



Islington Air Quality Strategy 2019 - 2023

**Part IV of the Environment Act 1995:
Local Air Quality Management**



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Abbreviations

AQ	Air quality
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQS	Air Quality Strategy
ASR	Annual Status Report
BREEAM	Building research establishment environmental assessment methodology
CAZ	Central activity zone
CIMO	Construction impact monitoring officers
CO	Carbon monoxide
COPD	Chronic obstructive pulmonary disease
DEFRA	Department for environment and rural affairs
EIA	Environmental impact assessment
ERG	Environmental Research Group
EV	Electric vehicle
FORS	Freight operators recognition scheme
GLA	Greater London Authority
HGV	Heavy goods vehicle
HWB	Health and wellbeing board
ITS	Islington Transport Strategy
KCL	King's College London
LLAQM	London Local Air Quality Management
LEN	Low emissions neighbourhood
LIP	Local implementation plan
LLAQM	London Local Air Quality Management
LLECP	London Low Emission Construction Partnership
MAQF	Mayor's Air Quality Fund
µg/m ³	Micrograms per cubic metre
µm	Micrometre
NO	Nitric Oxide
NO _x	Nitrogen oxides
NO ₂	Nitrogen dioxide
NoF	Neighbourhoods of Future
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micrometre in diameter
PM _{2.5}	Particulate matter less than 2.5 micrometre in diameter
SCZ	Smoke Control Zone
SHINE	Seasonal Health Interventions Network
SO ₂	Sulphur Dioxide
STARS	Sustainable Travel: Active, Responsible, Safe
s106	Section 106 (funding from developers)
T Charge	Toxicity charge
TfL	Transport for London
ULEV	Ultra-low emission vehicle
ULEZ	Ultra-low emission zone
VOC	Volatile Organic Compounds
ZEC	Zero Emissions Capable
ZEN	Zero Emissions Network

FOREWORD

Islington is a wonderful place to live, work and visit - it has a diverse population, cultural opportunities and is home to many international businesses. But it is also a borough that faces challenges - Islington is the 24th most 'deprived' borough in the country and has some of the highest poverty rates. In addition to the multiple challenges that our residents face, we also know that levels of air quality in Islington are poor and it is our residents who are unfairly having to deal with the impact this can have on health and life expectancy.

This is why improving air quality is so important in Islington. We have made a huge amount of progress in recent years and are leading the way in many areas by rolling out pioneering schemes and influencing London-wide policy. Whilst levels of pollution in the borough are improving, we want and need to do more and our new Air Quality Strategy sets out how we will do this.

Poor air quality in Islington is caused by a variety of factors, with damaging emissions from diesel buses, lorries and cars contributing to dangerous levels of pollutants in the air. We have made a number of ambitious steps to tackle the biggest issues so far, including introducing a 'diesel surcharge' on residents parking permits and at pay-and-display parking bays to encourage a move to cleaner vehicles and starting a programme to install electric vehicle charging points across the borough.

We were proud to be the first council in the country to introduce a 20mph speed limit on our roads and to implement an engine idling ban. We have also led calls in London for all diesel vehicles to be banned from the city by 2025 and have

worked with neighbouring boroughs to create a 'City Fringe Low Emissions Neighbourhood' which includes Ultra Low Emissions Vehicle (ULEV) streets surrounding Central Foundation School near Old Street – closing roads to polluting traffic including petrol, diesels and older hybrid vehicles.

As part of our strategy, we will work towards banning lorries (HGVs) from driving through residential roads and making the council's fleet of vehicles as environmentally friendly as possible. We will continue plans to improve air quality near local schools by closing streets at school opening and closing times, at all schools, where feasible and installing air quality monitors to find more ways that we can improve air quality. In line with the council's Transport Strategy, we will also transform roads to improve cycling and walking routes to encourage more active travel, as well as planting more trees and working with the construction industry to minimise their impact on air quality.

This is not something that the council can do alone, we must lead by example, but we are also calling for local partners, businesses, residents, and visitors to help us to make a real difference. We won't stop until the air in Islington is clean, that children can play and people can walk, cycle and enjoy our streets and public spaces, safe in the knowledge that the air they breathe is clean – and with the ultimate goal of making Islington a fairer place.

Cllr Claudia Webbe

Executive Member for Environment and Transport

INTRODUCTION

Air quality is an important issue for public health, the economy and the environment. Air pollutants have a significant impact on our health and poor air quality contributes to numerous diseases and conditions. Air pollution impacts the economy through medical costs and lost productivity, and the environment through impacts on the quality of water, soil and ecosystem health.

This strategy which incorporates an action plan outlines the actions we will take to protect the most vulnerable residents, reduce pollution from transport and improve air quality in Islington by lowering exposure to the main pollutants from 2019 to 2023.

Over the past four years, we have focused on these key aims:

- Reducing the impact of poor air quality on the health of residents, workers and visitors, particularly those who are vulnerable
- Fulfilling statutory obligations for local air quality management and assisting the UK Government and Mayor of London in meeting air quality limit values
- Encouraging and implementing cost effective measures to reduce emissions and exposure
- Raising public awareness and increasing understanding of air quality issues
- Encouraging good practice by businesses and residents of the borough

Our previous strategies set out a number of actions to undertake to improve air quality in the borough. Lots of the

measures have been completed; however, there are some that we'll build upon in the action plan especially in regards to transport pollution. This is still the main cause of pollution in Islington so the actions will be ongoing.

Historically, the main air pollution problem has typically been high levels of smoke and sulphur dioxide (SO₂) emitted by the combustion of sulphur-containing fossil fuels such as coal. These days, the major threat to clean air is now posed by traffic emissions. The two pollutants causing most concern in London and Islington are Particulate Matter (PM) and Nitrogen Dioxide (NO₂). Diesel particulates have been linked to cancer, heart and lung damage, the onset of asthma in vulnerable people, as well as other health problems.

In 2015 the Greater London Authority (GLA) published a study¹ by the Environmental Research Group (ERG) at King's College London (KCL) which included the health impacts associated with the air pollutant NO₂ in London for the first time. This study showed that in 2010 there were the equivalent of up to 5,900 deaths across London associated with long term exposure to NO₂. The deaths associated with long-term exposure to Particulate Matter smaller than 2.5 µm (PM_{2.5}) were also recalculated. The equivalent number of PM_{2.5} deaths has decreased from 4,300 (in 2008 based on 2006 concentrations) to 3,500 (in 2010). The PM_{2.5} and NO₂ figures can be combined to create a total figure of up to 9,400 equivalent deaths in London in 2010 due to air pollution, which assumes an overlap of 30% for deaths attributable to PM_{2.5} and NO₂.

¹ KCL, July 2015. Understanding the Health Impacts of Air Pollution in London.

Islington's Supporting Policies and Strategies

Several council policies and strategies support our Air Quality Strategy including:

- Islington Corporate Plan 2018 – 22, Building a Fairer Islington
- Islington's Transport Strategy (ITS)² and Local Implementation Plan (LIP)
- Islington's Core Strategy alongside the Sustainable Community Strategy
- Islington's Joint Health and Wellbeing Strategy
- Environmental Design Planning Guidance³
- Planning Obligations, Section 106⁴
- Islington's Local Plan: Development Management Policies⁵
- Tree Policy⁶
- Environmental Policy
- Construction Code of Practice
- Public Protection Enforcement Policy
- Sustainability Standards for Capital Projects
- Health, Safety and Environment Code of Conduct for Contractors

- Environmental Management System Procedure: Response to Pollution Incidents
- Energy Strategy



²www.islington.gov.uk/roads/highway-services/transport-strategy

³www.islington.gov.uk/~media/sharepoint-lists/public-records/planningandbuildingcontrol/publicity/publicconsultation/20122013/20121022environmentaldesignspdfinal.pdf

⁴www.islington.gov.uk/~media/sharepoint-lists/public-records/planningandbuildingcontrol/publicity/publicconsultation/20162017/20161215planningobligationss106spddecember2016.pdf

⁵www.islington.gov.uk/~media/sharepoint-lists/public-records/planningandbuildingcontrol/publicity/publicconsultation/20132014/20131211developmentmanagementpoliciesadoptedjune2013.pdf

⁶www.islington.gov.uk/~media/sharepoint-lists/public-records/environmentalprotection/businessplanning/policies/20112012/20120303treepolicyforislington.pdf

AIR QUALITY IN WIDER CONTEXT



European and national air quality regulations

The European Union sets the legally required limits for pollutants harmful to people and the environment through the EU Directive 2008/52/EC. England made these limits law in 2010 by publishing the Air Quality Standards Regulations⁷ and a more recent amendment in 2016⁸ where technical requirements for air monitoring were updated, with minor impacts on local authority duties.

The Government prepared an Air Quality Plan for NO₂ in the UK in July 2017⁹ in accordance with the legal requirement to reduce NO₂ set out in the Air Quality Standards Regulations 2010. This AQS sets out air quality objectives and policies to further improve air quality in the UK into the long term and includes the ban on the sale of new diesel and petrol vehicles by 2040.

⁷ The Air Quality Standards Regulations 2010, SI 2010/1001

⁸ The Air Quality Standards (Amendment) Regulations 2016.

⁹ UK plan for tackling roadside nitrogen dioxide concentrations (Detailed plan), July 2017

¹⁰ <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

The UK has voted to leave the European Union and began the formal process in March 2017. Until that process is complete, all relevant EU Directives and Decisions, including those for air quality, will continue to apply in the UK.

Regional regulations - London

The current Mayor of London took the office in 2016 and published a new Transport Strategy¹⁰ in March 2018. His London Environment Strategy¹¹, was published in May 2018.

The Mayor's vision is to reduce the need to use personal motor transport, providing huge benefits to all Londoners. He envisages that more walking and cycling can make everyone healthier. His draft strategy uses the Healthy Streets approach¹², to prioritise health and quality of experience in planning the city.

He is also implementing tough measures to reduce London's air pollution and protect the health and well-being of all Londoners and visitors. The main actions include the toxicity charge (T-charge) which started in October 2017, the Ultra-Low Emissions Zone from 2019, improving the bus fleet, zero-emission capable (ZEC) taxis from January 2018 and plans to protect local schools from pollution with a view for London's entire transport system to be zero emission by 2050.

¹¹ https://www.london.gov.uk/sites/default/files/london_environment_strategy_0.pdf

¹² <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

Characteristics of the key pollutants



Particulates

Particulate matter (PM) is not a single item. It can be organic or inorganic, solid or liquid. It is a complex mixture made up of dust, pollen, rubber, soot, smoke, plastics, metals and liquid droplets many of which are hazardous.

These particles vary greatly in size, composition, and origin. Particles in the air are either directly emitted, for instance when fuel is burnt and when dust is carried by the wind, or indirectly formed when gaseous pollutants previously emitted to air turn into particulate matter.

The description of particles is based on their diameter and is often divided into two main groups:

- Particulate matter PM₁₀ - The coarse fraction contains the larger particles with a size under 10 µm.
- Particulate matter PM_{2.5} - The fine fraction contains the smaller ones with a size up to 2.5 µm.

Health effects

Inhalation of particulate pollution can have adverse health impacts, and there is understood to be no safe threshold in regards to health. The biggest impact of particulate air pollution on public health is understood to be from long-term exposure to PM_{2.5}, which increases the age-specific mortality risk, particularly from

cardiovascular causes. Exposure to high concentrations of PM (e.g. during short-term pollution episodes) can also exacerbate lung and heart conditions, significantly affecting quality of life, and increasing deaths and hospital admissions. Children, the elderly and those predisposed to respiratory and cardiovascular disease, are known to be more susceptible to the health impacts of PM from air pollution¹³.

Nitrogen Dioxide

Nitrogen dioxide (NO₂) is a nitrogen oxide (NO_x), a group of air pollutants produced from combustion processes. For outdoor air in urban environments, the presence of NO₂ is mainly due to traffic. Nitric oxide (NO), which is emitted by motor vehicles or other combustion processes, combines with oxygen in the atmosphere, producing NO₂.

NO₂ and other nitrogen oxides are also precursors for a number of harmful secondary air pollutants such as ozone and particulate matter, and play a role in the formation of acid rain and smog.

Health effects

Adverse health effects have been documented after short-term exposure to high levels, as well long-term exposure to low levels of NO₂.

Experimental studies indicate that short-term exposure to high concentrations of NO₂ increases responsiveness to allergens. NO₂ exposure over time has also been linked to increased mortality and disease progression. Short-term exposure to NO₂ is associated with increased GP visits, increased hospital admissions, and increased early deaths.

¹³ Air Quality Guidelines, Global Update 2005. World Health Organisation 2006.

AIR QUALITY IN ISLINGTON

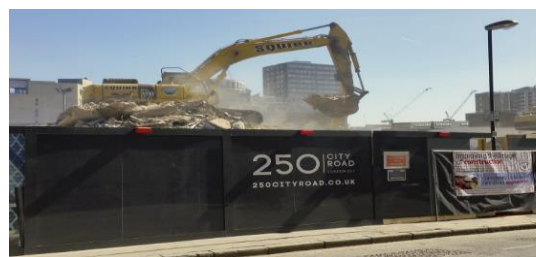
Islington is an inner-city borough sharing borders with the London Boroughs of Camden, Hackney and Haringey and the City of London. Densely populated with a culturally diverse community, Islington is recognised as having the least amount of green space of all the London boroughs. The majority of parks and open spaces are located in the north of the borough, whereas the south is predominantly mixed use residential/commercial. The south of the borough is part of the Congestion Charge Zone, Central Activity Zone¹⁴, T-charge Zone, ULEV streets and proposed ULEZ.

The main source of pollution is from road traffic as the A1 runs through the heart of the borough and is commonly used as a thoroughfare to travel through from/to the city. The borough is serviced by over thirty bus routes, ten London Underground stations and a number of Overground and mainline stations. The new Crossrail station in Farringdon offering east and west London connection will open in the coming years.

The other major sources of emissions in Islington include those from residential and commercial premises, which mainly relate to gas boilers used for heating space and water and construction sites. Emissions from construction practice are managed proactively by Construction Impacts Monitoring Officers (CIMOs).

Developers are required to comply with our code of construction practice and the GLA control of dust and emissions from construction and demolition best practice guidance.

Since December 1997 each local authority in the UK has been required to carry out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives¹⁵ are achieved by the relevant deadlines. These objectives have been put in place to protect people's health and the environment. In Islington an Air Quality Management Area (AQMA)¹⁶ was declared in 2001 and in 2003 it was expanded to cover the whole borough.



Despite significant improvements, Islington has consistently exceeded EU limits for NO₂ in parts of the borough for many years. The main areas of concern are the A1 Holloway Road from Highbury to Archway, Angel Town Centre, Seven Sisters Road at Finsbury Park, Old Street and surrounding areas in the south of the borough and King's Cross/ Caledonian Road area. Islington is not breaching current EU PM limits, however World Health Organisation (WHO) levels are lower and there is no safe limit in regards to health.

Detailed levels of monitoring for the past ten years are explained in Appendix 1.

¹⁴www.london.gov.uk/sites/default/files/caz_sp_g_final_v4.pdf

¹⁵https://uk-air.defra.gov.uk/assets/documents/National_air_quality_objectives.pdf

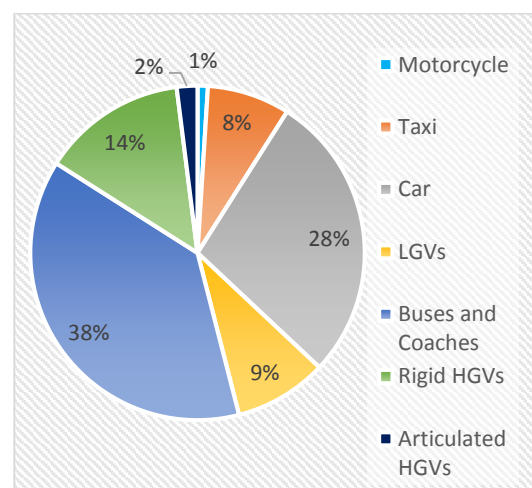
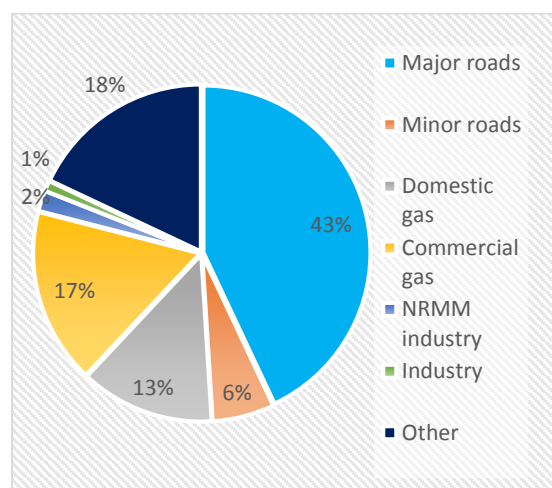
¹⁶https://uk-air.defra.gov.uk/aqma/details?aqma_id=69

Sources of air pollution in Islington

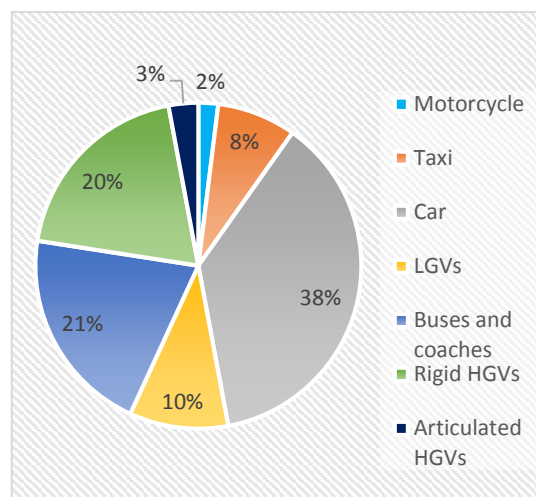
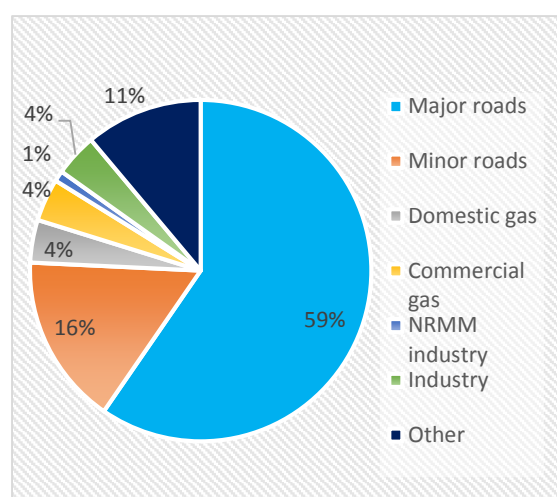
Islington has two automatic monitoring sites measuring NO₂ and PM₁₀ analysed by KCL, and 20 long term NO₂ diffusion tube sites evaluated by Lambeth Scientific

Services. Details of locations are shown in Appendix 2. Sources of pollution for NO_x and PM₁₀ are specified below.

Islington NO_x emissions by source type and vehicle type (Air Quality Modelling for the London Borough of Islington, 2015)¹⁷



Islington PM₁₀ emissions by source type and vehicle type (Air Quality Modelling for the London Borough of Islington, 2015)



¹⁷ <https://www.islington.gov.uk/~media/sharepoint-lists/public-records/environmentalprotection/information/adviceandinformation/20172018/20170811airqualitymonitoringreport1.pdf>

OUR VISION FOR ISLINGTON



Our Air Quality Strategy concentrates on both mitigation and adaptation, through either direct or awareness-raising actions. These actions are guided by the following three main aims:

- Reduce emissions – implement cost effective measures and requirements to lower NO₂ and particulate matter emission while also reducing greenhouse gases, mainly carbon dioxide
- Decrease exposure and increase resilience – provide information to residents, workers and visitors, especially those who are susceptible to poor air quality, encourage and increase understanding of the effects of exposure to poor air quality
- Influence change – raise public awareness, urge central government and Mayor of London to introduce radical measures to reinforce actions on emissions and lead by example.

Air pollution is associated with a number of adverse health impacts and it is

recognised as a contributing factor in the onset of health conditions such as heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society including children, older people, and those with existing heart and lung conditions. The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion¹⁸. In Islington, Public Health England estimates air pollution contributed to 84 deaths and 1,084 associated life-year lost a year among people aged 25 years and over¹⁹ at 2010 concentrations.

Diesel vehicles link to poor air quality and can emit up to four times more nitrogen oxides and twenty times more particulate matter than petrol vehicles. Our actions will have a direct impact on current transport and parking policies to ensure that local residents should not have to bear the burden of traffic pollution on their health.

Our main aims lead to three priorities that will improve the quality of life for residents in Islington:

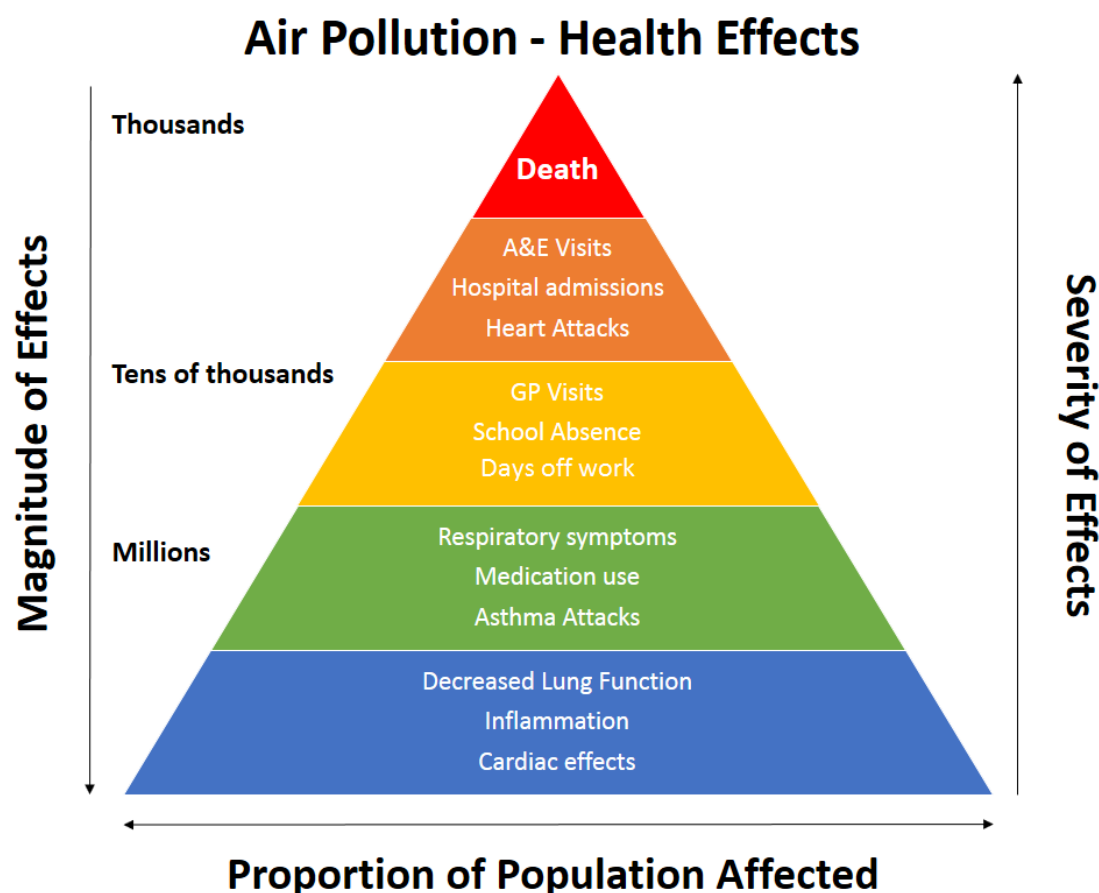
- **Protecting the vulnerable**
- **Keeping Islington moving**
- **Better air – Better health – Better environment**

Air pollution health effects and the proportion of population affected nationally is shown in Figure 1.

¹⁸ Defra 2010. Air Pollution: Action in a Changing Climate

¹⁹ Public Health England, April 2014. Estimating Local Mortality Burdens Associated with Particulate Air Pollution

Figure 1 Air pollution health effects



Air pollution has a greater impact on people living in the most deprived areas. The most recent local area data shows that in 2001, the most deprived 20% of areas in London had 8.6% more PM₁₀ compared with the least deprived 20%, and 8.1% more NO₂. In addition, people living in the most deprived areas tend to have a greater number of long-term health conditions and have poorer health in general compared to people of the same age living in less deprived areas and are therefore more susceptible to the impacts of air pollution.

Poor air quality results in increased visits to the doctor increased admissions to hospital for both respiratory and circulatory conditions and early deaths.

High concentrations of air pollution also have personal impacts in addition to the poorer quality of life. These include the impacts of time taken off school or work due to air pollution, which in turn can contribute to poorer educational achievement and loss of earnings, and people avoiding physical or social activities because of high pollution levels, which in turn impacts on health and wellbeing.

The next sections describe where we are currently in relation to our priority areas and highlights some of our more recent actions. It then explains what we will do to achieve further progress in these areas in the future.

A detailed action plan in regards to future actions can be found in Appendix 4.

PRIORITY 1

PROTECTING THE VULNERABLE



Why is it important?

Numerous research studies agree that breathing air of poor quality impacts on people's health. Exposure to poor air quality is associated with both ill health and premature death.

People may be affected by poor air quality even if they never experience any noticeable pollution related health effects such as breathing problems.

Air pollution can cause **short term symptoms and long term effects.**

Short term symptoms – many people will not notice any ill effects, but those who are sensitive may feel a difference in their symptoms and wellbeing. Those with existing breathing problems such as asthma or chronic obstructive pulmonary disease (COPD) can be severely affected.

Long term effects – it has now been shown that the long term health impacts of air pollution are larger than the short term effects. These long term impacts happen at lower pollution levels than the short term effects and are often not noticed by people at the time the damage is being done. In the past, long term health studies focused mainly on respiratory health, since the lungs are the primary gateway for air pollution to enter human body. Recently researchers began to recognise that air pollution also affects the heart as well as a range of other

conditions. This means that poor air quality is a much bigger public health challenge than previously anticipated.

Research has shown that air pollution is worse in the most deprived areas of London, areas which tend to have increased prevalence of long-term health conditions and whose residents are therefore disproportionately affected by poor air quality.



© Global Action Plan for National Clean Air Day.
The next Clean Air Day will be on 20 June 2019.

What we've done already?

- ✓ Islington set up and leads on *airTEXT*, a free service that provides a web, text, email, twitter or smart phone alert to subscribers when high pollution levels are forecast. The service is also part of the Seasonal Health Interventions Network (SHINE) which is aimed at our most vulnerable residents. Islington is one of the leading boroughs in terms of number of *airTEXT* subscribers and followers (Twitter).
- ✓ Awareness raising events including National Clean Air Day in June 2018 where we spoke to patients and visitors of Whittington Hospital and surrounding areas. Our Car Free Day took place in September 2018. Activities included a free led bike ride, Dr Bike session and provision of sustainable travel information.
- ✓ Developed a school engagement programme to encourage active travel and raise awareness of poor air quality by creating walking maps for schools. The Theatre in Education programme was ongoing in 2018 covering sustainable travel, active travel and air quality.
- ✓ A partnership between ourselves and Whittington Hospital involves educating ambulance drivers and other Public Health professionals about air quality including anti-idling information to cut the pollution levels in areas close to our vulnerable patients.
- ✓ Islington has been part of the London wide anti-idling campaign since 2016/17 and continues in 2018/19. We have conducted 19 targeted events in locations such as Laycock Primary School and St. Mary Magdalene Academy interacting with over 1000 individuals. We have approached various organisations e.g. Whittington Hospital to offer the training to their staff and promote the idea within their colleagues and visitors.



What do we plan to do?

Over the next few years, we will be working with various schools, health professionals and community groups to inform the public about local air quality so that we can protect those residents who are most sensitive to the health impacts associated with air pollution. Our key actions will include:

Improving health and inequality through continuous prevention and early interventions

- Promote the air pollution forecast service *air*TEXT throughout the community through SHINE, health professionals, our website, information boards and local media.
- Ensure vulnerable persons get comprehensive advice on reducing personal exposure to atmospheric pollutants by providing appropriate prompts, advice and information for use while visiting their GPs, pharmacies, libraries, etc.
- Preventing and managing long term conditions by encouraging families to be more active, including promoting active travel through Islington's Health and Wellbeing Board (HWB).

Partnership working with schools on various air quality initiatives to increase awareness of air pollution and encouraging modal shift towards greener and healthier travel

- Conduct a feasibility study and assess closing local roads during drop off/pick up times near schools to increase the number of pupils and parents walking, cycling and scooting to school.
- Work with health professionals from Whittington Health on

improving conditions for asthma sufferers and supporting the Asthma Kite Mark in schools.

- Continue producing school travel plans with air quality awareness information and actions to reduce emissions and exposure. We are encouraging schools to engage with the STARS (Sustainable Travel: Active, Responsible, Safe) programme and work towards accreditation.
- Offer our local schools and nurseries air quality monitoring and education programmes using new approaches that were piloted in previous years.



Monitoring local air quality in Islington and providing real-time information on air pollution levels

- Continuous monitoring will allow us to assess air quality impacts of various transport and/or public realm interventions and the data will help to measure large scale trends and forecast high air pollution episodes.
- Continue to publicise up to date information about air quality on our website and investigate new methods of informing residents about air pollution levels.
- Disseminate the results of research and best practice information from current projects to further improve awareness of air quality.

PRIORITY 2

KEEPING ISLINGTON MOVING



Why is it important?

Our transport system allows residents and visitors of Islington to get around but it also has a big impact on quality of life. Car use and public transport are part of many people's daily routine, however, more people are now walking or cycling as part of their school or work run.

Road transport accounts for almost half of NO_x and over half of PM₁₀ emissions in Islington. The main area where we can reduce emissions from transport is encouraging a modal shift towards more sustainable forms of transport and support individual and businesses to switch to less polluting vehicles when a vehicle is still required.

Reducing car use provides huge benefits for everyone. An increase in walking and cycling makes us healthier. Older people, children, those with disabilities or on lower incomes are most likely to be affected by the problems associated with a car dependency, such as poor air quality and decreased health and well-being. Therefore, reducing car use will not only reduce congestion and pollution but also make Islington a fairer place to live.

It is important to note that our ability to control emissions from road transport is limited as we are unable to directly make changes to Transport for London (TfL)

network, which causes lots of pollution and congestion in the borough and main transport hubs such as Old Street, etc.

However, we've got more direct control over Islington's own fleet and vehicles that service our buildings. By leading by example and requiring contractors and other partners to do the same, Islington can help drive wider change towards more sustainable living.



© Global Action Plan

What we've done already?

- ✓ Cycle travel grew by 133% London-wide and 221% in central London between 2000 – 2015²⁰. Islington has been encouraging cycling by improving facilities so that more residents can enjoy it regularly including 97 cycling parking bays installed in 2017.
- ✓ We've been offering free Bikeability cycle training to all borough residents, employees and students. Our training has been delivered by accredited instructors, with a range of courses for all ages and abilities. The percentage of adults cycling at least once per month in Islington was 21.4 in 2014/15.
- ✓ All projects included in Islington's LIP have been prepared to tackle key transport issues, including congestion, road safety, traffic management, walking and cycling improvements, and improvements to public realm and spaces, all of which contribute towards improving local air quality in the borough.



- ✓ Islington has worked with other London boroughs on freight consolidation to minimise supply deliveries reducing vehicle traffic and emissions.
- ✓ Our refuse and recycling collections have been optimised to provide a more localised service that is more efficient.



- ✓ Continued tiered parking permit charge and diesel surcharge based on emissions as well as making parking permits free for those with electric vehicles (EV) to support the switch to less polluting vehicles across the borough.
- ✓ Car club availability, to encourage residents to only use the cars when essential, has been expanded to now include electric cars.
- ✓ Rapid charging points for electric vehicles have been installed in the borough to enable users to charge their car battery in less than an hour. We hope this will be useful for commercial users as well as residents.
- ✓ Reducing speed to 20mph across the borough helped to reduce brake and tyre wear and thus particulates pollution.

²⁰ <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>

What do we plan to do?

We have a crucial role to play in reducing the level of emissions from road transport, however, we recognise our limitations. Our collaborative approach will involve leading by example and working with key partners as required to achieve measurable reductions in transport emissions.

Improving our fleet and reducing overall fuel usage

- Increase the proportion of low and ultra-low emission vehicles in our own fleet.
- Ensure that new vehicle procurement programmes deliver fuel savings and emissions reductions.
- Continue working with fleet operators and contractors on minimising their emissions.
- Provide information on smarter driving to all employees using the council vehicles.

Encouraging walking, cycling, reducing personal car use and supporting switch to less polluting vehicles to minimise emission from transport

- Continue providing cycle training for all age groups as part of Bikeability programme and encourage ongoing bike use by further improvements to cycle facilities in the borough.
- Looking at road safety developments to protect pedestrians at busy roads and junctions so that public areas are more pedestrian-friendly, safer and more enjoyable for all.
- Combating air pollution in the City Fringe area through developing

new schemes that prioritise walking, cycling and the use of electric vehicles.

- Supporting car clubs in the borough and encouraging change to electric, hydrogen and ultra-low emission vehicles in their fleet.
- Offering electric bike, scooter, car and van trials as part of Zero Emissions Network (ZEN) initiative to residents and businesses.
- Encouraging the switch to cleaner, more sustainable modes of transport by transforming our parking charges system.

Working with TfL, GLA and other London boroughs on tackling air pollution on wider regional scale

- Taking a joined up approach with TfL on bus reliability programme through identifying and delivering improvements to the bus journey reliability. This will minimise the disruption when using public transport as a result of increased congestion from construction works, population growth and illegal loading or parking in bus lanes.
- Work with Mayor of London to review the extension of the Ultra-Low Emission Zone to North Circular as soon as possible.



- Support and lobby for new or re-fitted TfL bus fleet in the borough so that they meet or exceed the highest emissions standards (Euro VI) as quickly as possible.

PRIORITY 3

BETTER AIR – BETTER HEALTH – BETTER ENVIRONMENT



Why is it important?

Outdoor air pollution is a major environmental health problem affecting everyone. Exposure to air pollutants has been linked to various health problems including suppressed lung growth, asthma, heart disease, foetal brain growth damage, the onset of diabetes and various other problems.

Without a mobile laboratory, there is no real way of knowing how clean the air in each breath is. The air that each and every person in Islington is breathing could well be slowly poisoning them.

Too little is known about how different components contribute to the overall toxicity of particulate matter. Transition metals, including iron and copper, produce reactive oxygen species that stress the body. Soot and other carbonaceous compounds can be accompanied by polycyclic aromatic hydrocarbons that can enter the bloodstream and which are mutagenic and carcinogenic.

In the UK some people die directly from exposure to air pollutants e.g. carbon monoxide (CO) poisoning, but many more die prematurely or have their quality of life significantly reduced.

Most sources of ambient air pollution are well beyond the control of individuals and

demand regional actions, as well as national and international policymakers in sectors like transport, energy management, construction industry.

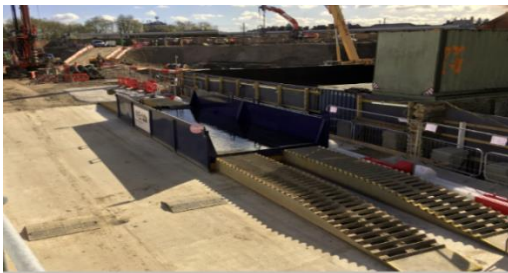
We are committed to providing public areas which are safe, attractive and healthy so that local communities and visitors can enjoy and lead healthier lives.



© Global Action Plan

What we've done already?

- ✓ We require all new developments to consider air quality in the design and operation of development. Where it is considered to be an issue an Air Quality assessment must be submitted to meet 'air quality neutral' standards and developments in locations of poor air quality must be designed to mitigate the impact of poor air quality to within acceptable limits.
- ✓ We require all new developments to maximise provision of green roofs and soft landscaping.
- ✓ Our CIMOs work closely with developers in to ensure they comply with Code of Construction Practice and guidance on reducing local air pollution.
- ✓ Our partnership with KCL and other local authorities in the London Low Emission Construction Partnership (LLECP) is researching, developing and trialling construction equipment which is less polluting.



- ✓ We require all applicable developments to meet the highest feasible level of Building Research Establishment Environmental Assessment Methodology (BREEAM).
- ✓ We work closely with TfL to ensure that all new road improvements are considerate of walking and cycling.

- ✓ Almost 200 trees were planted in 2016/17 to increase social, health and environmental benefits related to improving air quality in the borough.



- ✓ We've been working with Islington businesses to help them reduce their pollution levels and costs
- ✓ We've set up various initiatives in the areas where the air pollution concentrations are high, e.g. Archway & City Fringe ZEN, LEN, NoF, ULEV streets, schools audits, new charging infrastructure.
- ✓ Our regulatory role allows us to control establishments using Volatile Organic Compounds (VOCs) which can cause health problems in order to protect the staff and customers using those businesses.
- ✓ We recently responded to a HM Treasury consultation urging an end to red diesel subsidies for use in non-road engines in urban areas, backup power generation and in refrigeration units to assist with improving air quality.
- ✓ Islington was successful in several funding bids in 2016/17. We have a long term commitment to fund air quality initiatives, projects and improvements so that we can bring financial and environmental benefits to the borough.

What do we plan to do?

We have the ideal position to monitor and assess local air pollution. Through our current policies we can manage many direct interventions to reduce emissions including new developments, raising awareness etc. However, there are some important areas that are out of our control and need to be addressed at a regional or national level, e.g. public transport, vehicle manufacturing. We will use our influence to encourage modal shift to more sustainable behaviour and to propose air quality improvements, policies and regulations at regional or national level. Although air pollution is no respecter of borders it is worse in some parts of the borough than others. We will emphasize our actions on focus areas highlighted by TfL and the GLA to reduce emissions and exposure.

Minimise emissions from the construction and operation of new developments in the borough.

- Require developers to adhere to planning policy requirements, current best practice guidance and supplementary planning guidance.
- Use planning obligations and conditions to oblige developers to adopt measures reducing transport emissions during active development use.
- Ensure the standards of Non Road Mobile Machinery (NRMM) for Greater London and Central Activity Zone (CAZ) are complied with. Detailed map of CAZ is shown in Appendix 3.
- Continue working with KCL to research less polluting equipment and minimising dust pollution on

the construction sites across borough.

Lead by example to reduce Islington borough's emissions in line with targets set out in all current regulations.

- Assess and continue ongoing energy efficiency improvements in our own buildings to reduce one of the main air pollution sources.
- Support Islington's businesses of all sectors and sizes to reduce emissions by offering free audits through ZEN networks as well as support in taking up recommendations by offering expertise and help to find funding.



- Continue submitting applications for external funds to look at innovative projects that could improve local air quality.
- Highlight the successes of the borough's air quality initiatives with internal and external partners to raise awareness of air quality improvements and encourage knowledge sharing.
- Minimise emissions around Regent's Canal, to support its use as a residential and recreational area, by introducing an Eco Zone. Educate the local community about the benefits of the scheme.

- Improve air quality by supporting green infrastructure across Islington taking into consideration sensitive locations such as nurseries, schools, GP surgeries and hospitals.

Concentrate improvement measures in and around the Islington air quality focus areas included in Draft New London Plan (Policy SI1) shown in Appendix 3, Figure 3.2 such as Angel (32), Holloway Road (33), Finsbury Park (34), King's Cross/Caledonian Road (35) and the focus areas bordering with other boroughs e.g. Old Street/Shoreditch (36) and Dalston Lane (37) bordering with Hackney, and King's Cross/Euston/Marylebone Road (38) bordering with Camden.

- Leverage the resources into the borough from DEFRA, the GLA and TfL to deal with these hotspots as swiftly as possible.
- Work with community and businesses in local focus areas to reduce pollution levels and increase awareness of the causes and impacts.
- Require all developers to mitigate the effects of air pollution from their developments that are likely to cause AQ objectives breaches in focus areas.
- Work closely with TfL ensuring all road improvements consider air quality impacts in the focus areas.
- Focus the improvements to the Central Activity Zone and the area of the CCZ/ULEZ/T-Charge which is

also considered to be area requiring a particular attention on reducing air pollution.

Work with partners on a local, regional and national level to introduce new policies and measures to improve air quality.

- Support TfL and GLA in their current and proposed schemes, e.g. support the introduction of ULEZ but continue to press for the schemes to be improved and toughened for further air pollution reduction.
- Continue to lobby national government for additional actions and national policies, including those on red diesel subsidies, changes to road tax, strategic support for local authorities, national diesel scrappage scheme and improvements to charging infrastructure before the ban of new diesel and petrol vehicles in 2040.



APPENDICES

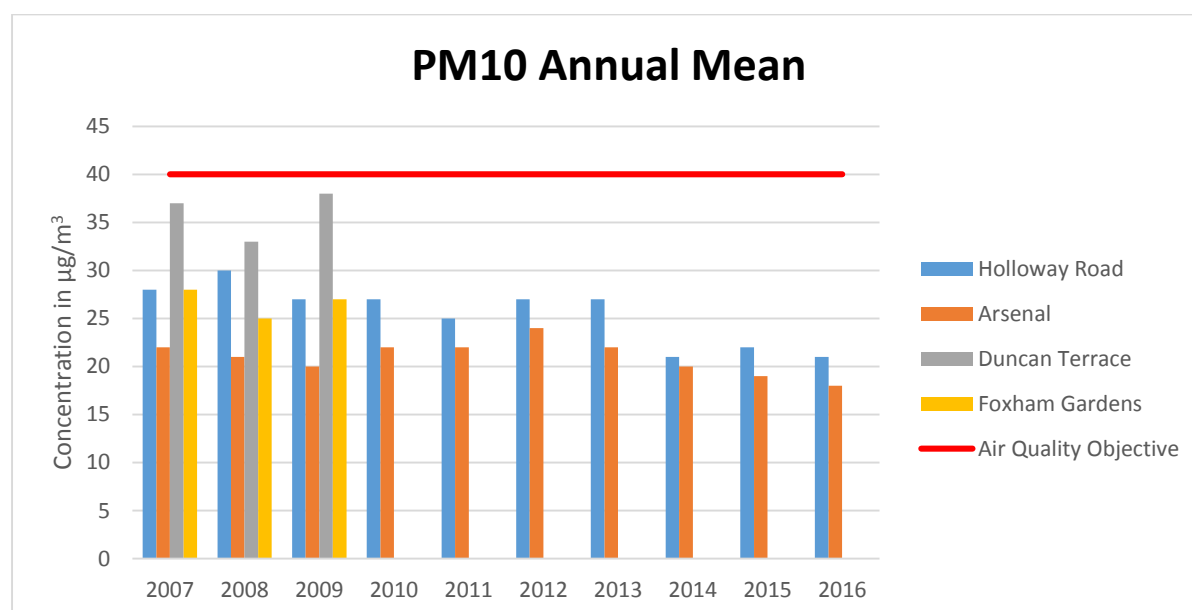
Appendix 1

Islington pollution monitoring levels 2007 - 2016

PM₁₀ is monitored at both roadside (Holloway Road) and background automatic (Arsenal) monitoring stations throughout Islington at a range of time scales.

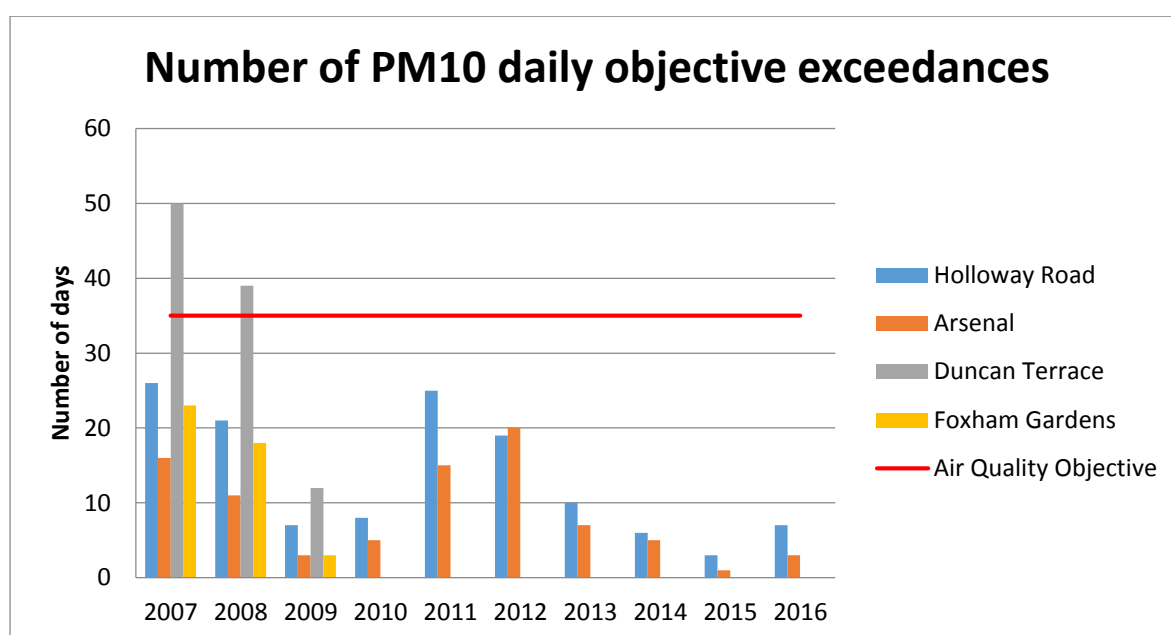
Figure 1.1 shows the annual mean objective for PM₁₀ has not exceeded the nationally set 40µg/m³ limit at any point, with a gradual decrease in levels since 2012.

Figure 1. 1 Annual PM₁₀ concentrations at the automatic monitoring sites



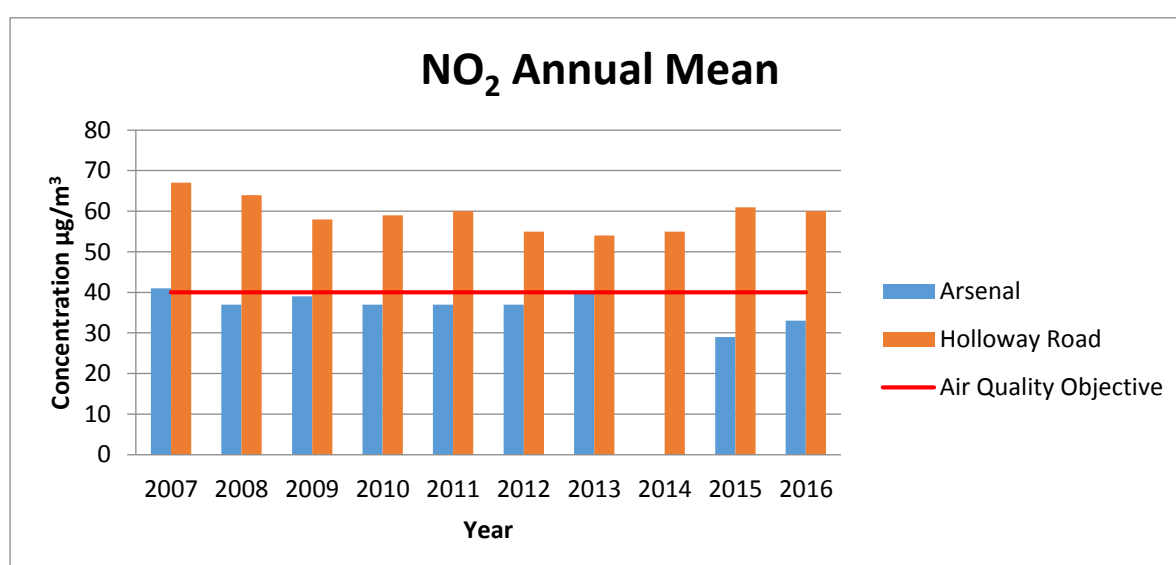
The national air quality standards also state that daily PM₁₀ levels are not to exceed 50µg/m³ more than 35 times a year. Exceedances of this daily objective were observed in 2007 and 2008 at Duncan Terrace monitoring site. However, this objective has been met consistently in Islington since 2009 (see figure 1.2)

Figure 1. 2 Daily PM₁₀ limit value breaches at the automatic monitoring sites



The data at the roadside monitoring station on Holloway Road shows a general decrease in NO₂ concentrations since 2007, with a slight fluctuation and increase in the last two years (see figure 1.3). The 2013 levels were the lowest NO₂ concentrations observed since monitoring began but still remain above the annual mean objective for NO₂ of 40µg/m³. The concentrations at the background Arsenal automatic monitoring station show minor oscillation from 2007. In 2013 we observed the first breach of the 40µg/m³ air quality objective limit since 2007, however, in following years there was a decrease in pollution levels and in 2015 the lowest NO₂ concentration was observed since monitoring began.

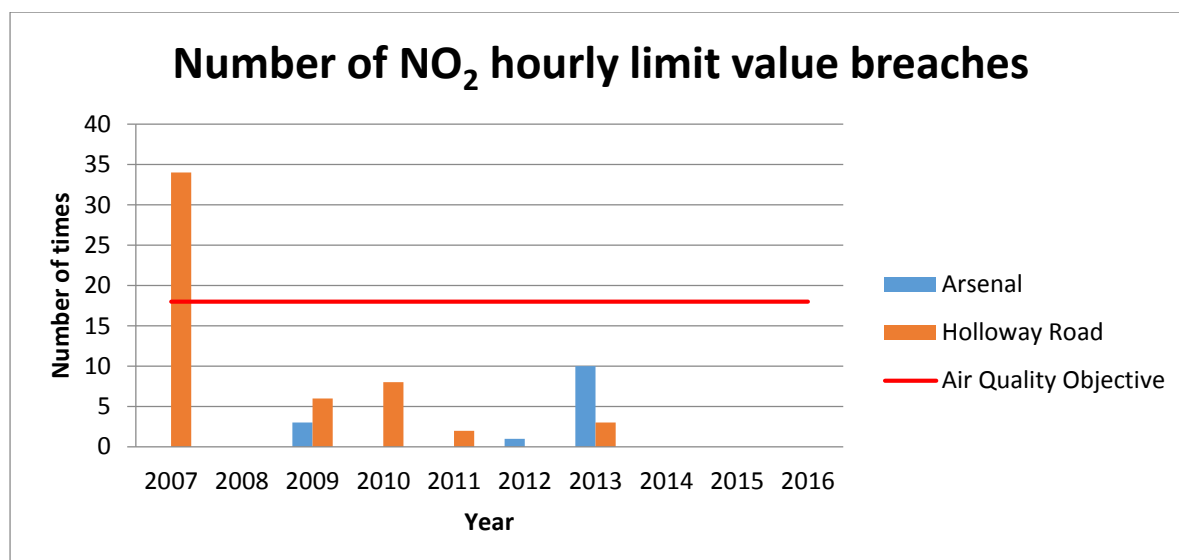
Figure 1. 3 Annual NO₂ concentrations at the automatic monitoring sites



The hourly limit objective for NO₂ states that the hourly NO₂ value is not to exceed 200µg/m³ more than 18 times a year. This objective has not been breached in Islington

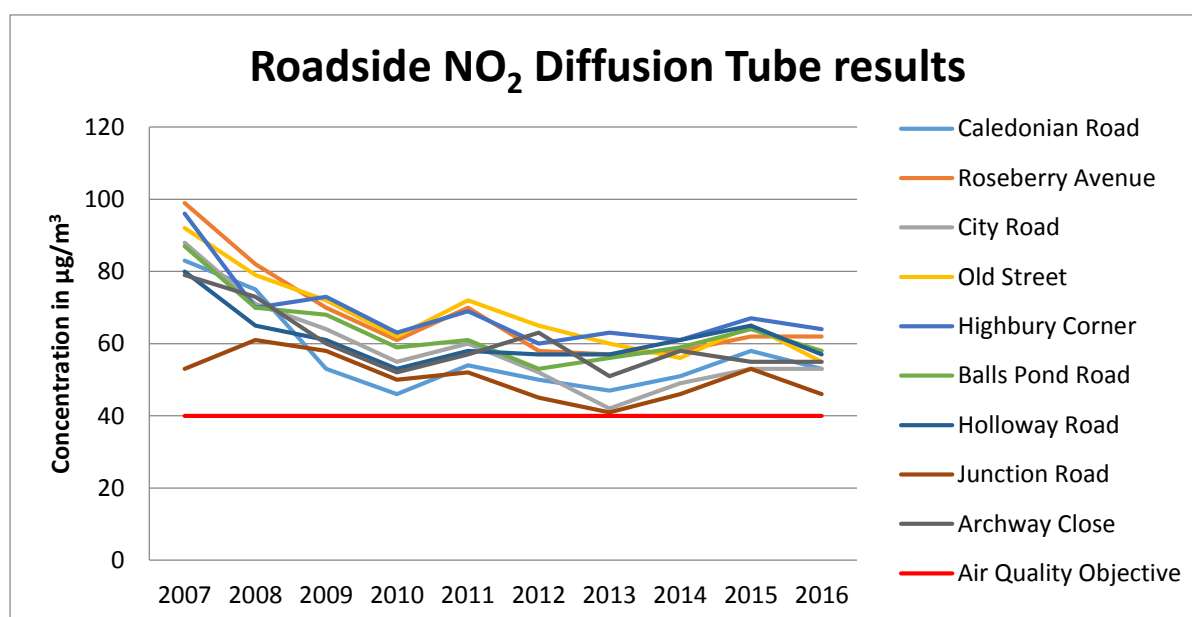
since 2007 at either the background or roadside automatic monitoring sites (see figure 1.4) and since 2014 there has been no hourly breach above $200\mu\text{g}/\text{m}^3$ at all on either automatic monitoring site.

Figure 1. 4 Hourly NO_2 limit value breaches at the automatic monitoring sites



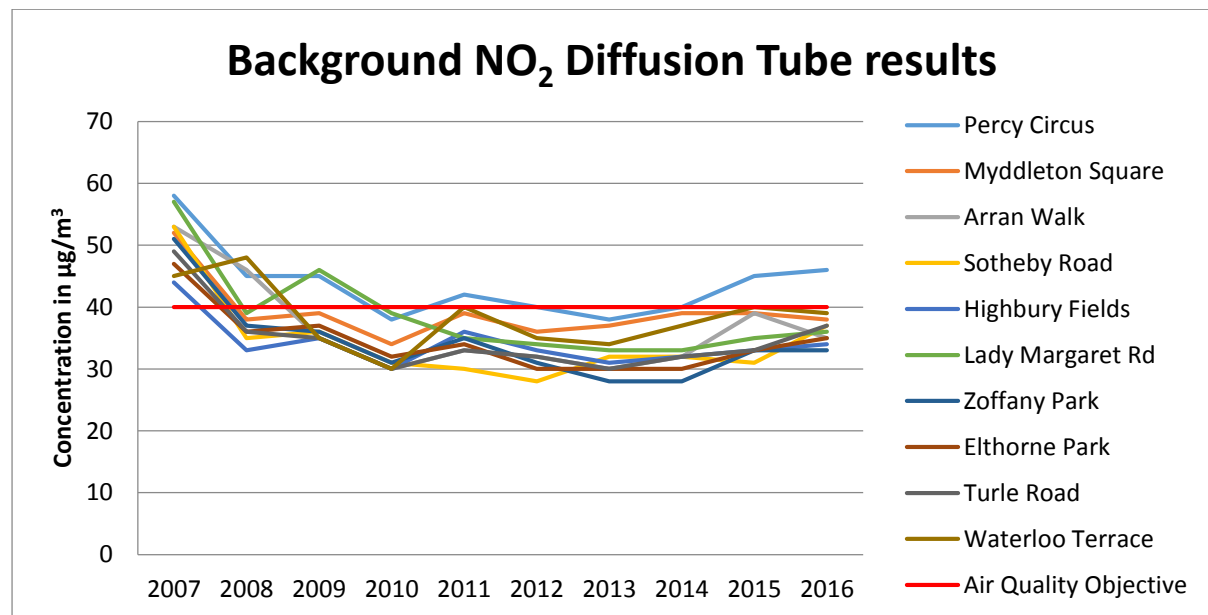
NO_2 is also measured by diffusion tubes across the borough. Results from the roadside diffusion tube locations show that all sites are failing to meet the annual air quality objective of $40\mu\text{g}/\text{m}^3$ but there has been an overall decrease in NO_2 levels since 2007. The lowest concentrations were monitored in 2013 in most locations, while years 2011 and 2015 saw small increases that might have been caused by more intense construction works in those areas (see figure 1.5).

Figure 1. 5 Roadside NO_2 diffusion tube results



The results for the background diffusion tube locations show an overall decrease in concentration since 2008 and most locations meeting the annual air quality objective of $40\mu\text{g}/\text{m}^3$ since 2010 apart from Percy Circus (figure 1.6).

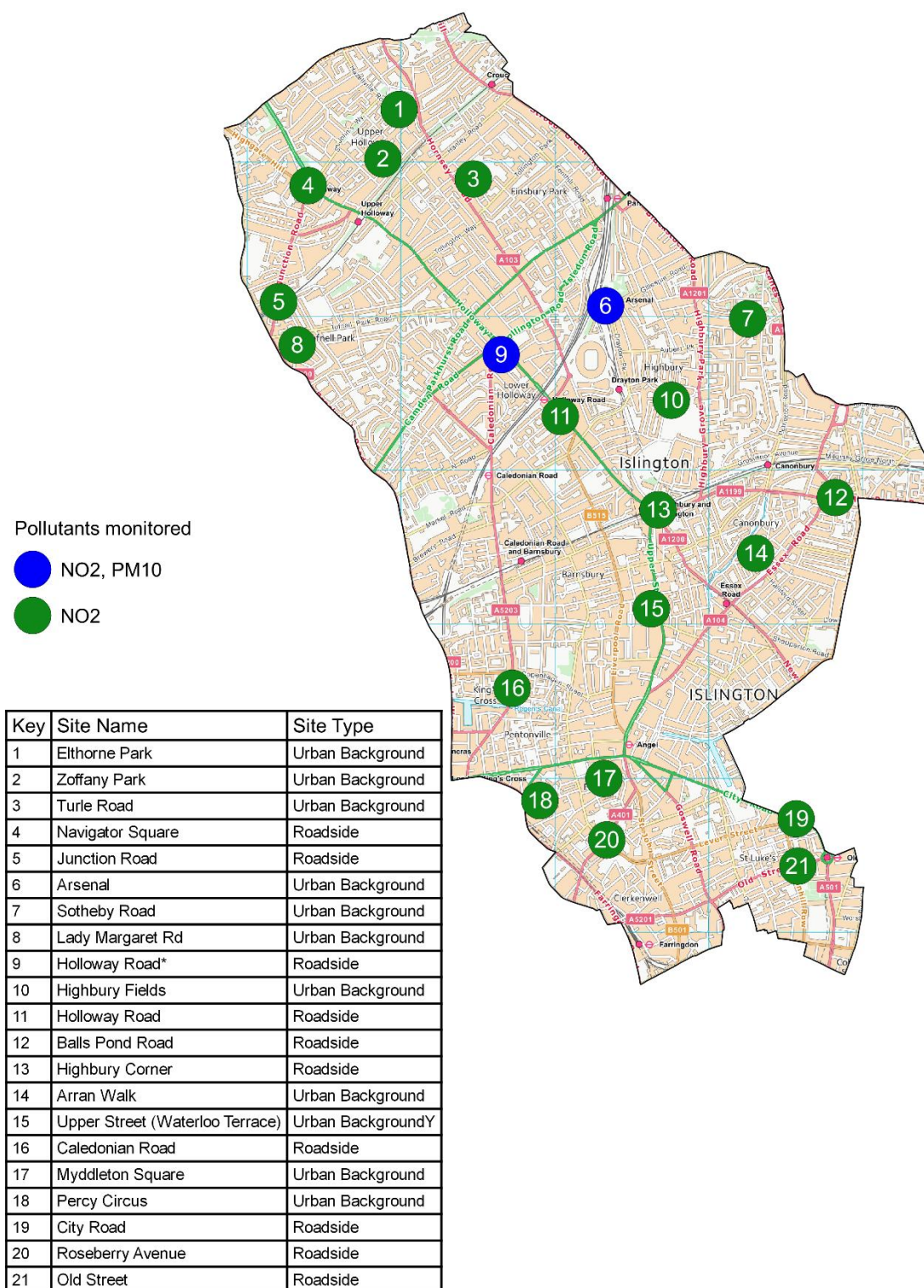
Figure 1. 6 Background NO_2 diffusion tube results



Appendix 2

Maps of monitoring locations

Figure 2. 1 Map of automatic (blue) and non-automatic (green) monitoring stations (Navigator Square was formerly known as Archway Close)

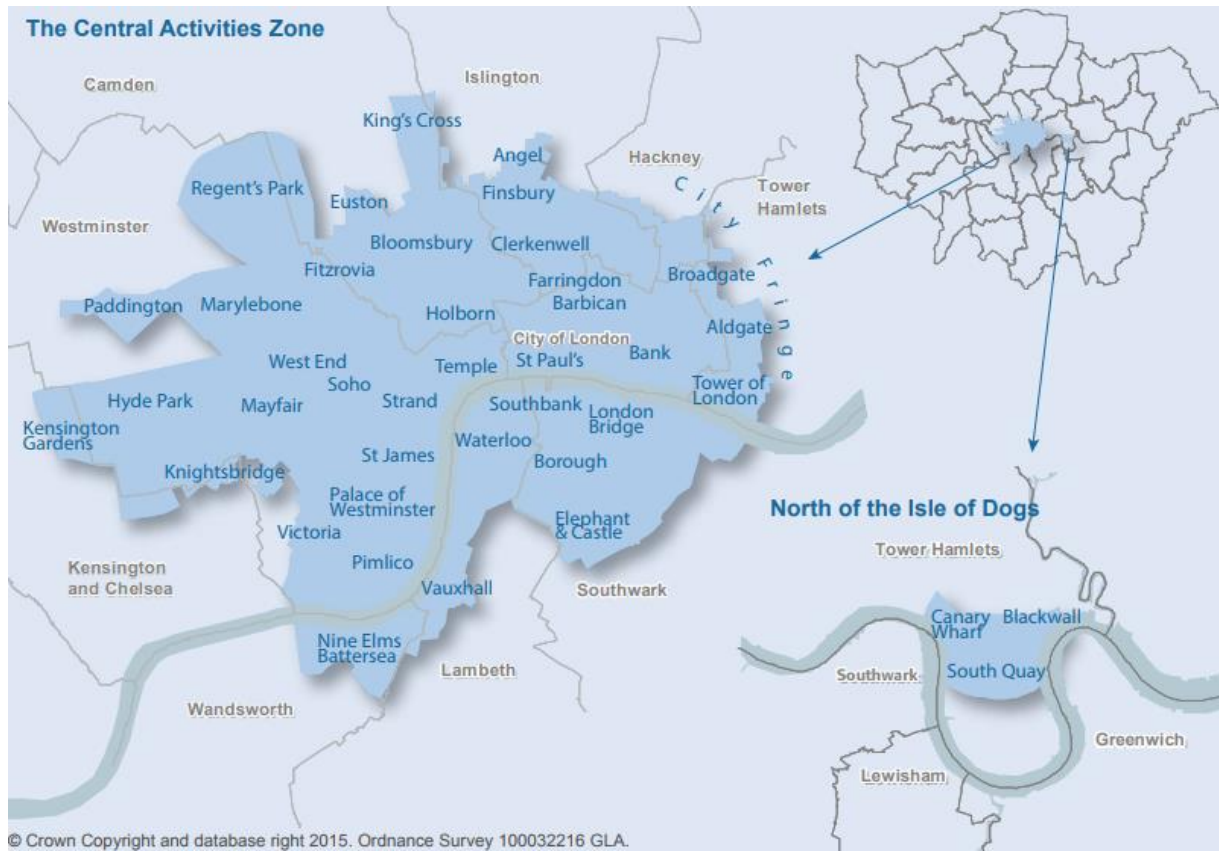


* Three non-automatic NO₂ tubes are co-located at Holloway Road to measure the accuracy of monitoring sites.

Appendix 3

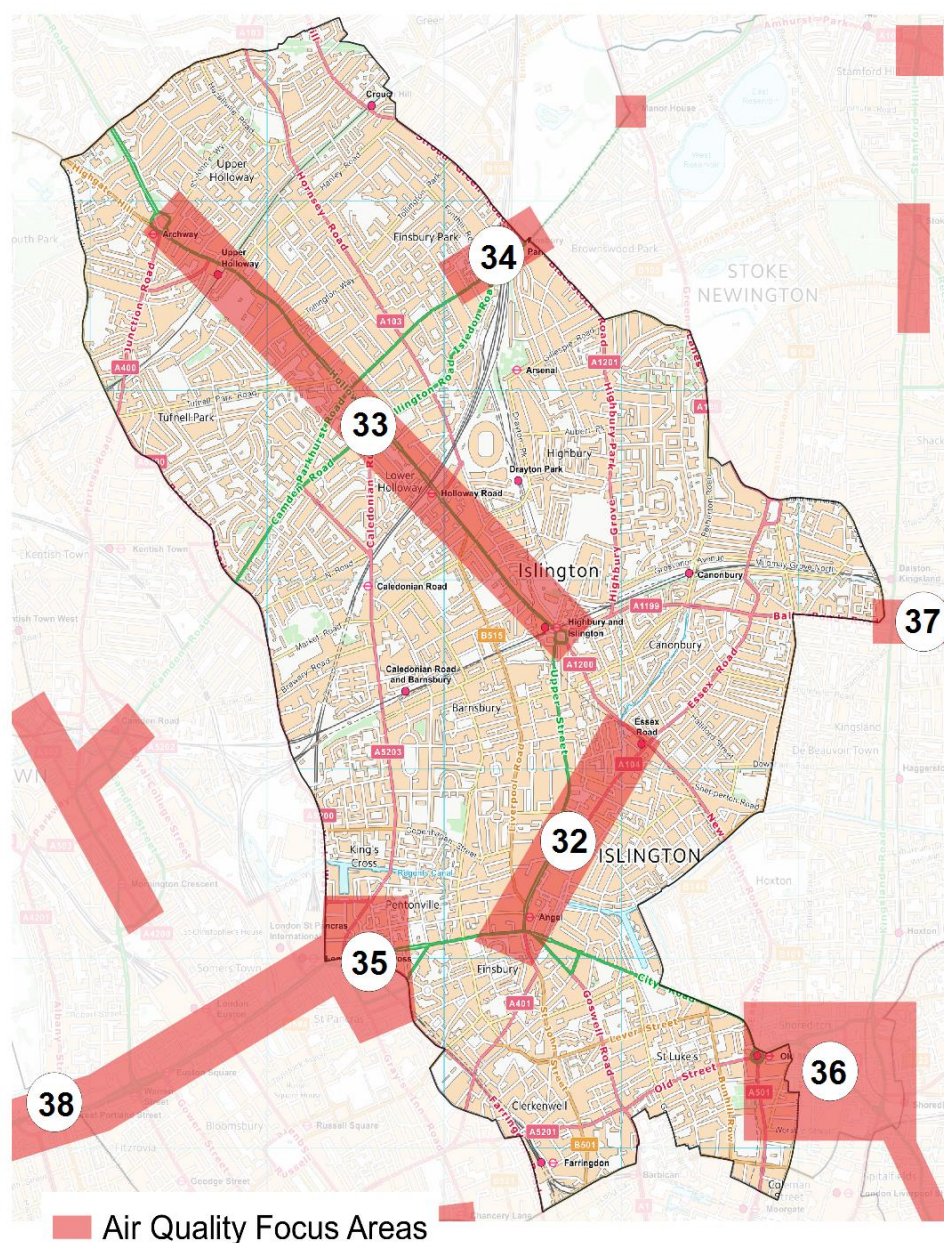
Map of Central Activity Zone

Figure 3.1 Detailed map of Central activity zone



Map of Air Quality Focus Areas

Figure 3.2 Detailed map Islington's AQ focus areas



Ref	NAME	COMMENTS
32	Angel Town Centre	
33	A1 Holloway Road from Highbury to Archway	
34	Finsbury Park	Includes part of Hackney and Haringey
35	King's Cross / Caledonian Road area	Includes part of Camden
36	Old Street City Rd/Old St/Great Eastern St/Shorditch High St	Includes part of Hackney and Tower Hamelets
37	Dalston Lane between Kingsland High St and Queensbridge/Graham Road	Mainly Hackney
38	Marylebone Road from Marble Arch/Euston/King's Cross Junction	Mainly Camden

Note: Ref corresponds to the Action ID in the Air Quality Action Plan

Appendix 4

Detailed Air Quality Action Plan

PRIORITY 1

PROTECTING PEOPLE WHO ARE MORE VULNERABLE TO POOR AIR QUALITY

Action ID	Action	Date to be completed	Action description	Expected emissions/ concentrations/ benefit	Cost	Responsibility
Reducing emissions from transport						
1	Minimise traffic at sensitive locations during busy times	2019	Pilot scheme to restrict the use of motor vehicles during drop off/pick up times near school entrances to minimise emissions and increase the number of pupils and their carers walking/cycling/scooting to school. Expand to further schools / nurseries etc. Support Play Streets. Monitor air quality outside schools and nurseries, assess the ways of publishing the details when data ratified.	NO ₂ , PM	Internal	Traffic and Safety
Working with schools						
2	Schools air quality audits	2020	Approach Islington schools that have been selected by The Mayor to conduct air quality audits and support them to install the recommended measures when the auditing is finalised. Audit all schools in the borough.	Limiting exposure – protecting health of individuals	GLA Internal funding	Pollution
3	Improve knowledge about local air pollution near the schools	2021	Following funding from DEFRA for ten local schools offering air quality monitoring continue working with schools to advise pupils, carers, staff and visitors on current pollution levels near the schools, forecast pollution levels using <i>air</i> TEXT, information on air pollution including causes, impacts, ways to lower exposure and low pollution walking maps to get to school.	Limiting exposure – protecting health of individuals	Internal	Pollution

4	Schools active travel campaign	Review in 2019	Work with schools on joint engagement programme to encourage active travel and raise awareness of poor air quality. Use The Theatre in education programme to offer schools advice on sustainable travel, active travel and air quality for all pupils from KS1 to KS3. Use DEFRA funded school screen air pollution awareness project to promote active travel as a way to reduce pollution and exposure. Other activities can include promotion of Walk to school week, bikeability training for pupils and anti-idling action events.	NO ₂ , PM	In house/ DEFRA	Traffic and Safety/ Pollution
5	Work closely with Islington's Health and Wellbeing Board (HWB).	2020	Islington's HWB published Joint Health and Wellbeing Strategy in 2016 and one of the priorities include prevention and management of long term conditions. We will support promoting healthier and more active families through various initiatives including developing healthy environment and access to physical activity and active travel.	NO ₂ , PM	In house	Public Health/ Pollution
6	Schools travel plans	Review in 2020	Work with schools to offer school travel plans including AQ information and actions to reduce emissions and exposure to encourage a change in travel patterns. Encourage schools to review, update and engage with the STARS programme and work towards accreditation. Support all schools to achieve the highest accreditation.	NO ₂ , PM	In house	Traffic and Safety
Raising AQ awareness						
7	Provide public AQ information displays	Review in 2019	Assess the best use for the screens and air quality monitors to inform local residents on current air quality information and raise awareness of significant effects pollution can present if exposed for prolonged periods. Trial various locations for the screens and look for extra funding to get permanent displays. Demonstrate that we all can make a difference through our own choices and behaviour.	Increasing awareness/ protecting general public	In house/ External (tbc)	Pollution

8	National lead on <i>air</i> TEXT service and promote the service to residents.	Review in 2020	Continue leading on and working with other local authorities and GLA to ensure that our residents can get free alerts when high air pollution levels are predicted. Promote the scheme through SHINE, school awareness programmes and other media. Work with Whittington Health professionals on promoting the service to asthma sufferers.	Increasing awareness/ protecting general public	In house	Pollution/ Energy Advice
9	Reduction in idling vehicles	Review in 2019	Work with other boroughs on London wide campaign to target idling vehicles and increase awareness of air pollution from idling vehicles. Produce promotional materials including anti idling signage, website, leaflets and work with schools, hospitals, businesses on wider engagement of their staff.	NO ₂ , PM, CO ₂	In house/ MAQF	Pollution
10	AQ awareness events	Ongoing	Islington regularly participates in national awareness initiatives including Clean Air Day, Car Free Day, Walk to Work scheme and others to increase the understanding of air quality problems. We'll work in partnership with other local authorities and organisations to continue raising awareness about air pollution effects and how to minimise them.	Increasing awareness/ protecting general public	In house	Pollution
11	Encourage active participation of residents in AQ actions	Review in 2020	Recruit volunteers for various campaigns and projects including anti idling initiative and keep them informed about any upcoming events. Invite volunteers for various public information events, including AQ conference etc. Aim to train staff at various organisations within the borough about AQ messages and support them to spread the message to colleagues, friends and families.	NO ₂ , PM, CO ₂	In house	Pollution

Leading by example						
12	Look for funding and work with world class academic institutions	2020	Islington is amongst the leading boroughs tackling air pollution through various initiatives and will aim to work with various universities on further research on air quality.	NO ₂ , PM, CO ₂	External (tbc)	Pollution
Energy usage						
13	Improvements to heating systems	Review in 2020	Improve heating systems through replacement of inefficient boilers as part cyclical improvement work. Carry out the improvement works on domestic properties as well as school and business premises. Offer the grant support scheme to vulnerable private sector residents. Apply the most effective measures whenever possible, including through external schemes such as RE:NEW, RE:FIT, ECO Flex, Mayor of London Warmer Homes and Section 106 Carbon Offset Funding when improving insulation and replacing boilers.	NO ₂ , CO ₂	In house/ External	Energy Services /Environmental Health/ Housing
14	Promotion of energy efficiency	Ongoing	Provide energy saving advice to residents within the borough. Refer vulnerable residents to SHINE services including <i>air</i> TEXT. Work with businesses in ZEN areas on energy efficiency audits to minimise the emission and cost.	NO ₂ , CO ₂	In house/ MAQF	Energy Advice/ Energy Services/ Pollution

PRIORITY 2

KEEPING ISLINGTON MOVING

Action ID	Action	Date to be completed	Action description	Expected emissions/ concentrations benefit	Cost	Responsibility
Leading by example						
15	Apply tiered parking charges for short term parking spaces	2020	Applied surcharge on parking diesel vehicles in short term parking spaces from January 2018. Continue tiered parking permits based on fuel emissions. Review parking policies to take into consideration impacts on air quality and health.	NO ₂ , PM, CO ₂	In house	Traffic and Parking
16	Renew our fleet and replace vehicles with the cleanest possible technology	2021	Conduct the review of the fleet to identify which vehicles may be operated as electric, biomethane, hydrogen, compressed natural gas (CNG), euro VI and ultra-low emission and consider the changes during next procurements. Procure first CNG powered welfare bus and assess the possibility of replacing wider fleet including heavy goods vehicles. Investigate possibilities of retrofitting the most polluting vehicles where no other option is viable. Review council's vehicles usage. Analyse the possibility of car park spaces to be converted into bike storages where feasible.	NO ₂ , PM, CO ₂	In house	Corporate Fleet/ Procurement/ Facilities/ Pollution
17	Adopt transport reduction strategy	Review in 2020	Explore reduction of traffic and co-ordinate the work with TfL so that both strategies work together. Propose re-designing of key streets where reducing traffic is essential to protect vulnerable road users. Investigate options of road user charging including workplace parking levies and work with the Mayor to strengthen these developments.	NO ₂ , PM, CO ₂	In house	Transport Planning
18	Retain Bronze Fleet Operator recognition Scheme (FORS) and aim for gold	2022	Include FORS into council's procurement policies including all aspects of safety, efficiency, and environmental protection. Measure, monitor and improve performance to obtain and retain gold accreditation. Ensure our fleet and drivers are adhering to FORS standards.	NO ₂ , PM, CO ₂	In house	Procurement/ Corporate Fleet and Transport

19	Freight consolidation scheme	2020	Work with other London boroughs on freight consolidation and discuss with our partner Camden Council inviting local businesses to join the scheme to minimise supply deliveries reducing vehicle traffic and emissions.	NO ₂ , PM, CO ₂	In house	Contracts and Facilities Operations/ Pollution
Improving infrastructure						
20	Increase cycle parking around the borough	2022	Install 600 cycle parking hangers around the borough to improve safety and modal shift to greener transport.	NO ₂ , PM, CO ₂	Internal funding (tbc)	Traffic and Safety
21	Improve cycle network routes and connections of quiet ways through the borough	Ongoing	Work with cycling groups to review and connect viable low traffic exposure routes to increase cycle confidence, safety and low pollution exposure. Review all one way roads to consider giving two-way cycle advantage. Improve signage along cycle routes.	NO ₂ , PM, CO ₂	In house/ External	Transport Planning
22	Improve public transport facilities in the borough	Review in 2020	Work with TfL on bus reliability programme. Improve facilities at public transport hubs, including cycle storage outside stations. Examine council's roads space and improve reallocations of road space to prioritise pedestrians/cyclist over car parking. Support the delivery of Crossrail 2 to relieve crowding on existing lines such as Victoria and Piccadilly lines. Lobby for expanding night tube services in Islington and retaining night bus services in the borough. Continue to request provision of an all zero emission fleet at the Holloway Bus Garage as soon as possible.	NO ₂ , PM, CO ₂	In house/ External	Transport Planning
23	Enhance and plan the infrastructure of electric charging points across the borough	Review annually	Enhance the current network of electric charging points in the borough including rapid, fast and lamppost chargers and plan future expansion to prepare for increasing demand.	NO ₂ , PM, CO ₂	Internal/ External funding (tbc)	Traffic and Parking/ Pollution
24	Increase car clubs availability in the borough	Ongoing	Support car clubs to increase availability of vehicles in the borough particularly ULEV and zero exhaust emissions vehicles, including vans.	NO ₂ , PM, CO ₂	In house	Transport Planning

Political influence and commitment						
25	Support geographical expansion of ULEZ	Review in 2020	Engage with TfL, GLA and other London boroughs on the expansion of ULEZ. Respond to various consultations to point out the benefits of extending ULEZ to whole of Islington as soon as possible. Lobby Mayor of London to tighten the criteria for ULEZ to reduce exclusions. To push for a strengthening of the ULEZ so that it becomes a zero emission (exhaust) zone.	NO ₂ , PM, CO ₂	In house	Pollution
26	Call on Mayor to put into practice diesel free London by 2025	2022	Support Mayor of London to review all aspects and policies to implement diesel free London by 2025 to improve public health crisis caused by air pollution. Develop a diesel free strategy for Islington as part of trend in diesel free direction, including diesel and petrol vehicles sale ban in 2040. Explore the option of rejecting parking permits to diesel vehicles in Islington before 2025 to support diesel free London notion.	NO ₂ , PM, CO ₂	In house	Pollution
Raising AQ awareness						
27	Promote active travel	Ongoing	Work with TfL on planned improvement works to ensure all new road improvements are considerate of walking and cycling, creating safer and cleaner spaces for active travel, including all current and future works such as Highbury Corner, Old Street, Clerkenwell Green. Look at trailing smarter travel scheme incentives. Provision of personalised travel information. Improvements to footpaths, signage and directions to encourage people to walk. Promote active travel as part of Active 10 and other NHS initiatives. Create map of Clean Air Routes and promote within the borough.	NO ₂ , PM, CO ₂	TfL/ In house/ External	Transport Planning/ Public Health/ Pollution
28	Clean air walking routes	2020	Increase, develop and expand Clean Air Walking Routes	Increasing awareness/ protecting general public	In house	Pollution

29	Healthy Streets implementation	Review in 2020	Work towards implementing the Healthy Streets Approach to encourage walking and cycling and protect children from poor air quality	Increasing awareness/ protecting general public	In house	Transport planning
30	Identify barriers for cycling to work and for leisure	2019	Look at barriers for cycling within council own employees and local businesses. Identify need for further cycle training, confidence building, facilities, cycle provision. Investigate and negotiate staff membership for bike hire. Consider personalised travel planning for employees.	NO ₂ , PM,CO ₂	In house	Transport Planning/ Pollution
31	Promote smarter driving training	Review in 2020	Ensure all employees driving council vehicles are familiar with eco driving techniques. Promote eco driving amongst general public to drive down pollution from brake and tyre wear etc.	NO ₂ , PM,CO ₂	In house	Traffic and Parking/ Corporate Fleet/ Pollution

PRIORITY 3

BETTER AIR – BETTER HEALTH – BETTER ENVIRONMENT

Action ID	Action	Date to be completed	Action description	Expected emissions/ concentrations benefit	Cost	Responsibility
Prioritising focus areas						
32	Angel (from Angel station to Essex Road station)	2020	Cooperation with Angel BID to involve local business in minimising air pollution, new electric charging infrastructure, improving bus fleet that use the routes in and around Angel, work with local schools on behaviour change, monitoring, auditing and implementing greening measures where feasible.	NO ₂ , PM, CO ₂	In house/ TfL/ External	Pollution/ Transport Planning
33	Holloway Road (Highbury Corner to Archway)	2020	Improvements to Highbury Corner gyratory, requirement for bus fleet to meet highest standards as soon as possible, increasing amount of pollution absorbing plants, behaviour change campaign to promote active travel as well as use of side routes when cycling and walking, continue and increase ZEN promotion in Archway through offering various opportunities for businesses to participate and decrease pollution. Install delivery lockers to minimise home deliveries.	NO ₂ , PM, CO ₂	In house/ TfL/ External	Pollution/ Greenspace/ Transport Planning/ Traffic and Safety
34	Finsbury Park (including parts of Hackney and Haringey)	2021	Working closely with TfL and neighbouring boroughs on possible improvements to cycle routes, collaboration with Town Centre management, increasing greening, mitigation requirement for all new developments in the area to minimise impacts of air pollution during construction stages and modelled future impacts.	NO ₂ , PM, CO ₂	In house/ TfL/ External	Transport Planning/ Planning and Development/ Pollution

35	King's Cross/ Caledonian Road (including parts of Camden)	2020	Proposed gyratory improvements of existing road network, work closely with London Borough of Camden on minimising the impacts from developments bordering with Islington, improvements to electric charging facilities in the area, increasing cycle facilities and green infrastructure.	NO ₂ , PM, CO ₂	In house/ TfL/ External	Transport Planning/ Pollution/ Traffic and Safety
36	Old Street/ Shoreditch (including parts of Hackney and Tower Hamlets)	2021	Proposed Old Street gyratory improvements, active travel promotion as part of new walking/cycling routes, ongoing City Fringe ZEN and LEN offers to businesses and residents to make various air quality positive actions, ULEV streets, green screens possibilities near sensitive locations such as schools, hospitals, school audits, close working partnership with City of London and Hackney, increase of electric charging facilities.	NO ₂ , PM, CO ₂	In house/ TfL/ External	Pollution/ Transport Planning/ Traffic and Parking
37	Dalston Lane (Mainly Hackney)	2022	Ongoing work with Hackney Council and supporting their actions whenever possible, monitoring construction activity in close proximity to Dalston Lane to ensure further pollution impact is avoided or mitigated through various conditions.	NO ₂ , PM, CO ₂	In house/ TfL/ External	Pollution
38	King's Cross/Euston/ Marylebone Road (Mainly Camden)	2020	Close working partnership with Camden and TfL on projects to minimise the impact from moving and stationary traffic in the area, increased construction impact monitoring and calls for reducing impacts through planning conditions, ongoing work with local communities, businesses and schools, improving charging facilities to encourage use of electric vehicles for personal and business use.	NO ₂ , PM, CO ₂	In house/ TfL/ External	Pollution
Leading by example						
39	Increase greening of the borough with pollution absorbing plants	2019	Ensure adequate, appropriate and well located green space and infrastructure is planned for all new developments. When choosing the species and locations, consider eventual canopy size and possible local pollution hotspots e.g. junctions, busy roads. Look at options for planting greenery close to local schools, nurseries, hospitals, GP surgeries and other places near vulnerable residents.	NO ₂ , PM, CO ₂	In house	Greenspace and Leisure/ Planning

40	Reduce pollution on Islington waterways	2020	Work with Canal and River Trust to reduce pollutants concentrations around Regent's Canal by Implementing Eco Zones in the area. Look at possibility of using the canal for freight servicing e.g. waste collection	NO ₂ , PM	DEFRA (30k)/ Internal funding (TBC)/ CRT (30k)	Pollution
41	Power generation identification	Ongoing	Map the locations of generators (CHP, back-up generators, etc.) and review power sources in the city to remove excess pollution away from residents. Review standard planning conditions regarding power generators. Utilise the heat from London Underground network to provide cheaper and greener heat to local residents in Bunhill ward and look for further opportunities for heat networks and local secondary heat .	NO ₂ , PM, CO ₂	In house/ External funding (tbc)	Energy Services / Pollution/ Planning
42	Participate in Cleaner Air Borough initiative	Ongoing	Work towards GLA's initiative to obtain kite mark demonstrating Islington's commitment to improving air quality.	NO ₂ , PM, CO ₂	In house	Pollution
43	Bid for available external funding	Review in 2020	Apply for air quality funding to resource air quality improvements actions and projects in Islington.	NO ₂ , PM, CO ₂	In house	Pollution
44	Set up internal coordination meeting	2019	Pull together key internal stake holders to coordinate work that impacts on air quality across the borough.	Enhanced coordination will benefit all AQ initiatives	In house	Pollution/ Public Realm/ Transport Planning/ Communications /Public Health /Traffic and Safety
45	Implement recommendations of the Health scrutiny into air quality	2019 then ongoing	Assess and implement the recommendations of the Health scrutiny into air quality.	NO ₂ , PM, CO ₂	In house	Public Health/ Pollution

Political influence and commitment						
46	Lobby central government	2019	Lobby central government to review Clean Air Act to provide legally enforceable right to clean air with new powers to regulate all emission sources (canals, solid fuels, etc.) and empower local authorities. Challenge government to ensure the current air pollution limits remain valid or even tougher after leaving European Union. Pressure government to reconsider and develop national scrappage scheme. Urge HM Treasury to end red diesel subsidies.	NO ₂ , PM, CO ₂	In house	Pollution
47	Ban of diesel vehicles	Ongoing	Support any early intervention in the direction of banning diesel and petrol vehicles to minimise air pollution emitted to the atmosphere.	NO ₂ , PM, CO ₂	In house	Pollution
48	WHO Air Quality Standards	2020	Work towards adopting the WHO obligations and/or standards, including air quality limits	PM	In house	Pollution
49	WHO Air Quality Standards – evidence base	2020	Work to developing an evidence based and defined targets for Particulate Matters in line with the WHO objectives	PM	In house	Pollution
50	Work towards eliminating diesel generators	2025	Work towards eliminating all diesel powered generators, including vehicles from parks and open spaces	NO ₂ , PM, CO ₂	In house	Greenspace
51	Lobbying on anti-idling	2020	Advocate for stronger anti-idling enforcement powers	NO ₂ , PM, CO ₂	In house	Pollution
Reducing emissions from new developments						

52	Air quality positive standards	Review in 2020	Require all major developments, minor new build developments and larger minor extensions to submit air quality assessment to meet London's air quality standards. Proposals mitigate or prevent adverse impacts on air quality and investigate and implement all reasonable opportunities to improve air quality. Developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits. Require developments in excess of 200 net additional residential units or 10,000sqm net additional gross external floor space to be Air Quality Positive and implement measures on-site to actively reduce air pollution as far as possible.	NO ₂ , PM, CO ₂	In house	Planning/ Pollution
53	Enforce NRMM	Review in 2019	Promote, educate, raise awareness and enforce NRMM through work of our Construction monitoring officers. Work with other boroughs to submit the bid to the MAQF to continue raising awareness of NRMM policies after funding expires in March 2019.	NO ₂ , PM	MAQF/ In house	Pollution
54	Explore possibility for allocation funds from s106 at offsetting air quality impacts from developments	Review in 2020	Explore the options for obtaining AQ monitors at new development sites of particular size as part of requirements through planning obligation especially near local schools or other sensitive areas. Research opportunities to use the funding for air quality improvements at schools following the audits.	NO ₂ , PM, CO ₂	s106	Planning/ Pollution
55	Improving air quality from construction	Review in 2021	Require all developments to comply with Islington's Code of Construction Practice and guidance on reducing local air pollution. CIMOs to check compliance to improve air quality from construction sites. Ensure that contractors undertaking works to the highways use best practice to avoid adding to local air pollution.	NO ₂ , PM, CO ₂	s106	Pollution

56	Research pollution mitigation measures	2019	Continue working with KCL and other local authorities in LLECP on researching, developing and trialling construction equipment which is less polluting and promote the scheme, its findings and recommendations among developers operating in the borough. Look for further funding after funding finishes in 2019 and ensure the legacy of research continues beyond 2019. Maintain air pollution consideration in EIA for procurement to ensure that improving AQ is considered by suppliers.	NO ₂ , PM, CO ₂	MAQF/ Internal/ External funding (tbc)	Procurement/ Pollution
57	Continue reviewing all Part B installations in the borough	Ongoing	Ensure that all Part B installations e.g. dry cleaners, service stations etc. in Islington maintain the highest standards of air pollution emissions control.	NO ₂ , CO ₂	In house	Planning/ Pollution
58	Provide advice on and encourage use of non-combustion renewable energy technologies to developers	Review in 2020	Provide wide range of services including advice on renewable energy technologies, planning, energy management etc. to ensure the best available technologies are used. Require all developments, through planning policy, to maximise opportunities for on-site electricity and heat production from solar panels, and other renewable technologies where appropriate.	NO ₂ , CO ₂	In house	Planning/ Energy Services
59	Adopt an integrated approach to energy supply which maximises both air quality and climate change benefits	Review in 2020	Ensure that the heating systems of new developments do not have significant impact on local air quality by prioritising heating systems that will result in low or zero emissions of both carbon dioxide and NO _x including heat networks, secondary heat or other low or zero emission sources. Require Combined Heat and Power (CHP) and ultra-low NO _x gas boiler communal or district heating systems to be designed to ensure they emit very low levels of NO _x and have no significant impact on local air quality.	NO ₂ , CO ₂	In house	Planning/ Energy Services

60	Cycle Storage for new developments	Review in 2020	Work towards all new developments being required to ensure adequate cycle storage in each new home		Developer s	Planning
Work with businesses						
61	Work with community business groups to develop and improve schemes	2019	Engage with local businesses in ZEN Archway and City Fringe to improve local air quality, reduce energy and transport cost, identify barriers to minimising pollution. Continue to develop the work beyond ZEN areas and expand the schemes into whole borough whenever possible. Deliver superb urban environment by working on LEN initiative together with other partners. Support Archway Town Centre Management in their bid to create LEN in Archway and look for further areas of possible improvements. Escalate promotion of TfL's Deliveries Reduction Fund and help business groups to apply for funding to increase consolidation of deliveries.	NO ₂ , PM,CO ₂	MAQF	Pollution
62	Require new developments to maximise the provision of green space, as well as maximising urban greening including green walls and green roofs.	Review in 2020	Work with developers and businesses to ensure adequate, appropriate and well located green space and infrastructure is included in new developments particularly near sensitive sites, e.g. nurseries, schools, care homes etc. Require developments to maximise provision of urban greening through planning policy requirements and planning conditions.	NO ₂ , PM,CO ₂	In house	Planning
Raising awareness						
63	Review Smoke control zone (SCZ)	2020	New structure for Smoke control area to cover whole borough has been adopted in 2018 removing all previous exemptions. Promote and enforce new SCZ.	PM	In house	Pollution/ Compliance

64	Develop communications plan related to the use of smoke free fuels and appliances	2021	Increase awareness related to the use of smoke free fuels in open fires and wood-burning stoves as recommended by central government.	PM	In house	Communications /Pollution
65	Improve publicity of pollution data and its availability to the public	2020	Develop options for real time AQ monitoring data to be included on LBI website	Increased awareness/ public protection	In house	Pollution
AQ monitoring						
66	Low cost sensors to measure air pollution	Review in 2020	Introduce low cost sensors alongside existing NOx tubes to gain better understanding of local air pollution and exposure to polluted air.	Increased awareness/ improvements to future policies	Internal/ External funding (tbc)	Pollution
Working together with other organisations						
67	Public Health (PH) to be briefed and involved in air quality issues	Review in 2020	Provide briefing to Public Health senior management about progress on tackling poor air quality issues and improvements. Require Director of Public Health to sign off the Annual Status Report (ASR) and Air Quality Action Plan (AQAP). Involve PH team in supporting engagement with local stakeholders.	Enhanced coordination will benefit all AQ initiatives	In house	Public Health/ Pollution
68	Working with internal teams	Ongoing	Work closely with other internal teams such as transport, energy, procurement, senior management, councillors to ensure new and existing strategies and policies are assessed for public exposure to pollution and actions taken to mitigate it where possible.	NO ₂ , PM,CO ₂	In house	Pollution/ Transport/ Procurement/ Public Health/ Energy teams

69	Working with external stakeholders	Ongoing	Work with the range of external organisations, including other London boroughs, GLA, the NHS, scientists, other partners and residents to encourage actions to reduce pollution and increase awareness.	NO ₂ , PM,CO ₂	In house	Pollution
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