

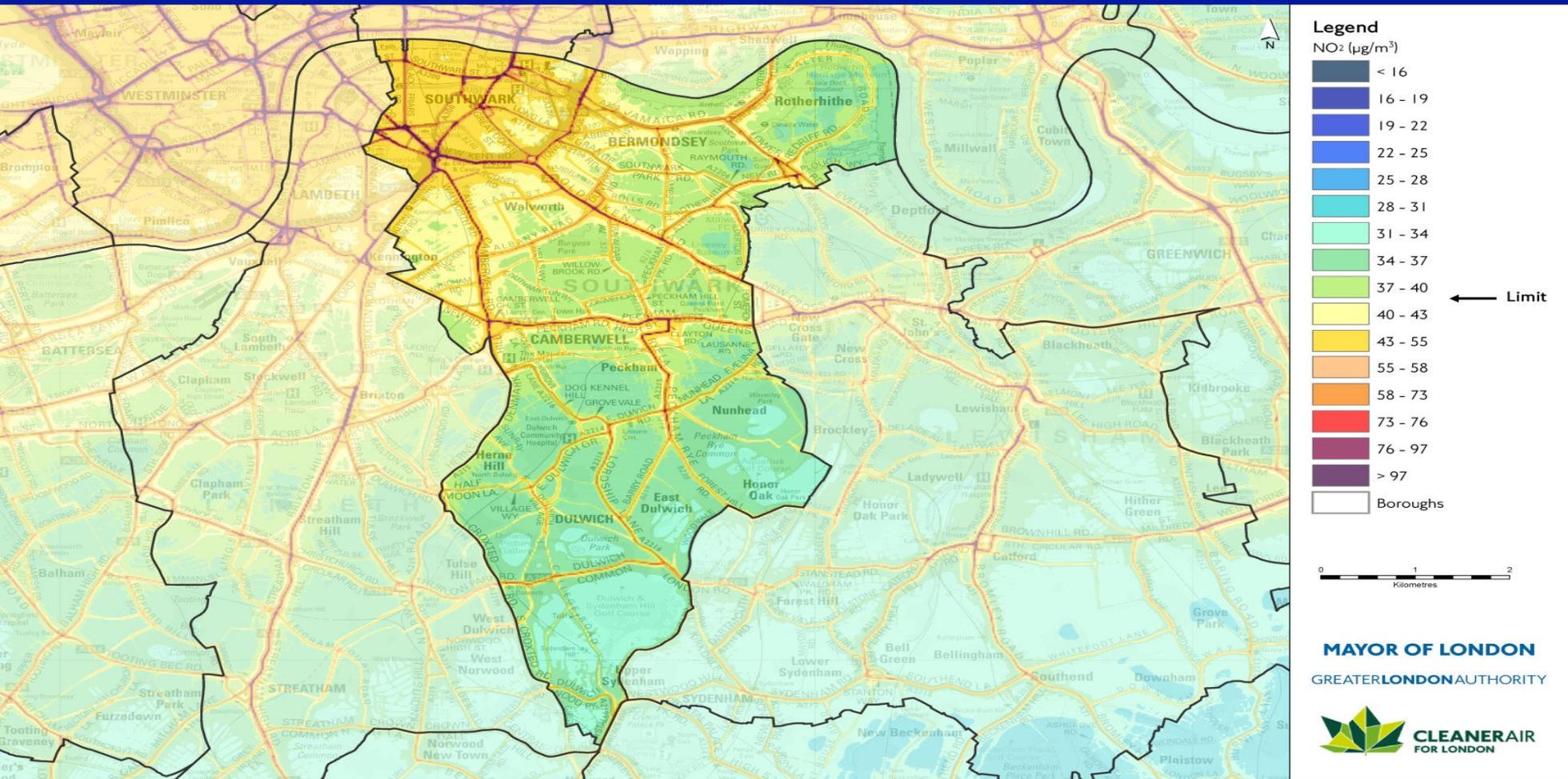
# AIR QUALITY

Southwark's Environment Commission's  
Top Recommendations

# Air quality in Southwark – NO<sub>2</sub>

London Borough of Southwark  
Annual Mean NO<sub>2</sub> concentrations 2013

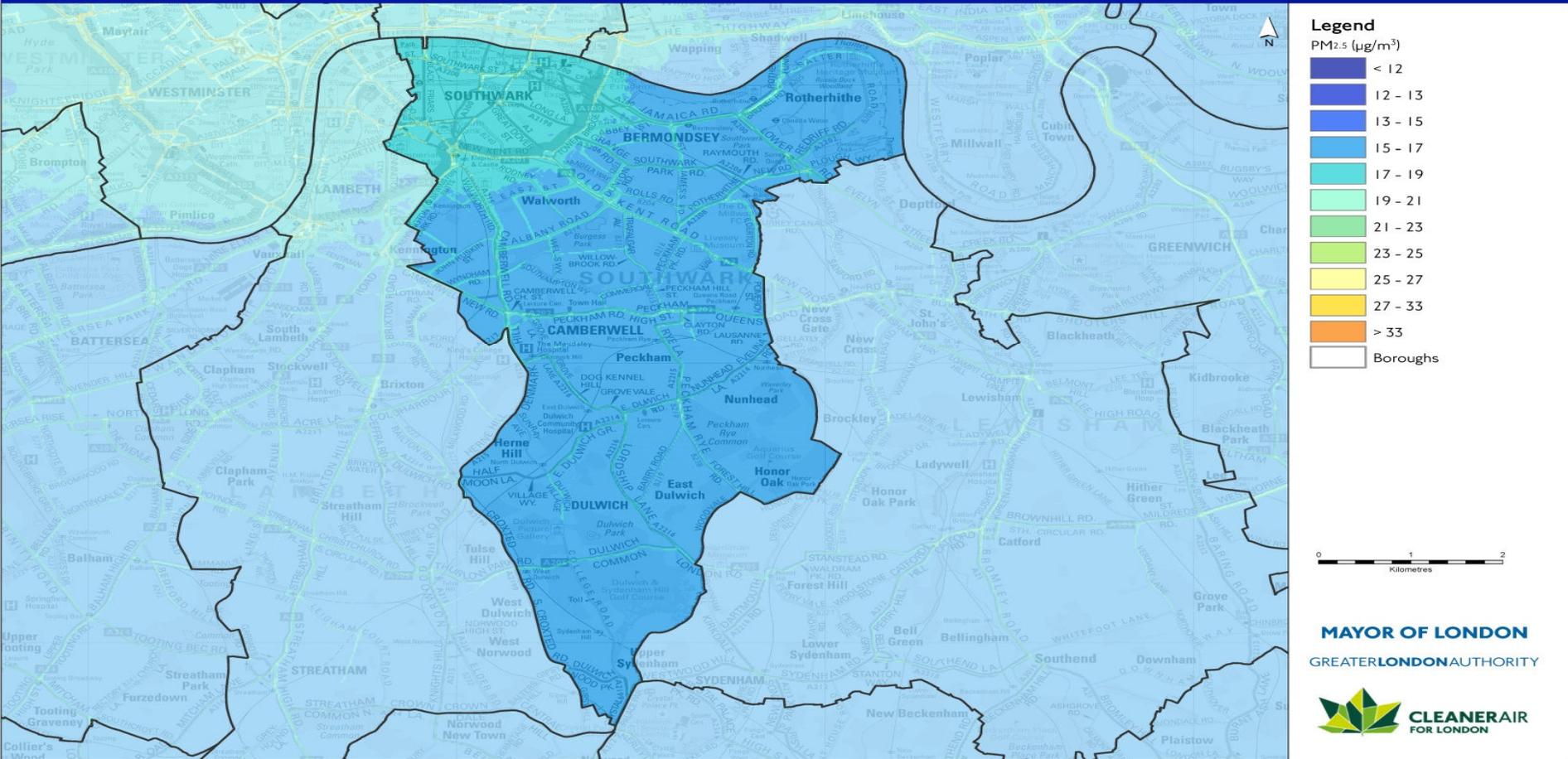
LAEI 2013 Update



# Air quality in Southwark – PM2.5

London Borough of Southwark  
Annual Mean PM<sub>2.5</sub> concentrations 2013

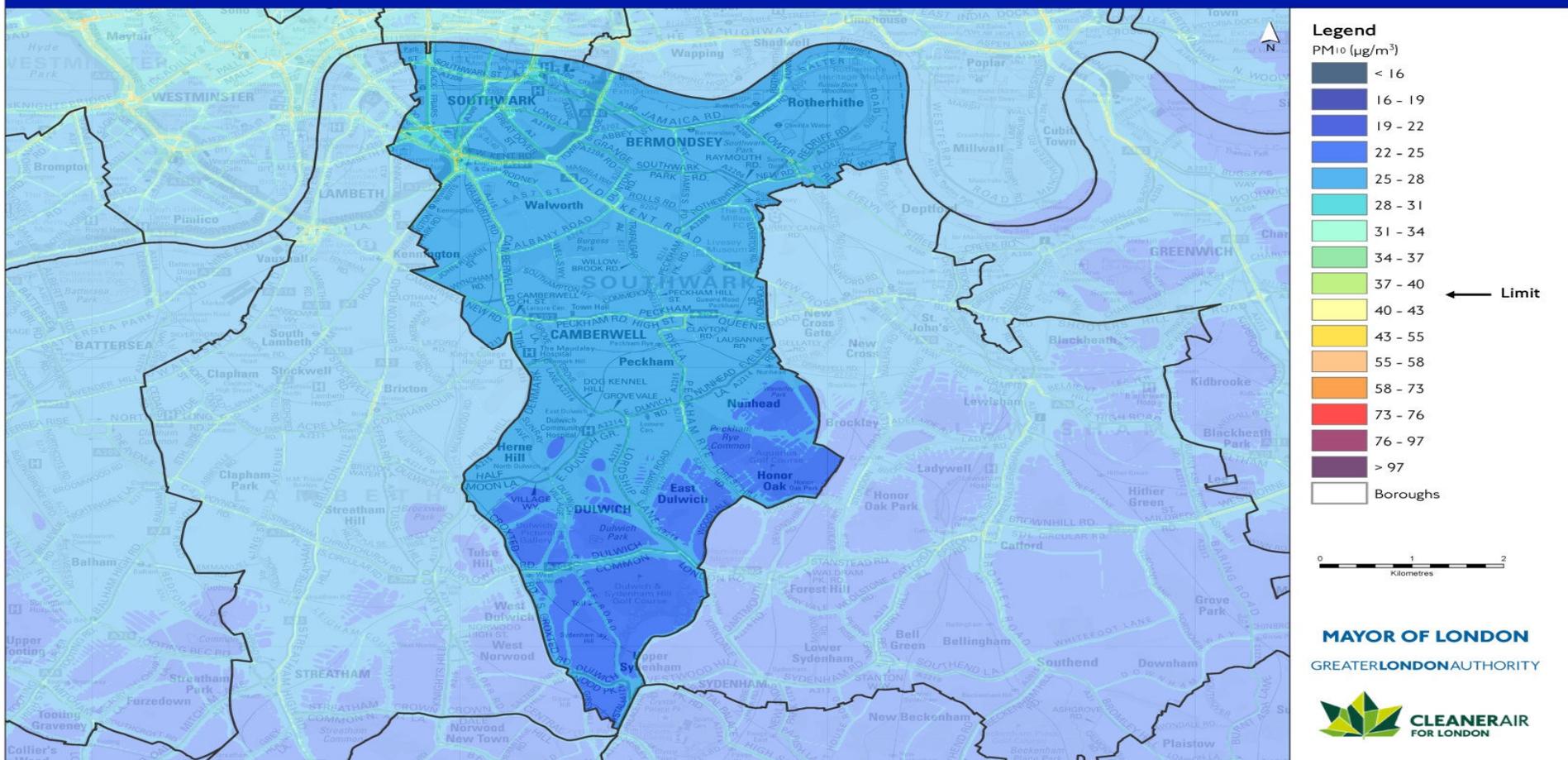
LAEI 2013 Update



# Air quality in Southwark – PM10

London Borough of Southwark  
Annual Mean PM<sub>10</sub> concentrations 2013

LAEI 2013 Update



Source: Dr Ian Mudway, Kings College London

# Impacts of Air Pollution across the Life Course

birth weight

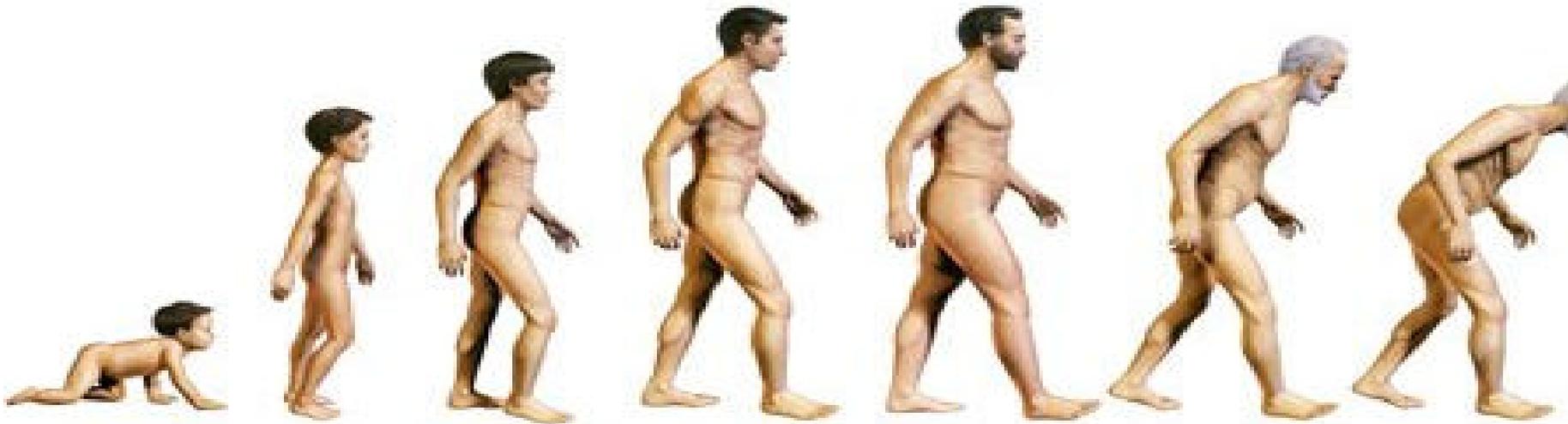
Smaller lungs

Cognitive ability?

Increased risk of chronic disease

Acute respiratory exacerbations

Acute and chronic  
Premature death  
Dementia



Rachel Aldred, Reader in Transport, Director of the Active Travel Academy,

# **“Taming car traffic: a social justice issue”**

“the communities that have access to fewest cars tend to suffer from the highest levels of air pollution, whereas those in which car ownership is greatest enjoy the cleanest air. Pollution is most concentrated in areas where young children and their parents are more likely to live [...] Those communities that are most polluted and which also emit the least pollution tend to be amongst the poorest in Britain. There is therefore evidence of environmental injustice in the distribution and production of poor air quality.”

(Mitchell and Dorling 2003: <https://journals.sagepub.com/doi/abs/10.1068/a35240>)

## **Movement Plan**

Good and ambitious aims, but delivery needs to concentrate on honing in on the most effective actions to change the built environment and wider infrastructure, to enable more walking and cycling, and improve public transport, rather than focusing on behaviour change.

## **School streets**

A good start needs that needs to lead to Low Traffic Neighbourhoods. Safe Routes to School emphasised that behaviour will only become imbedded when it is safe and easy for children and families to walk and cycle to schools, and that means a network of low traffic streets.

## **Cycling**

Rates have stayed at 3%. More separate provision is needed plus parking and provision at hubs. Modal shift and separate lanes are required to ensure people feel safe and confident and that a wider cohort of people take up cycling.

## **Low Traffic Neighbourhoods**

**A bold programme of Low Traffic Neighbourhoods** should be introduced throughout Southwark, in conjunction with Mini Holland measures on main road to increase active travel, starting with areas in most need and with highest levels of pollution.

**Low Traffic Neighbourhood** must be introduced over a wide enough area in order to realise the benefits of traffic evaporation, which have been shown to take place when there is a significant reduction of short journeys by car under 2km.

Main roads should to employ green screening methods to reduce pollution.

## **Low Traffic Neighbourhoods – continued**

**When prioritising Low Traffic Neighbourhoods a transparent criteria ought to be adopted** that looks at levels of pollution, transport links, levels of deprivation, car usage, schools and the number of hospitals and vulnerable communities sited in an area.

**Monitoring of air pollution on side roads and main roads must take place to mitigate any unintended consequences and demonstrate improvements.**

**Investment is needed in public transport, cycling and walking, and these need to compliment Low Traffic Neighbourhood interventions.**

## **Greenery**

A boroughwide greenery programme to use native hedges to screen to against air pollution and also improve the environment and place making.

## Parking

We endorse a boroughwide CPZ

We recommend an increase in cost of car parking particularly for owners of diesel cars and vans.

We recommend a minimum charge for bike hubs.

We recommend a planned and integrated programme of bike storage:

- On roads
- At Transport hubs
- Cargo bike

## **Parking – continued**

Introduce a **Workplace Parking Levy**

Work with the Mayor for London and on the introduction of **Road User Charging**

## **Parking and planning**

We are concerned that parking continues to be provided in new developments.

## **Planning**

We recommend that town centre planning delivers on cycling, walking and public transport, not just a narrow focus on big projects such Bakerloo line.

## **Electric Vehicles (EV)**

Limited provision for EV vehicles – bearing in mind these ought to be the transport method of last resort as particulates from brake and tyre wear, and road dust, remain a problem. Provision of car clubs and cycle clubs ought to take precedence to limit car parking space.

## **Join the Zero Emissions Network (ZEN)**

<https://zeroemissionsnetwork.com/cardZEN>

## **Cargo**

Southwark is well placed to encourage bike cargo. We need to utilise that for internal contracts.

# Diesel is one of the most harmful emissions

**End the current diesel contract for Southwark fleet vehicles** and switch to EV as soon as possible, given the concerns about the harms of diesel and that our vehicles are not fit for purpose.

**Promote the Diesel scrappage scheme offered by the Mayor's Office:**

<https://www.london.gov.uk/press-releases/mayoral/mayor-opens-23m-van-scrappage-fund>

**Drive down total vehicle usage**  
over time so that be by 2030 only a  
limited number of EV vehicles are in  
common use on Southwark roads

## Community support for change

**Strong community support for change exists** but there will inevitably be pockets of resistance that need courage and a good communication to overcome.

An example is traders who were wary in Waltham Forest because of feared adverse impact on their business, but Low Traffic Neighbourhoods actually increased footfall and it was good for business.

Mum For Lungs emphasised the broad community support, but more needs to be done to published the harms of air quality to build this further.

A new Air Quality public health focused communication plan is needed that highlights serious harms to health and which explains why Southwark will take a similar approach to banning smoking, e.g. brought wide action to tackle Air Quality.