

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

**SUBJECT: UPDATE ON DELIVERY OF THE MAYOR'S AIR QUALITY STRATEGY – CLEAN AIR FUND**

**DATE: 11 MAY 2011**

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**1 PURPOSE AND DECISION REQUIRED**

- 1.1 This paper provides an update on delivery of the Mayor's Air Quality Strategy (MAQS) Clean Air Fund (CAF).
- 1.2 The Panel is asked to note the paper.

**2 BACKGROUND**

- 2.1 Road transport is the dominant source of PM<sub>10</sub> emissions within central London, contributing around 79 per cent in 2008, 80 per cent in 2011 and a predicated 75 per cent in 2015.
- 2.2 The European Union Directive 2008/50/EC, the 'Air Quality Directive', sets standards for a variety of pollutants that are considered harmful to human health and the environment and includes legally binding and time constrained limit values. The PM<sub>10</sub> limits are for both annual concentration (40 µg/m<sup>3</sup>) and a daily concentration (50 µg/m<sup>3</sup>). The daily limit value must not be exceeded more than 35 times in a calendar year.
- 2.3 The European Commission has the power to fine the UK Government for exceeding the limit values. The original dates when the values were to be met by were 2005 for PM<sub>10</sub> and 2010 for NO<sub>2</sub>.
- 2.4 In March 2010 the Commission granted the UK a temporary and conditional exemption in the Greater London Urban Area from the EU's air quality standards for PM<sub>10</sub> until 11 June 2011. The time extension was approved on the condition that the UK adapts its air quality plan for the area, setting out the steps to achieve compliance by 11 June and detailing relevant abatement actions.

**3 AIR QUALITY (PM<sub>10</sub>) PROGRESS UPDATE**

- 3.1 Given the award of a time extension to comply with the PM<sub>10</sub> limit values TfL is under close scrutiny to deliver improvements to levels of PM<sub>10</sub> in the Capital this year.
- 3.2 Action to improve air quality can be taken London-wide and at priority locations identified by modelling and live monitoring.
- 3.3 Within the context of an extremely constrained business plan, TfL is delivering a

trial of targeted cleaning and the application of dust suppressants (CADS) via its Highway Maintenance Works Contractors and the Roads Directorate. The trial concluded at the end of April 2011 and a full report will be made available. Initial results suggest significant benefits in reducing levels of local PM (10-20 per cent). There remains £100k in the business plan for additional CADS at priority locations during 2011/12.

- 3.4 In March 2011, the GLA wrote to the DfT asking for funding in order to develop additional measures focused on reducing PM emissions and public exposure at the priority locations in Central London. A total of £5m as part of the CAF was awarded and a list of measures which meet the conditions of this grant was put together by Group Planning and Surface Strategy in collaboration with Surface business areas.
- 3.5 The final agreed package of measures submitted and agreed by the DfT is as follows:

<b>Reducing idling at priority locations</b>
Marshalling and taxi management at rail termini along the Euston/Marylebone Rd
No-idling awareness raising, advice, encouragement and enforcement (where necessary) through dedicated on the ground staff and signage.
<b>Targeted cleaning at priority locations</b>
Power cleaning under flyovers (Woolwich and under M4 on Great West Road) £1250 per site per visit
Power cleaning tunnels (under London Bridge and Cannon Bridge) £3-5k per tunnel (including lining London Bridge and Cannon Bridge to facilitate frequent cleaning)
Additional cleaning activity at 10 priority location sites 52 times per year (including costs for fitting particulate traps on sweepers)
<b>Applying dust suppressants at priority locations</b>
Intensified application of CADS - to cover the period outside existing trial period
Conversion of additional existing winter gritting equipment (as per existing trial)
Research and Development into development of machinery to allow local application of CADs by boroughs and construction sites
Local CADS deployment machinery
Increased monitoring of trial
Development of AQ forecasting, driver interface to optimise calcium magnesium acetate application
<b>Targeted bus interventions at Upper Thames Street, Marylebone Road and Park Lane</b>
Integrating diesel particulate filters (DPFs) with existing after-treatment package (selective catalytic reduction) on <b>25 buses</b> on route 344 on Upper Thames Street achieving 90 per cent PM reduction per bus.
Fitting DPFs on <b>71 buses</b> on routes 205 (26 buses on Marylebone Road) and 10 (25 buses on Park Lane) and at other priority locations (20 buses) @5k/bus
<b>Installing green infrastructure at priority locations</b>
Trials of green walls and vegetated barriers
Additional resource for greening activity at priority locations
<b>Working with businesses to reduce their air quality footprint at priority locations and to meet agreed targets</b>
Resource to engage with businesses to understand air quality footprint, to agree targets for reduction and support implementation (Delivery Service Plans, Work Travel Plans, encouraging Green Infrastructure etc). Toolkit and other materials to be developed to share best practice.

- 3.6 The money has to be spent this financial year (2011/12) and the DfT expect on-the-ground air quality improvements to be delivered as soon as possible in order to demonstrate action in this area before the 11 June 2011 compliance deadline.
- 3.7 The intensity of interventions and the location and review of priority sites and associated communications, will be coordinated with TfL Planning and GLA under the wider implementation of the MAQS.
- 3.8 TfL will report to the DfT every two months on its progress in implementing the local measures, including providing a financial update.

#### **4 NEXT STEPS**

- 4.1 Building on the implementation of MAQS experience and successful delivery under tight financial constraints and short timescales, Surface Transport will take forward the implementation of the CAF measures alongside the relevant Business Areas and other partners.
- 4.2 A Project Manager will be appointed within Surface Transport, who will establish a matrix structure with the relevant business areas across TfL and GLA to take forward the specific measures.
- 4.3 Most proposed interventions already sit within specific areas of Surface Transport or build on existing or similar projects within the organisation. For those new areas (e.g. no idling campaign and green walls) Surface Strategy is already conducting research and liaising with relevant internal and external stakeholders.

#### **5 RECOMMENDATION**

- 5.1 The Panel is asked to NOTE the paper.

#### **6 CONTACT**

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