adapting infrastructure for improved cycle provision	London road network in Lambeth to identify strategic proposals for improving the level and continuity of cycling provision along the major arteries in Lambeth with some schemes designed and ready for construction Lambeth's commitment to promoting cycling is reflected in its UDP, its policy to "Think Bike" and the high priority given to cycling within the Lambeth Road Use Hierarchy. However, this will not be carried out to the detriment of other high volume public transport modes such as the bus.	
23. Proposal: The Council will require developers to include cycle facilities within new developments and where appropriate encourage them to provide shower and changing facilities	Cycling will be considered in all aspects of transport planning in accordance with the council's policy of developing a truly integrated transport system. Provision of secure and assessable cycle storage at new developments Provision of changing and shower facilities	The Council will use its planning process to require safe, secure and accessible cycle parking provision and facilities in all new public and commercial developments	On going
24. Proposal: Lambeth will support the work of the Mayor to investigate methods for reducing emissions from diesel powered stock	The Council is supporting the programme of diesel replacement of rail freight stock through its liaison with SELTRANS		On going
25. Proposal: Lambeth welcomes the commitment in the Mayor's Strategy to take action to reduce particulate emissions	The Council will continue to work in partnership with other central London Boroughs (Central London Cluster Group) to support the work of the GLA to reduce particulate emissions throughout London The Council will produce a 4th Stage Review and Assessment of Air Quality in Lambeth which will specifically model existing and future levels of particulate pollution in the borough	The Council will continue its programme of monitoring, reviewing and assessing the levels and future trends of ambient particulate pollution throughout the borough through a network of continuous air quality monitoring stations provided by central Government funding and air pollution modelling	Task completed

Measure	Key Actions	Implementation	Progress as at 2014
26. Proposal: Lambeth welcomes and supports the environmental controls proposed for London wide airport development	Air Transport movement limit cap to Heathrow at 480,000 air transport movements. Lambeth will give full consideration to the environmental, economic and transport implications of any future proposals for further development of Heathrow.		Task completed
27. Proposal: The Council will continue to regulate pollution from industrial processes	Part B permitting / Statutory Nuisance Air Quality Review and Assessment	Regulate industrial processes in line with Defra guidance and to ensure Best Available Techniques are used to reduce emissions such that these emissions do not lead to exceedences of the AQS objectives Investigate complaints about Nuisance Monitor air quality and undertake mandatory air quality strategy commitments	Tasks on going
28. Proposal: Reduce emissions of VOCs from industry	Part B permitting of dry cleaners, small scale vehicle resprayers, degreasing operations	The Council will fulfil its obligations for permitting prescribed industrial processes requiring authorisation (including certain vehicle resprayers, degreasing operations and dry cleaners)	Task completed.
29 Proposal: Promote the best practices and procedures to ensure pollution emissions and dust generation is kept to a minimum during construction activities	Council to promote the uptake of the BRE Code of Construction Best Practice when finalised Ensure Air Quality is taken into account along with other material considerations in making decisions on development proposals	Make it a standard recommendation on planning consents that developers adopt the London code to ensure dust generation is kept to a minimum	On going On going
30. Proposal: The Council will use its statutory nuisance powers to control smoke nuisance from bonfires	Statutory nuisance action to be taken in cases where such action is considered necessary and appropriate Council to increase priority of bonfires complaints by improving response time. Target: same day response	Service of Statutory Notices under the Environmental Protection Act 1990 where Statutory nuisance has been substantiated Draft corporate enforcement policy directing new same day response time	On going Task completed
31. Proposal: The council will promote composting and recycling of waste to encourage greener methods of disposal	To recycle or compost 15% of household waste To ensure 100% of the population of Lambeth is	The Council's Waste Recycling Plan – set out the Council's waste recycling objectives and how they will	On going

Measure	Key Actions	Implementation	Progress as at 2014
other than bonfires	either serviced by a kerbside collection of recyclables or lives within a kilometre of a recycling centre To have the green box service available to all street domestic properties To have 20% of households with gardens participate in home composting	be achieved. The policy is one of Reduction, Reuse, Recycling and composting The aim is to increase the number of residents in the borough who participate in recycling services by increasing their level of involvement and understanding	
32. Proposal: The Council will seek to use the cleanest conventional energy sources in its own buildings	The Council continue an ongoing programme of oil to gas conversion	In order to reduce the amount of fuel burned and therefore emissions created by domestic and commercial heating systems throughout Lambeth, the UDP will incorporate the principles of sustainable design and construction having regard to the Mayor's Energy Strategy for London	On going
33. Proposal: The Council will introduce policies in its revised UDP to encourage high standards of energy efficiency and the use of renewable energy in developments through sustainable design principles	The Council will: Require developers to consider sustainable design and resource efficient principles in new buildings in line with its Sustainable Construction Policy Encourage the use of natural ventilation and lighting and effective energy conservation and thermal insulation to conserve energy and reduce heat loss and air pollution Encourage new developments to meet the highest standards of sustainable design and construction, including the re-use of existing building stock where practicable Consider and require efficient local energy generating schemes where practicable Consider and require efficient local energy generating schemes where practicable Assess combined heat and power schemes (CHP) proposals using Customs and Excise "Good quality CHP" index and ensuring	Planning policies will require the layout of new developments to promote energy conservation and hence reduce the emissions of greenhouse gasses. They will also encourage building designs and materials that have the least environmental impact as well as regulating and encouraging renewable energy. Review opportunities to integrate renewable energy sources in all office/school refurbishments	UDP replaced by ongoing LDF framework

Measure	Key Actions	Implementation	Progress as at 2014
	developers demonstrate that opportunities for utilising heat have been fully assessed		

9 Conclusions and Proposed Actions

9.1 From New Monitoring and Modelling Data

The 2013 monitoring results within the Borough confirmed that the annual mean nitrogen dioxide objective continues to be exceeded at roadside and nearby locations. The sites monitored are considered to represent relevant exposure. The results further indicate that the hourly objective is potentially exceeded however there is not considered to be relevant exposure for this objective at these sites, with the possible exception part of Lambeth village, which is heavily congested at times during the day.

The Council's most recent PM_{10} monitoring indicates that the daily mean objective has been exceeded recently within the Borough at its kerbside and industrial sites in Brixton and Vauxhall. The Council's other background site met the objectives. A separate analysis of trends from London Air Quality Network sites confirms that concentrations do not appear to be reducing and that there is also evidence indicating that close to roadsides, PM_{10} from primary sources may be increasing. The monitoring of sulphur dioxide confirms that the objectives for this pollutant have been met.

Based on these findings, the Council does not need to undertake a Detailed Assessment, as no new potential or actual exceedences at relevant locations were established. The Council previously designated the whole Borough as an Air Quality Management Area for NO_2 and PM_{10}.

9.2 Relating to New Local Developments

The Council has assessed local developments of road transport, other transport, industrial processes, commercial/domestic, fugitive emissions, plus residential and

commercial sources. The findings for these have indicated that there are no new changes that require the Council to undertake a Detailed Assessment.

9.3 Other Conclusions

The measures outlined in the Council's Action Plan are either completed or still continuing as ongoing commitments. These however require additional updating and enhancement to reflect the changes and to consider other measures that attempt to address the changes and ongoing air quality problems that have prevented a sufficient reduction in concentration in major cities in the UK and also Europe. This process is ongoing and the draft revised Action Plan will be started in early 2015 with a view to adoption by the end of 2015. The Council is now working with partners, including the GLA, Transport for London, Environment Agency and neighbouring London Boroughs and District councils on air quality improvement projects. The Council is also continuing to seek funding to optimise and focus further air quality actions.

9.4 Proposed Actions

This report follows the technical guidance (TG09) and fulfils this part of the continuing LAQM process. The findings from following this methodology are that the Council has not identified a need to amend air quality boundaries and thus need not proceed to a Detailed Assessment. The findings also indicate that the AQMA should be maintained.

The Council will therefore undertake the following actions:

1. Undertake consultation on the findings arising from this report with the statutory and other consultees as required.

2. Maintain the existing monitoring programme so far as reasonably practicable.

3. Continue with its Air Quality Action Plan and revision in pursuit of the AQS objectives.

4. Prepare for the submission of its next Air Quality report.

10 References

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London Borough of Lambeth (2013). Local Air Quality Management – Updating and Screening Assessment 2012.

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Appendices

Appendix 1: Part B installations in Lambeth

Table 1 List of Part B processes in the Council's area

Ref.	Name	Type of Process
3	Winn & Coales Limited Chapel Road SE27 0TR	Bitumen Coating Process
07	John Myland Limited 80 Norwood High Street SE27 9NW	Manufacturer of Coatings/ Varnishes
25	West Norwood Crematorium Norwood Road SE27 9JU	Crematorium

Table 2 List of permitted petrol stations in the Council's area

Ref.	Name	Address
EPA /CS 21	Save Service Station	42-52 Hinton Road, London SE24 0HJ
EPA /CS 12	Tesco Stores Plc	109 Tulse Hill, London SW2 2QB
EPA /CS 25	Park Garage Group Plc	260 Knights Hill, London SE27 0QP
EPA / CS 17	Star Service Station	300 Norwood Road, London SE27 9AF
EPA /CS 15	Hornstar Ltd	212 – 214 Kennington Road, London SE1 6PR
EPA /CS 15	J P & S Services Ltd	38-46 Albert Embankment, London SE1 7TJ
EPA /CS 10	Pace Petroleum Ltd	120 Leigham Court Rd, London SW16 2RW
EPA /CS 8	Tesco Stores Plc	330 Brixton Road, London SW 9 7BZ
EPA /CS 13	Petrogas Group UK Ltd T/A Applegreen	275 Streatham High Road, London SW16 3NN
EPA /CS 27	The Co-operative Group	474 – 478 Wandsworth Road SW8 3LT
EPA /CS 5	Sainsbury Supermarket Ltd	62 Wandsworth Rd, London SW8 2 LS
EPA /CS 24	Murco Petroleum Limited	63/ 69 Sternhold Avenue London SW2 4PB
EPA /CS 29	BP Oil Ltd.	238-258 Kennington Lane SE11 5RD

Table 3 List of permitted dry cleaners in the Council's area

Ref	Name	Address
LAPPC/CS/DC 54	Nova Klean Dry Cleaners	1Tulse Hill, London SW2 2TH
LAPPC/CS/DC 37	Capital Cleaners	86 Streatham Hill, London SW2 4RD
LAPPC/CS/DC 26	Streatham Dry Cleaners	146 Streatham Hill, London SW2 4RU
LAPPC/CS/DC 48	Quick Heel Bar	2 Clapham Common South Side, London SW4 7AA
LAPPC/CS/DC 15	Crown Dry Cleaners	33 Clapham Park Rd, London SW4 7EE
LAPPC/CS/DC 42	Flair Dry Cleaners	125 Clapham High Street, London SW4 7SS
LAPPC/CS/DC 18	Penguin Dry Cleaners	10 Cavendish Parade, Clapham Common South Side SW4 9DP
LAPPC/CS/DC24	Shimmers Dry Cleaners	61 Abbeville Road, Clapham SW4 9JW
LAPPC/CS/DC 40	Dorset Dry Cleaners	101 Dorset Road, London SW8 1AB
LAPPC/CS/DC 25	Trend Dry Cleaners	123 South Lambeth Road, London SW8 1XA
LAPPC/CS/DC 53	Express Dry Cleaners	393 Wandsworth Road, London SW8 2JL
LAPPC/CS/DC 43	Taniya Dry Cleaners	198 Wandsworth Road, London SW8 2JU
LAPPC/CS/DC 7	Oval Express Dry Cleaners	30 Clapham Road, London SW9 0JQ
LAPPC/CS/DC3	Unit Cleaners	286 Brixton Road, London SW9 6AG
LAPPC/CS/DC 35	Nuit Cleaners	72 Brixton Road, London SW9 6BH
LAPPC/CS/DC 51	A to Zee Dry Cleaners	63 Loughborough Road, London SW9 7TB
LAPPC/CS/DC20	GKS Curtain Services	34 Stockwell Green, London SW9 9H2
LAPPC/CS/DC 55	Exclusively Dry Cleaners Ltd	Unit 9, The Quadrant, London, SW9 9JF
LAPPC/CS/DC 52	Moonlight Express Dry Cleaners	187 Stockwell Road, London SW9 9SJ

Appendix 2: Environment Agency permitted waste installations in Lambeth

Company Name	Site Address
O C S Group U K Limited	Clapham Site, 44, Southside, Clapham Common, London
O C S Group U K Limited	Clapham (Yard) Site, 44, Southside, Clapham Common, London
S I T A Waste Handling Ltd	Brixton Transfer Station, Shakespeare Wharf, Brixton, London
Powerday Plc	4-16 & 1-3, Belinda Road, Brixton, London
Kiernan Bill	Windsor Grove, West Norwood, London
Golden Motor Care Ltd	Arch 439, Gordon Grove, Camberwell, London
London Borough Of Lambeth	Vale Street Civic Amenity Centre, Vale Street, London
London Borough Of Lambeth	Public Health & Pest Control, 26, Wanless Road, London