

APPENDIX A

Item No.	Classification: Open	Date: 17.12.02	MEETING NAME Executive
Report title:		Southwark's Air Quality Strategy & Improvement Plan	
Ward(s) or groups affected:		All	
From:		Strategic Director of Environment & Leisure	

RECOMMENDATIONS

1. That the Executive considers the Air Quality Strategy & Improvement Plan, which sets out 83 measures towards meeting the National Air Quality Objectives in Southwark by the target dates and recommends adoption by the Council Assembly
2. That the Executive agree to the extension of the Southwark Air Quality Management Area to the Area defined on the map **Appendix I** and recommends a resolution by the Council Assembly to make an Order so amending the area
3. That the Executive agree to the revocation of all 34 current Smoke Control Orders and substitution of one Consolidation Order applicable to the whole of the London Borough of Southwark and recommends a resolution by the Council Assembly to revoke the existing Orders and make such a Consolidation Order.
4. That the Executive agrees that the Air Quality Strategy & Improvement Plan should be published and implemented by the appropriate Chief Officer following adoption by the Assembly.

BACKGROUND INFORMATION

5. The Council are statutorily required by the Environment Act 1995 and National Air Quality Strategy and Regulations made there-under to undertake reviews and assessments of local air quality, to declare areas predicted to exceed National objectives and to prepare a written plan.
6. The Council have previously considered the reports on the 3-stage technical review and assessment of Southwark's Air Quality, which lead to the Council declaring an Air Quality Management Area in September 2000.
7. The Strategic Director for Environment & Leisure having consulted the then Cabinet Member for Environment & Transport in May 2002, agreed under her delegated authority that the draft Air Quality Strategy & Improvement Plan be published for stakeholder and public consultation.
8. The Greater London Authority have assumed the powers previously vested with the Secretary of State for Air Quality and London Boroughs are required to consult and take guidance from the Mayor. The Mayor's office has both undertaken a comprehensive examination and report on Southwark's draft plan and published the London Air Quality Strategy in September 2002. The two documents have now been fully integrated.

KEY ISSUES FOR CONSIDERATION

9. Southwark's Air Quality Strategy & Improvement Plan is set out in a separate document (circulated to Executive, Overview and Scrutiny Committee Members and available in Group Rooms), an executive summary is attached to this report, **appendix II**
10. Chapter 1, 2, 3 set out the Southwark's air quality responsibilities in context of:
 - European, National and Londonwide position,
 - Southwark's demography and socio- economic criteria, and
 - Linkages with Corporate Strategies and those of the Mayor.

These Chapters have been updated from the draft plan to include the direction of administration and evolving policy since May 2002. This plan accords with the Council's priority for making Southwark 'cleaner and greener'

11. Chapter 4 illustrates the collaboration and wide-scale consultation undertaken towards presenting a plan with shared ownership of measures and solutions; the outcomes of consultation are included within the socio-economic assessment of the measures set out in Chapter 6. This Chapter has been redrafted to focus on the consultation undertaken on the draft plan.
12. Chapter 5 summaries the technical review and assessment process, and sets out the quantification of the 'gap' between predicted levels of pollutants in Southwark and the UK standards to be achieved by the target dates. There is a separate technical report – Southwark's 4th Stage review and Assessment.
13. Since publication of Southwark's draft plan, the Government and Greater London Authority have provided new data on vehicle emissions and emissions inventory which have been modelled by Central London Borough's consultants to show a wider extent of exceedence of Nitrogen Dioxide. This has lead to the need to extend Southwark's Air Quality Management Area - similar for other Central London Borough's. It is not considered that a whole Borough designation could be technically justified, the area south of the South Circular Road in Dulwich is proposed to be omitted. [Note - Bromley Council who have a northern boundary with Southwark at Crystal Palace Parade can not justified designation.] A large scale map will be available at the meeting showing the extent of Nitrogen Dioxide above the standard of 40ugm³m in shades of yellow to red, to support **Appendix 1**
14. The proposed extension of designation will have little difference in practice, since the majority of the measures in the improvement plan are Borough-wide. Specific actions i.e. vehicle emission testing will now be able to be undertaken within a wider area.
15. Chapter 6 introduces the specific measures required in Southwark to redress the 'gap' identified in Chapter 5. This raft of measures, which form the bulk of the 'improvement plan' are detailed in Appendix A of the Plan in the seven groups similar to the 'proposals' in the consultation draft. These are measures:
 - to control industrial, energy and domestic sources
 - to control vehicle emission at source
 - reducing or restricting road traffic access into London / Southwark
 - to reduce traffic penetration into residential area
 - supporting increased role of public transport, cycling and walking
 - to reduce travel and transport pollution through land –use planning
 - raising awareness and promoting modal shift

These measures have been reviewed during the consultation process, not only for their feasibility and effectiveness in reducing pollution, but for their economic and social acceptability and sustainability.

16. Chapter 7 concludes on how Southwark's proposed measures will work towards achieving the National targets.
17. Delivery of the measures is very much a partnership approach, both in terms of application and funding, this will be at a number of levels:
 - internally between departments and business units,
 - with adjoining Council's in South East, Central London or Pan-London;
 - with other Public Sector agencies
 - with freight and transport operators
 - with residential and business communities
 - with the Mayor and Greater London Bodies

A summary of responsibility, programme and funding sources is set out in Appendix to the main Plan, and forms **Appendix III** of this report

CROSS CUTTING ISSUES

18. The measures are consistent with the revised [UDP] Southwark Plan and Supplementary Planning Guidance, and public consultation and drafting have been in parallel.
19. The measures are consistent with the Southwark's Transport - Interim Local Implementation Plan and Borough Spending Plans, where a number of related traffic/ pollution relief bids have been processed.
20. The measures are consistent with Agenda 21, since overall they are seeking to save energy, reduce or make travel greener, encourage cleaner fleets, raise personal awareness and promote modal shift.
21. The opportunity is taken to bring forward the specific measure to consolidate Smoke Control Areas at this stage, since a Council resolution is required. Revocation and replacement is necessary because of changes that have occurred since the Smoke Control Orders were made (some by the earlier 3 Metropolitan Borough's) there have been:
 - Boundary changes – marginal with both Lewisham and Lambeth
 - Properties exempted from early Orders due to redevelopment have been replaced with properties identified with same postal address
 - Docklands basins have been redeveloped for Housing
 - Trends of reversion to open fireplace and retail sale of logs.

The proposed change will allow for more effective regulation and will raise awareness within the residential community of the need to play their part in preventing pollution.

22. Southwark has obtained approval for 'special designation' under new provisions of the Road Traffic Acts to enable the Council to participate in a Londonwide bid for Government grant towards a Pan- London Vehicle Emission Testing contract.
23. Other matters that require Member decision will be brought forward at appropriate times

EQUAL OPPORTUNITY IMPLICATIONS

24. The whole process of Local Air Quality Management is to improve air quality for the benefit of the health of those likely to be exposed, which are predominantly our residential communities. It has been illustrated by the maps that the air pollution is concentrated in the middle to northern parts of the Borough where a high percentage of our communities live and/or attend school. All of our deprived neighbourhoods are contained within the current designated area.
25. The measures in the plan are targeted towards commuter and haulage traffic pollution and in the longer-term travel reduction measures, balanced with this are the emphasis on more accessible and freer moving public transport. Vehicle emission testing will identify older non-complying vehicles, the impact may therefore be greater on those on low income, careful consideration will be given to the opportunity to rectify rather than penalise
26. Consultation on the draft proposals was conducted through engagement with all sectors of the community in a series of area forum meetings including specific meetings with Somali and Bengali communities in the heart of the Air Quality Management Area. A socio-economic assessment, sustainability audit and acceptability of the proposed measures has been an essential exercise and DEFRA requirement of the action Plan.

RESOURCE IMPLICATIONS

27. Responsibility for leading delivery of the measures in the Plan and the other actions recommended will be with Environmental Health & Trading Standards Service, current levels of human resources will need to be maintained to ensure progress to meet programmed targets. Schedule – Appendix of the Plan identifies the funding sources for each measure.
28. A number of measures fall within the remit of Traffic Policy, Planning Policy and Development Control, and are in programme or workplans such that additional human resources would unlikely be required. Funding for majority of the local traffic related measures are or will be identified within ILIP / Borough Spending Plan bids, some fall within the responsibility of Transport for London. Funding will be sought through planning obligations / section 106 where it can be deemed appropriate
29. There are a number of initiatives which require delivery in partnership with the Mayor and GLA functional bodies, other Boroughs, agencies, and the business / transport sector. Officers are already engaged in most of these partnerships within the terms of the current workplans, however this representation needs to be sustained throughout the period.
30. Publicity and awareness raising is an area where both human and budgetary resources are inadequate. Efforts will be made to address this in partnership and to enlist community and business support.
31. Opportunities will be taken to secure funding by way of grant or supplementary credit approval from Government sources ODPM / DEFRA and through EU projects.

CONSULTATION

32. The Air Quality Strategy & Improvement Plan presented with this report has been produced as a result of extensive and inclusive consultation on the draft of May 2002. Details of consultation and collaboration are set out in Chapter 4 of the Plan

33. The boundaries the Air Quality Management Area have been subject to earlier public consultation, where there was concern by residents south of the existing of the area of the implications of exclusion in being omitted from improvement actions. There would be little benefit in further consultation in this respect, since we are bound by technical and legal requirements and must also have regard to Mayor's direction.
- 34 It is not considered necessary to consult on the consolidation of Smoke Control areas.

LEGAL IMPLICATION

- 35 The Local Air Quality Management Process arises from the Environment Act 1995 and is led by the National Air Quality Strategy and Regulation made there-under. The Council's statutory responsibilities are set out in Chapter 1 of the Plan. The Council is accountable to the Mayor of London for Air Quality policy and actions. Provisions in the Act allow for the Air Quality Management Area to be both extended or reduced in accordance with local technical predictions and Government changes to standards.
36. Smoke Control Orders were made under the provisions of the Clean Air Acts 1956 as amended. It will be necessary to revoke the present 38 Orders and resolve to introduce a consolidation order under Clean Air Act 1993

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Borough Solicitor & Secretary

37. The Executive is precluded from making the final decision in relation to these matters, under Part 3I of the Constitution, as the "discharge of any function relating to the control of pollution or the management of air quality" is a non-executive function. These matters should not be dealt with solely by the relevant Officers, given the scale of the change in policy involved with the adoption of the new Plan and the new Order. This is a matter where the Executive, with overall responsibility for the strategic direction of the authority, should be involved and recommend a course of action, with the Assembly making the final necessary resolutions. The matter could also be called in by the relevant Overview and Scrutiny Committee. "

Departmental Finance Officer – Environment & Leisure

38. The cost of proposals, related to the Environment and Leisure department implementing the improvement plan, can be contained within the budget proposed for 2003/04.

Strategic Director for Regeneration Department

39. Departmental Finance Officer
Although there are no immediate resource implications arising from this report, many of the proposals for transport / traffic improvements are subject to confirmation of funding approval by Transport for London and other external partnerships as outlined under traffic policy (41)

Planning Policy & Research

It is recognised that the land use planning system is integral to improving air quality and can significantly contribute to national and regional air quality

objectives. The objectives of the draft Southwark Plan include improving amenity and environmental quality within the borough, which includes air quality.

Cross-departmental consultation between key officers throughout the process of the UDP review has resulted in an integrated approach in developing policy and guidance. Related planning policies within the draft Southwark Plan and new supplementary planning guidance are concurrent with the Air Quality Strategy and Improvement Plan and will contribute to achieving a number of the proposed measures set out in the plan.

Traffic Policy

The report relates to a number of aspirations and proposed measures to improve air quality that could be achieved as a result of the introduction of transport/traffic improvements.

The major source of funding for such initiatives is obtained from Transport for London. Southwark through the submission of its Interim Transport Plan has set out its plans for such improvements. The funding to introduce these is obtained through the submission of an annual Borough Spending Plan to TfL. Accordingly many of the measures that are proposed through the "Air Quality Strategy and Improvement Plan" are yet to have an identified funding stream attached to them.

Furthermore as mentioned in the report many of the proposed initiatives require to be delivered in association with funding streams of partnerships and other agencies. Accordingly until such time as those funding streams can be confirmed it will not be possible undertake the proposed measures

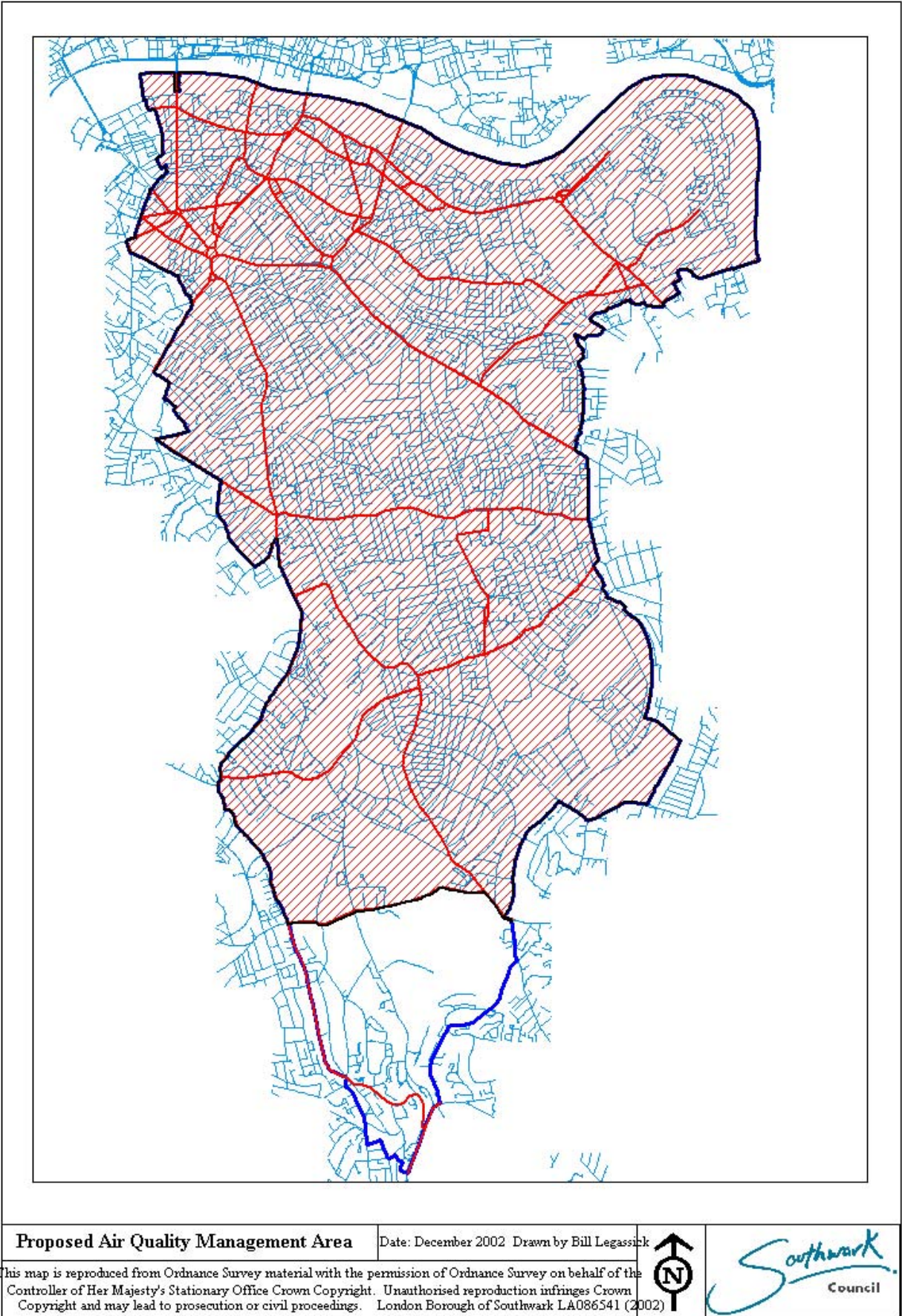
BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
<i>Title of document(s)</i>	<i>Title of dept / unit Address</i>	<i>Name Phone number</i>
Environment Act 1995 National Air Quality Strategy & Reg 2000 Managing Air Quality-The Southwark Approach Review & Assessment reports 1 – 3 Southwark's Draft Air Quality Strategy & Improvement Plan May 2002 Greater London Authority - Mayors AQ Strategy Other documents referred to Plan Appx	<i>Environment & Leisure Department Environmental Health & Trading Standards Pollution Control Chaplin Centre Thurlow Street SE17 2DG</i>	<i>Alan Blissett 020 7525 5766</i>
The Southwark Plan (deposit) & draft Supplementary Planning Guidance. Transport-Interim Local Implementation Plan and Borough Spending Plans Greater London Authority – Mayors Strategies	<i>Regeneration Dept Planning Policy Traffic Policy Chiltern House Portland Street SE17</i>	<i>Simon Bevan Trevor Wilding</i>

APPENDIX A

Audit Trail

Lead Officer	<i>Gill Davies – Strategic Director Environmental & leisure</i>	
Report Author	<i>Alan Blissett – Unit Manager Environmental Health & Trading Standards (</i>	
Version	<i>Final</i>	
Dated	<i>6th December</i>	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Borough Solicitor & Secretary	Yes	Yes
Dept Finance Officer	Yes	Yes
Planning Policy	Yes	Yes
Traffic Policy	Yes	Yes
Executive Member	Yes	No
Date final report sent to Constitutional Support Services	6 th December	



Executive Summary.

1. Southwark's Air Quality Strategy and Improvement Plan [The Plan] describes the Council's responsibilities and actions that need to be taken by the Council in partnership with, residents, businesses, visitors and people who travel through the borough, to improve air quality in Southwark.

2. Southwark is required by Part IV of the Environment Act 1995 to take action in pursuit of meeting air quality objectives set out in the Air Quality Strategy for England, Wales, and Northern Ireland. For the first time, a detailed analysis is complete, estimating the impact an integrated package of measures will have on air quality, alongside an analysis of the extent to which these measures are likely to be socially and politically acceptable as well as economically and technically feasible... It assesses what other impacts will be associated with the required action in terms of costs incurred and the need to accept possibly unpopular measures, but also in terms of non air quality benefits that Southwark will enjoy as positive side effects of the air quality improvement measures.

3. The requirement for an 'air quality action plan' arises from the Council's three-stage review and assessment of air quality and predictions that parts of Southwark would be unlikely to meet the National standards for Fine Particles and Nitrogen Dioxide by 2004 and 2005 respectively without further intervention. This area in the north west of the borough was declared as an Air Quality Management Area [AQMA] late in 2000.

4. A draft Plan for Southwark was then published for consultation in May 2002. A detailed programme of active consultation with a range of stakeholders was carried out during Summer 2002, which led to an assessment of the extent to which the measures proposed in the draft plan would be socially and politically acceptable. This also led to the addition of some additional air quality improvement measures that were suggested by consultees, and the deletion of some that were deemed not to be technically feasible. At the same time, a further "Stage 4" Review and Assessment of Air Quality in Southwark has been carried out. This provides information on the contribution of various categories of source to pollution concentrations at a range of points throughout Southwark. It also revises the calculation of the extent to which Southwark will fail to meet air quality objectives if no action is taken. The source apportionment information is used to quantify the effectiveness of the air quality improvement measures. The recalculation is needed to check if the AQMA declared in 2000 to support the introduction of air quality improvement measures is the correct size and shape in the light of new information.

5. The major piece of new information that has become available since the publication of the draft Plan is a revised set of estimates of future emissions from diesel-engined road traffic published by Government [DEFRA]. Newly available measurements, especially of emissions from the most recent heavy goods vehicles, have shown that the estimates used previously were too optimistic about the rate of improvement that vehicle manufacturers would achieve in response to tightening of emissions standards. This change makes it necessary to extend the boundaries of the current (AQMA), the new AQMA will cover almost the whole of Southwark. Only a small part to the south is to be left undeclared, since there is a high enough probability there that the air quality objectives will be met by national and international action alone without taking any additional local action. In the rest of Southwark, the amount of air quality improvement required to meet the objectives is greater than what was previously estimated.

6. This Plan therefore starts with chapters describing the strategic context to its development, summarises the methods used to quantify the effectiveness and acceptability of the measures that were proposed in the draft plan, and concludes which measures are needed and the extent to which the air quality objectives will be met by the adoption of those measures. The measures themselves are listed in Appendix A, accompanied by full details explaining each measure and its technical and regulatory background. Additional appendices provide an overview of who is responsible for each measure and the timescale with which it should be adopted, extracts from the London Air Quality Strategy that helps to support Southwark's air quality improvement work, and finally a complete list of references cited in the whole plan.

7. Southwark's residential population is increasing and we are a growth area for investment in business and leisure development. These place heavy demands on the need to travel, both privately and by public transport, to the extent that parts of Southwark are congested for the majority of the day. This in turn exposes our communities, students, workers and visitors to air pollution.

8. Health in Southwark is below the national average for a number of pollution related health conditions, and we have a number of areas, which are identified as deprived in comparison with National data sets. Several are already in programme for regeneration including Peckham Partnership, Aylesbury, Elephant and Castle, and attention is now focused on the next 5 key areas, all of which are within the AQMA.

9. Local pollution arises predominantly from road traffic sources. Southwark is a strategic route for haulage from the Kent coast ports into London, for car commuters from north-west Kent, north-east Surrey and South London, and is a distribution network for light goods servicing the City and West End. Escorted school journeys by car add to the pressure on the road network at peak times. In addition, Southwark shares with the rest of London and South East England a background pollution problem originating from emissions mostly associated with industry and power generation over a much wider area than Southwark or even London alone.

10. The development of Southwark's draft Plan was concurrent with the review and revision of two closely related strategies – the Unitary Development Plan [UDP] and the Transport Strategy [ILIP], which allowed for integration of themes and policy development. Also at this time the Council has been developing its Community Strategy and involving local people through the community consultative and neighbourhood forum process. We have used this opportunity for community engagement and consultation. The Plan therefore has evolved through an integrated approach between many parties within the Council and 'stakeholders'. The guidance of the 'AQUIP' model for which the Lichfield Associates must be acknowledged, helped to steer this approach. Southwark officers participate in many regional partnerships in Central London, South-East London and Cross River to support and finance joint initiatives within the field of air quality assessment, traffic reduction measures, cleaner fleet development and encouraging modal change.

11. Southwark's air quality policy needed to have full regard to the policies and proposals set out the Mayor's draft Strategies particularly those relating Air Quality, Transport, and Spatial Planning. The formulation and timing of Southwark's air quality policy has therefore been influenced by the Mayor's Air Quality Strategy that was published shortly before Southwark's Air Quality Strategy and Improvement Plan.

12. Measures to improve air quality are set out in seven sections of Appendix A. These address:

- Emissions from industry, construction, domestic and energy use;
- Emissions from vehicles;
- Reducing or restricting traffic access to London and Southwark;
- Restricting traffic penetration into residential areas
- Supporting an increased role of public transport, walking, and cycling;
- Reducing travel and transport demand through land-use planning and regeneration
- Raising awareness and promoting modal change.

13. Some of the measures we are already taking or have been under trial previously. Others are programmed in the current or forthcoming periods within the Council (Transport Policy) – Interim Local Implementation Plan or will be formulated for medium term delivery in Planning Policies in the emerging ‘Southwark Plan’ Several new actions will require development and implementation either locally or regionally engaging in partnerships with neighbouring Councils and businesses. It will be the first time that all measures relevant to pollution prevention and control would have been packaged together in this way.

14. Quantification of the effectiveness of the air quality improvement measures revealed different measures were more effective for controlling Nitrogen Dioxide than for Fine Particles. These can be categorised not only by the amount of air quality improvement each measure can deliver, but also by the extent to which they act over the whole of Southwark, the whole of the Air Quality Management Area, or are restricted in effect to local areas usually close to where the sources concerned arise.

15. The most effective measures available to control Nitrogen Dioxide concentrations at roadside locations, in the short period available before the due date to meet UK air quality objectives, are those that act locally in certain parts of Southwark. These include the London Congestion Charging Zone, and potential ‘Streets for People’ schemes. Since most of Southwark’s extended Air Quality Management Area is outside the Congestion Charging Zone, this measure is likely to have an adverse affect on air quality in some parts of the borough where it is anticipated that there would be an increase in traffic flow associated with drivers trying to avoid entering the zone. Schemes such as ‘Streets for People’ that contribute to reversing this trend at selected locations are therefore especially important to be considered.

16. A further group of measures are less effective individually but make a significant contribution acting together include detection of poorly maintained vehicles that make a disproportionately high contribution to emissions, encouraging the introduction of cleaner buses, encouraging change from car to other modes of transport especially bus, and working in partnership with heavy and light goods freight operators to reduce their emissions. These contribute at roadside and background locations and act over a wide geographical area, being most effective at the locations where the pollution levels are highest.

17. The measures that could potentially contribute the most to closing the gap between future projections of Nitrogen Dioxide concentrations and the objective for this

pollutant at background locations away from major roads throughout Southwark, are concerned with saving energy and reducing emissions from domestic and commercial use of natural gas.

18. Additional measures combine to make a further significant impact on Nitrogen Dioxide at a range of roadside locations locally where emissions from the sources concerned are most highly concentration. These include measures to switch off the engines of stationary vehicles, measures to address emissions from licensed taxis and minicabs, and alternative fuels for fleets used on Council or Health Authority business, or for specific purposes such as waste collection or on construction sites.

19. Other measures have smaller individual direct contributions to the reduction of Nitrogen Dioxide concentrations, but combine to support the more directly effective measures. These include promotion of cycling, more frequent emissions testing of council vehicles, and control of point sources such as South East London Combined Heat and Power, and Part B authorised processes.

20. Our estimation of the impact of all these measures combined is sufficient to close one third of the gap between future projections and air quality objectives for Nitrogen Dioxide at background locations, and two thirds of the gap at roadside locations. It is therefore highly likely that the objectives will not be met everywhere in Southwark, even with all the air quality improvement measures being adopted. Substantial areas of Southwark's Air Quality Management Area are likely to remain in breach of air quality objectives. Not until some time after the target date will air quality objectives for Nitrogen Dioxide be met everywhere in Southwark.

21. Introduction of a London Low Emissions Zone, from which more polluting categories of vehicle would be excluded, would help to close a significant fraction of the remaining gap. Unfortunately, the introduction of this measure has now been delayed London-wide, so that it will not come into effect until after the initial target date for meeting the air quality objectives for Nitrogen Dioxide.

22. For Fine Particles the picture is similar but with several important differences. The large regional background for this pollutant means that local measures such as energy efficiency and best available control of large point sources such as South East London Combined Heat and Power, if repeated throughout the region, could have a significant impact on Fine Particle concentrations throughout Southwark.

23. A number of road-traffic sources make a proportionately larger contribution to fine particles than they do to Nitrogen Dioxide. Control of these sources therefore is more effective for fine particles. These include cleaner taxis and buses, detection of more-polluting vehicles and the freight quality partnership. The movement of dust and mud around Southwark's streets, especially from construction work, is a further highly significant source that can be controlled for fine particles but which did not feature in the analysis of nitrogen dioxide.

24. A collection of local sources also feature more prominently in the analysis of fine particles than for Nitrogen Dioxide. These include control of non-accidental fires, bonfires, enforcement of smoke free zones, and control of dust from construction work.

25. The combination of all the measures will therefore probably result in the air quality objectives for fine particles to be met throughout Southwark. Any failure to meet the objectives for this pollutant after implementation of the whole package of measures is most likely to be extremely small. If any measures are removed, or implemented at less than maximum efficiency and effectiveness, the probability of failing to meet the objective for this pollutant also increases.

26. It is therefore concluded that the complete package of measures needs to be adopted together. This will result in the greatest immediately achievable improvement in Nitrogen Dioxide levels, at the same time as meeting the objective for Fine Particles. It should be noted at this point that the evidence of health effects of fine particles is stronger than the evidence of health effects of Nitrogen Dioxide. Effective implementation of the whole package of measures has been shown to be technically and economically feasible, as well as politically and socially acceptable. It is necessary to close the gap as far as possible between air quality objectives and what can be achieved in Southwark, because this will reduce the health effects of air pollution and make a contribution towards sustainable development of a more prosperous, health, and pleasant Southwark. We believe that this Plan and programme has taken into consideration the extent to which local people and businesses are currently prepared to accept such measures to deliver cleaner air more quickly to Southwark.

Version 1 Nov 2002 APB/RC

Schedule of Measures

Appendix III

Measure	Description of Measure	Responsibility	Programme	Funding
1a	The Council will engage with the Environment Agency and London Borough of Lewisham to ensure that SELCHP continues to use the Best Available Techniques to reduce the emissions of Nitrogen Dioxide from the plant.	Environment Health & Trading Standards (EHTS) > L.B. Lewisham & the Environment Agency	2002- 2005	Within EHTS human resources annual budget
1b	The Council encourages the Government to bring forward its intentions to reduce the threshold to include smaller pollution emitting process within the permit regime of LAPPC.	Environment Health & Trading Standards	In accord with DEFRA timetable	Within EHTS human resources annual budget and increased annual income
1c	The Council will continue to use LAPPC, Chimney Height Authorisations, and response to nuisance complaints to ensure continued stabilisation, reduction, or minimal growth in emissions and ground-level concentration of pollution from all existing and new sources to which these regulations apply or will apply.	Environment Health & Trading Standards	2002- 2005	Within EHTS human resources annual budget
1d	The Council encourages the Government to introduce variation of the LAPPC authorisation fees in association with a risk assessment.	Environment Health & Trading Standards	In accord with DEFRA timetable	Within EHTS human resources annual budget but reduced annual income
1e	The Council will enlist the support of the Mayor and other relevant Agencies to encourage the Government to amend provisions of sections 60 and 61 of the Control of Pollution Act to include dust control / environmental control in addition to noise.	Environment Health & Trading Standards Mayor Of London Building Research Establishment and ALG	2002-2003	Within EHTS human resources annual budget
1f	The Council will consider whether the inclusion of the requirement for the developer to agree a Code of Construction practice as a planning condition should apply only for developments in or adjacent to the Borough's Air Quality Management Area, or Borough-wide.	Environment Health & Trading Standards and Regeneration Dept - Planning Policy (PP)	2002-2003	Within EHTS & PP human resources annual budget

Measure	Description of Measure	Responsibility	Programme	Funding
1g	The Council will produce and circulate a Good Practice Guide for managers of builders and maintenance yards to raise awareness on pollution control practices and the enforcement regime, which may be exercised by the Authorities.	Environment Health & Trading Standards	2003-2004	Within EHTS human resources annual budget
1h	The Council will encourage the Environment Agency to include more restrictive requirements in Waste site licences issued under Part II of the Environmental Protection Act.	Environment Health & Trading Standards > Environment Agency	2003-2004	Within EHTS human resources annual budget
1i	The Borough will consider revoking all the current Smoke Control orders and produce a consolidation order to cover the whole Borough, updating the exempted appliances and taking the redevelopment of the Docklands area and recent Administrative Borough Boundary Changes.	Environment Health & Trading Standards	2002 - 2003	Within EHTS human resources annual budget. Additional cost for publicity & legal notices not within planned budget
1j	The Council supports the promotion of provisions to control bonfires in a future Lon-don Local Authorities Bill. Should such provisions be enacted, then it is proposed that the whole of the Southwark be designated in accordance with the Act, and that all bonfires should be refused consent with exemption periods associated with National and local cultural events.	Environment Health & Trading Standards and Legal Services	2003-2004	Within EHTS human resources annual budget. Additional cost for publicity & legal notices.
1k	The Council will continue to increase its facilities for recycling and composting to ensure that garden waste can be dealt with in a more environmental and economic manner, than burning on location. The Council will consider introducing a local policy of banning waste bonfires once satisfied that adequate alternatives are in place, should the London-wide provisions not be enacted.	Environment & Leisure Services Dept.	2002-2004	Within Departmental budget
1l	The Council will encourage the Mayor to review the control over fireworks displays in London and towards introducing a consent regime similar to that, which was proposed for bonfires in the LLA Bill.	Environment Health & Trading Standards and Legal Services	2003-2004	Within EHTS human resources annual budget.

Measure	Description of Measure	Responsibility	Programme	Funding
1m	The Council will support the Lon-don Fire Brigade's target to reduce non-accidental fires by 15% in 2005 compared with 2002.	Environment & Leisure Services Dept. LFEPA	2002-2005	Within Departmental budget
1n	Where practical and cost-effective the Council will encourage developers or premise managers to use low-NOx burners (or gas or fuel cell combined heat and power) in appliances, and Clean City diesel as fuel for emergency generators.	Regeneration Dept - Planning DC & Property, Environment & Leisure Services Dept - Energy Unit SEA	2002-2005	Within Departmental HR budget & reduce costs from efficiency saving
1o	The Council supports the role of Sustainable Energy Action in the field of energy reduction and promotion and encourages the Government, the Mayor and other agencies to continue to fund and/or support their activities.	SEA Regeneration Dept - Planning Policy > DEFRA & GLA	2002-2005	Within Regeneration Departmental HR budget
1p	The Council will seek to use renewable energy sources for all its property whenever possible and use the cleanest conventional fuels where alternatives are not viable.	Energy Unit Department Building Managers	2002-2005	Within Departmental HR budget & reduce costs from efficiency saving
1q	The Council encourages the use the Building Research Establishment Environmental Assessment Method (BREEAM) or an equivalent method of assessing the environmental performance of buildings, for commercial and large residential buildings. The appropriate standards should be referred within Supplementary Planning Guidance associated with the emerging Southwark plan.	Regeneration Dept Planning Policy, Planning DC	2002-2005	Within Regeneration Departmental HR budget
1r	The Council will publish supplementary planning guidance relating to air quality in conjunction with the Southwark Plan in 2003.	Regeneration Dept Planning Policy and, Environment & Leisure Services Dept - Environment Health & Trading Standards	2002 - 2003	Within Regeneration and Environment & Leisure Services Departmental HR budget

Measure	Description of Measure	Responsibility	Programme	Funding
2a	Encourage the Government to allow vehicle emission testing powers to be extended to the whole of Southwark's Area, rather than restricted to roads in or leading to an Air Quality Management Area.	Environment Health & Trading Standards	2002 - 2003	Within EHTS human resources annual budget.
2b	Lobby the Government to ensure that the provisions of the Police Reform Bill are not deleted in the Parliament procedure. Support legislation proposals (London Local Authorities Bill), which may establish 'alternative uniformed officer'.	Environment Health & Trading Standards and ALG and London Air Quality Cluster Groups	2002-2003	Within EHTS human resources annual budget.
2c	Develop the partnership scheme with all regions of London together with ALG and Greater London Authority including joint bid for funding a contract for dedicated technical resources, administration and publicity. Secure a minimum of 20 days testing per year in locations in the South East Quadrant road traffic routes.	Environment Health & Trading Standards and ALG and London Air Quality Cluster Groups	2002-2004	Grant from DfT for Joint London Authorities 1 year Contract
2d	The Council will continue to explore the application of remote sensing as the less resource intensive option in administering a roadside emissions regulatory regime, and explore funding for remote emission sensing through Southwark ILIP/BSP.	Regeneration Dept – Traffic Policy	2002 - 2005	Within Regeneration Departmental HR budget and potential EU funding
2e	Encourage the Mayor and Government to explore the logistics and costs of piloting a car scrappage scheme in London, for persistent emission failures	Environment Health & Trading Standards > ALG, GLA & DEFRA	2003 - 2005	Within EHTS human resources annual budget
2f	Develop the mechanism for applying the stationary vehicle emission penalty scheme including training of front line enforcement officers (Parking, Street Wardens, Highway, Market Inspectors and Environment Health & Trading Standards) towards a commencement of the scheme in Southwark in early 2003, and continued application until review of effectiveness in 2005.	Environment & Leisure Services Dept -	2002 -2005	Within Environment & Leisure Services Departmental HR budget - set up cost with a minor income generation

Measure	Description of Measure	Responsibility	Programme	Funding
2g	Undertake a publicity campaign with local schools and transport / fleet operators, construction sites, and tourist industry to discourage unnecessary idling of vehicles, and to encourage fleet managers to introduce sanctions on non-conforming drivers; jointly with Greater London Authority and adjacent Boroughs where appropriate.	<i>Environment Health & Trading Standards</i> > ALG, GLA, SELTRANS & Other Boroughs	2003 -2005	Within EHTS human resources annual budget and seek joint funding from other authorities - agencies.
2h	Encourage Transport for London (TfL), and the relevant Agencies and Council Departments to ensure that signage 'switch off engines' is sited at dedicated bus stands, unloading / loading bays on red routes, bus and taxi interchanges, with contact details of operators and regulators.	TfL & Environment & Leisure Services Dept - Highways	2003 - 2004	Within TfL and Environment & Leisure Services Dept – Highways Budget
2i	Negotiate and introduce a mechanism to ensure twice yearly emission compliance tests for vehicles used on council business through Strategic Personnel and Trade Unions as part of the delivery of Southwark's Green Travel Plan.	Environment Health & Trading Standards, Regeneration Dept – Traffic Policy, Strategic - Personal	2003 -2004	Departmental HR budget
2j	Negotiate arrangements with local MOT garages to test and rectify emissions only for Council Staff, local businesses and residents, and undertake joint initiatives between Trading Standards Officers and Vehicle Inspectorate to check Mot engineer's compliance with emission testing process.	Environment Health & Trading Standards and Regeneration Dept – Business Support Unit and Vehicle Inspectorate	2003 -2004	Departmental HR budget, technical cost to be explored.
2k	Publicise within the Council the 'Powershift' and 'Clean-up' grant funded fuel conversion schemes and monitor uptake through Travel Plan and the web site.	Regeneration Dept – Traffic Policy Strategic - Personal	2003-2004	Departmental HR budget
2l	Prompt a review of Council car allowance and lease car schemes to identify and implement measures, which encourage use of cleanest vehicles and fuels.	Regeneration Dept – Traffic Policy Strategic - Personnel	2003 - 2004	Departmental HR budget. Indirect efficiency savings

Measure	Description of Measure	Responsibility	Programme	Funding
2m	The Council will maintain its programmes of either retrofitting upgraded components or securing replacement vehicles to higher specification in terms of fuel efficiency and emissions, towards achieving Euro 3 emissions standards for the whole fleet by the end of 2005, including exploring use of new technologies such as fuel cells.	Environment & Leisure Services Dept - Fleet & Waste Management Regeneration Dept – Traffic Policy	2002 - 2005	Departmental budget & Contract Compliance
2n	Fleet Management will maintain records of Euro-Standard and emission testing associated with each vehicle, provide regular reports to meet the requirement of the GLA Air Quality Strategy (Proposal 65) for conformity to ISO14001 regime or an alternative auditing mechanism, and comparison between fuel types and similar vehicles and for future identification for access into restricted zones.	Environment & Leisure Services Dept - Fleet	2002- 2005	Departmental HR budget
2o	The Council will continue to promote and encourage use of low emissions and alternative fuels, and encourage suppliers to develop infrastructure in accord with its membership commitment to the Europe-wide ALTER - joint procurement consortium of 1998.	Regeneration Dept – Traffic Policy	2002- 2005	Departmental HR budget
2p	Encourage the Health Authority and Health Providers to record present status of fleets and establish a programme towards greener fleet by 2005.	Environment Health & Trading Standards Health Providers	2002 -2005	Within EHTS human resources budget. Cost Implications for Health providers
2q	The Council will prompt the Government & GLA to maintain funding programmes and fiscal measures which encourage greater take up of cleaner vehicles and use of cleaner fuels and wish to ensure this impetus is maintained towards achieving cleaner air in the Capital.	Environment Health & Trading Standards Regeneration Dept – Traffic Policy GLA	2002 - 2005	Departmental HR budget
2r	Identify and publicise availability of LPG fuel locations (and electric vehicle charging bays) in South East London jointly with adjacent Boroughs and fuel distributors. (available on Transport Action website)	Environment Health & Trading Standards Regeneration Dept – Traffic Policy Other London Boroughs	2002 -2005	Departmental HR budget

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2s	Encourage the Mayor and Transport for London to accelerate the requirement on London Bus Franchises to achieve full Euro II or better throughout bus fleet by 2005, with 59% Euro 3.	Central London Boroughs air quality Cluster Group	2002 -2005	Within EHTS human resources budget. Costs to Bus Operators
2t	The Council will encourage the Mayor and Transport for London to introduce more robust measures to ensure Licensed Taxis ('black cabs') have programmes in place for progressive introduction of low emission fuel / vehicles with targets towards achieving Euro 3 emissions in an agreed percentage of the fleet closer to the end of 2005.	Environment Health & Trading Standards Regeneration Dept – Traffic Policy SELTRANS TfL – Public Carriage Office	2002 -2005	Within EHTS human resources budget. Costs to Licensed Taxis Operators
2u	The Council support the Mayor's 3 stage regulation of the private hire ('minicab') trade, will encourage the Mayor and Transport for London to introduce more robust measures to ensure Minicabs achieve lower emissions, including better compliance with existing standards, closer to the end of 2005, through twice-yearly emission testing and supporting Energy Saving Trust and Clean-Up funding.	Environment Health & Trading Standards TfL – Public Carriage Office	2002 -2005	Within EHTS human resources budget. Costs to Private Hire Operators
2v	Establish a regional partnership with local coach operators, local operators of Heavy Goods Vehicles and light vans, private hire vehicles, and other local authorities and agencies serving key routes i.e. A2 A20 A200 A3, to provide information, demonstration of cleaner technologies, funding sources, and promote grant take-up	Environment Health & Trading Standards Regeneration Dept – Traffic Policy & Business Support Unit SELTRANS Other London Boroughs	2003 - 2004	Identified in SELTRANS Traffic Spending plan 2003 / 4
2w	Negotiate a mechanism through Development Control and/or Environmental Code of Construction Practice requiring developers to include 'cleaner vehicle' provisions in their tendering/contract arrangements associated with the construction process.	Regeneration Dept Planning DC / Building Control and Environment Health & Trading Standards	2003- 2005	Within EHTS human resources budget.
2x	Encourage the Environment Agency to require Waste Transit Operators to programme cleaner fleet compliance towards achieving Euro III by 2005.	Environment Health & Trading Standards and Environment Agency	2003- 2005	Within EHTS human resources budget.

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2y	Enlist the support of the Mayor to encourage DfT to consider the introduction of MOT emission standard and testing for Motor Cycles.	Environment Health & Trading Standards and GLA	2003-2004	Within EHTS human resources budget.
3a	The Council is committed to making the best use of the existing road network through careful management and selective alteration. Priority will be given in the management of the road network to public transport, cyclists and pedestrians and other essential traffic including service, delivery and emergency vehicles. New road building or increases in capacity will be opposed, except when absolutely necessary for new development. This approach accords with our sustainable transport objectives.	Regeneration Dept – Traffic Policy & Planning DC	2002 - 2005	ILIP (BSP) & Planning Obligations
3b	The Council gave its support to the principle of 'Congestion Charging' in its response to the Mayor's Draft Transport Strategy. The Council will continue to prompt the Mayor and Transport for London to fund local complimentary measures, which will reduce the impact of traffic, displaced from the CCS on surrounding areas in Southwark.	Regeneration Dept – Traffic Policy & TfL	2002 - 2003	ILIP (BSP)
3c	The Council will encourage the Greater London Authority and Transport for London to undertake modelling and monitoring of traffic and pollution impacts both before implementation and during operation of CCS and to provide and publish results, and use such data to review and modify the scheme if necessary.	Regeneration Dept – Traffic Policy and Environment Health & Trading Standards and TfL	2002 - 2005	Transport for London Budget and ILIP (BSP)
3d	Encourage the Government and the Mayor to continue to support the feasibility of introducing a Low Emission Zone within London including funding the research into costs, benefits and consequences of its introduction and implementation.	Environment Health & Trading Standards Regeneration Dept – Traffic Policy GLA and ALG and Other London Boroughs	2002 – 2005+	DEFRA, GLA & ALG Joint funding

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3e	Encourage the Government to continue to provide maximum financial assistance to those transport businesses operators affected by an LEZ.	Environment Health & Trading Standards Regeneration Dept – Traffic Policy & Business Support Unit GLA ALG	2003 - 2005+	Government Funding Streams including TransportEnergy
3f	Southwark will initiate discussion with freight haulage and delivery operators in South East London in a review of waiting and loading restrictions towards relieving congestion and making transport logistics more sustainable .	Environment & Leisure Services Dept EHTS & Highways Regeneration Dept – Traffic Policy SELTRANS	2003 - 2005	Within Departmental human resources budgets.
3g	The Council will review parking objectives to discourage long term parking and introduce schemes which favour specific classes of low emissions vehicles in terms of parking tariff, locations and resident / business permits, both within and outside of the defined AQMA and future LEZ and CCZ zones.	Regeneration Dept – Traffic Policy & Environment & Leisure Services Dept Parking	2002 - 2005	Parking income implications
3h	The Council have identified two road corridors in their ILIP for undertaking feasibility studies within the 'Streets for People' initiative, in accord with the Mayor's Transport Strategy (4G10)	Regeneration Dept – Traffic Policy & TfL Cross River Partnership	2003 -2005	ILIP (BSP)
3i	The Council will join with its partners Cross River, Pool of London, and Transport for London, to explore the feasibility and potential benefits of designating an area around Bankside and London Bridge to be a 'Clear Zone'.	Regeneration Dept – Traffic & Planning Policy Environment & Leisure Services Dept Parking Cross River Partnership Pool of London	2002 - 2005	Potential SRB ILIP (BSP) Planning Obligations
4a	That all proposed wide-scale traffic management treatments are modelled and monitored both before and after implementation for their effectiveness in reducing traffic volumes and pollution (air and noise).	Regeneration Dept – Traffic Policy + Environment Health & Trading Standards and TfL	2002 - 2005	ILIP (BSP) Planning Obligations

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4b	The Council will design, consult and implement a range of traffic management schemes, which restrict penetration of through traffic and non-residential parking into residential areas; encourage smoother and slower driving habits, provide safer facilities for cycling and walking.	Regeneration Dept – Traffic Policy	2002 - 2005	ILIP (BSP) Planning Obligations Public Service Agreements
4c	Environmental Health and Trading Standards will provide supportive evidence on air quality and other environmental (noise) impacts, when pursuing applications for funding travel projects and road schemes made through ILIP (BSP) and PSA.	Environment Health & Trading Standards Regeneration Dept – Traffic Policy	2002 - 2005	Within EHTS human resources budget
5a	The Council will support the Mayor and Transport for London proposals to improve the use of public transport by use of measures which include road space allocation, camera enforcement, improved accessibility, and increased night-time operations of the routes.	<i>Regeneration Dept – Traffic Policy SELTRANS GLA & TfL</i>	2002 – 2005	ILIP (BSP) & TfL
5b	The Council supports the Mayor’s establishment of a ‘Street Works Task Force’, which will limit duration of street works and construction site obstruction that affect bus lanes. However, we wish to see effective implementation of action in Southwark.	<i>Environment & Leisure Services Dept - Highways</i>	2002 – 2005	TfL
5c	The Council supports the continued development of the London Cycle Network and London Cycle Network Plus in Southwark and with adjacent Boroughs in consultation with Southwark Cyclists.	Regeneration Dept – Traffic Policy SELTRANS Other London Boroughs Southwark Cyclists	2002 – 2005	ILIP (BSP) & TfL
6a	The Council propose to introduce revised policies in the ‘Southwark Plan’ to ensure progress towards more sustainable travel. In addition the Council propose to introduce a series of ‘Area’ and ‘Topic’ based Supplementary Planning Guidance that will focus on travel, transport and parking. These will set out restrictive requirements tailored to locations and measures to reduce use of resources and their environmental impacts.	<i>Regeneration Dept – Planning Policy, Planning DC</i>	2002-2004	Within Departmental human resources budget and Publicity cost

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6b	The Council will negotiate with developers and transport operators to ensure that residents in new developments are within 400 metres of a bus stop (Southwark's criteria for accessibility).	Regeneration Dept – Planning DC + Traffic Policy	2002-2005	Within Departmental human resources budget and Planning Obligations
6c	The Council will introduce a requirement for 'Sustainability Impact Assessments' to be documented for all proposed development, which will include consideration of air quality impacts of both the proposed use and transport generation.	Regeneration Dept – Planning Policy & DC	2002 - 2005	Within Departmental human resources budget
6d	The Council will set out a more robust provision in the Southwark Plan and Supplementary Planning Guidance, which address pollution prevention and control measures which can be achieved through negotiation within the framework of Section 106 obligations and conditions.	Regeneration Dept – Planning Policy + Environment Health & Trading Standards	2002- 2004	Within Departmental human resources budget and Planning Obligations
6e	The Council will introduce revised planning policies which facilitate local access to public transport and services to discourage car dependency and encourage greener choices in travel including walking, cycling, and sharing schemes.	Regeneration Dept – Planning Policy & DC, Traffic Policy	2002- 2005	Within Departmental human resources budget and Planning Obligations
6f	The Council will set out specific policies and supplementary planning guidance on 'parking', and will examine the needs and impacts associated with new and renewed applications towards encouraging alternative modes of travel including and more trips by public transport.	Regeneration Dept – Planning Policy & DC, Traffic Policy	2002- 2005	Within Departmental human resources budget and Planning Obligations
6g	The Council will secure through design, consultation, impact assessment and implementation, measures that prevent the opportunity for commuter park and ride associated with public transport interchanges including river facilities.	Regeneration Dept – Planning Policy & DC and Environment & Leisure Services Dept – Parking +TfL	2002- 2005	Within Departmental human resources budget and Planning Obligations

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6h	The Council will secure through design and conditions, measures to reduce air pollution impact to travellers and local residents / businesses which may be created by public transport 'interchange / terminal arrangements.	Regeneration Dept – Planning Policy, DC & Traffic Policy and Environment Health & Trading Standards	2002 - 2005	Within Departmental human resources budget and Planning Obligations
6i	The Council will set out policies for integrating and improving access to public transport within the contents of its area specific supplementary planning guidance's.	Regeneration Dept – Planning DC, Traffic Policy and TfL	2002 - 2005	Within Departmental human resources budget and Planning Obligations
6j	The Council will encourage and positively support through the planning and public inquiry processes, the Strategic Rail Authority and Transport for London plans for investment in the infrastructure to improve the rail and light rail routes and facilitate interchange between modes, which benefit Southwark.	Regeneration Dept – Planning Policy, DC, Traffic Policy and SRA & TfL	2002 - 2005	Within Departmental human resources budget and Planning Obligations
6k	The Council supports the cross-river transit development and will need to safeguard the corridors in its future masterplan for the Elephant and Castle and Aylesbury Estate, and when considering applications for other development proposals on its favoured route whilst the 'Southwark Plan' is in process, in order to facilitate construction.	Regeneration Dept – Planning Policy, DC, Traffic Policy and Cross River Partnership & TfL	2002 - 2005	Within Departmental human resources budget
6l	The Council, through the Southwark Plan and supplementary guidance, will safeguard piers and wharf access to the river where they are suitable for freight exchange between road and river, in particular for the construction industry.	Regeneration Dept – Planning Policy & DC GLA & LDA	2002 - 2005	Within Departmental human resources budget
7a	The Council will continue to explore funding opportunities through European and UK Government sources to establish additional permanent continuous pollution monitors at locations on strategic transport routes.	Regeneration Dept – Traffic Policy + Environment Health & Trading Standards	2002 - 2005	Within Departmental human resources budget Potential EU & ILIP (BSP) funding

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7b	The Council will seek partnership with other service providers to develop illustrative air quality information systems accessible to the public in general, but also targeted towards health centres.	Environment Health & Trading Standards Health Alliance and Other London boroughs	2002 - 2005	Within Departmental human resources budget only Support required from sponsorship funding
7c	The Council will encourage the Mayor to lead and support joint Borough initiatives, which are associated with promotion of better air quality and related traffic and transport matters, including advice on its own experience in procuring and operating low emission vehicles	Environment & Leisure Services - Fleet, Environment Health & Trading Standards Regeneration Dept – Traffic Policy GLA	2002 - 2005	Within Departmental human resources budget
7d	The Council is committed to improving conditions for walking and will be setting out its strategy by 2003 and bidding for physical measures through the ILIP and Borough Spending Plans.	Regeneration Dept – Traffic Policy	2002 - 2005	ILIP (BSP)
7e	The Council will seek opportunities to maintain and increase the provision of trees, especially along routes where cycling and walking should become the dominant mode of transport.	Regeneration Dept – Planning DC, Traffic Policy. Environment & Leisure Highways TfL	2002 - 2005	Within Departmental Highways budget and Planning Obligations ILIP (BSP)
7f	The Council will encourage all companies, health agencies, and academic bodies in the Borough to develop Travel Plans for the their sites.	Regeneration Dept – Traffic Policy + Environment Health & Trading Standards and Health Alliance	2002 - 2005	Within Departmental human resources budget
7g	The Council will encourage the Mayor and Transport for London and Strategic Rail authority to introduce and sustain real-time information of anticipated arrival time of trains and buses, explore further the introduction of smartcards/smart ticketing during 2003, as well as season ticket arrangements on a group-use basis to organisations and companies with infrequent individual public transport users.	Regeneration Dept – Traffic Policy and GLA, TfL and SRA	2002- 2005	SRA, GLA TfL Budgets

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7h	The Council will encourage the Mayor and Transport for London and Strategic Rail Authority to increase provision for carriage of cycles on public transport.	Regeneration Dept – Traffic Policy > TFL, SRA	2003 - 2005	SRA, GLA TfL Budgets
7i	The Council will identify and publicise approved motor vehicle specialist who undertake retro-fit and clean fuel technology adaptation of all vehicle types local to Southwark.	Regeneration Dept – Traffic Policy, SEA TransportEnergy	2002 -2005	Within Departmental budgets
7j	The Council will ensure that residents and businesses are fully consulted on the benefits and longer-term implications in proposed Controlled Parking / Home Zones schemes during the programming and funding phase, in order that they may make informed responses.	Regeneration Dept – Traffic Policy	2002 - 2005	Within Departmental budget
7k	The Council will promote the benefits of auditing the environmental impact of business through the adoption of ISO14001 when meeting with LAPPC process managers, transport and fleet operators, and undertaking energy audits through its Sustainable Energy Action Team.	Environment Health & Trading Standards and SEA	2002-2005	Within Departmental human resources budget
7l	Publicise the Air Quality Improvement Plan through all MOT testing stations (40) Health Providers, Transport Interchanges, Shopping Centres, Educational Establishments and other Public Information Centres and through Southwark's web site.	Environment & Leisure Services Dept -EHTS and Environmental Development Team + Health Alliance	2002-2005	Within Departmental resources budget
7m	The Council will include in its air quality improvement plan publicity material information which reminds residents and retail outlets of the smoke control provisions which restrict the sale and burning of non-authorized fuels.	Environment & Leisure Services Dept – Environment Health & Trading Standards and Environmental Development Team	2002-2005	Within Departmental resources budget