

Climate Change and Ecology Policy and Accountability Committee

Agenda

Tuesday 3 January 2023 at 7.00 pm

Main Hall (1st Floor) - 3 Shortlands, Hammersmith, W6 8DA

Watch live on YouTube: [youtube.com/hammersmithandfulham](https://www.youtube.com/hammersmithandfulham)

MEMBERSHIP

Administration	Opposition
Councillor Nicole Trehy (Chair) Councillor Ross Melton Councillor Laura Janes Councillor Stala Antoniadis	Councillor Jose Afonso

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Note: This meeting is open to the public and press but spaces are limited. If you'd like to attend, please contact: Debbie.Yau@lbhf.gov.uk. The building has disabled access.

Date Issued: 05 December 2022
Date Updated: 09 December 2022

Climate Change and Ecology Policy and Accountability Committee Agenda

3 January 2023

If you would like to email a question about Item 4, Clean Air Neighbourhoods, please email debbie.yau@lbhf.gov.uk by Sunday, 18 December.

<u>Item</u>	<u>Pages</u>
1. APOLOGIES FOR ABSENCE	
2. DECLARATIONS OF INTEREST <p>If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.</p> <p>Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.</p> <p>Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Standards Committee.</p>	
3. MINUTES	4 - 10
To approve the minutes of the previous meeting and note any outstanding actions.	
4. CLEAN AIR NEIGHBOURHOODS	11 - 42
This item covers what Clean Air Neighbourhoods are, the health and ecological problems they address, and how they are being delivered in H&F.	
5. DATES OF FUTURE MEETINGS	
To note the dates of future meetings:	
<ul style="list-style-type: none">• 31 January 2023• 28 March 2023	

Agenda Item 3

London Borough of Hammersmith & Fulham

Climate Change and Ecology Policy and Accountability Committee Minutes



Wednesday 14 September 2022

PRESENT

Committee members: Councillors Nicole Trehy (Chair), Laura Janes, Stala Antoniadou and Jose Afonso

Other Councillor: Councillor Wesley Harcourt (Cabinet Member for Climate Change and Ecology)

Officers: Bram Kainth (Strategic Director of Environment), Hinesh Mehta (Head of Climate and Ecology), Jim Cunningham (Climate Change Strategy and Policy Lead), David Abbott (Head of Governance), and Debbie Yau (Committee Coordinator)

External guests:

Morag Carmichael (member of Climate and Ecological Emergency Commission, and Biodiversity Commission); and Chris Dodwell and Helen Dell (Climate Change Commissioners)

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Ross Melton.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. COMMITTEE TERMS OF REFERENCE (TO NOTE)

Members noted the Committee's Terms of Reference.

4. H&F 2030: CLIMATE AND ECOLOGY STRATEGY AND 2022-23 PRIORITIES

The Chair remarked that the Labour Administration in Hammersmith & Fulham (H&F) had declared a climate emergency and set out to achieve the ambitious target of net

zero greenhouse gas emissions by 2030. In the Administration's commitment to work with residents, it had launched a resident-led Climate and Ecological Emergency Commission. The Chair thanked the residents who had generously given their time.

The Chair advised the meeting that the Climate Emergency Unit was the cross-departmental team set up to develop and implement a strategy and action plan for reaching net zero by 2030. She had asked officers to put together presentation of how the manifesto pledges were being translated and actioned into the Council business plan.

At the invitation of the Chair, Hinesh Mehta (Head of Climate and Ecology) gave an overview of the Council's Climate and Ecology Strategy 2030 which set out the Council's approach to delivering its target of net zero greenhouse gas emissions in the borough by 2030. It was shaped by the work of the resident-led Climate and Ecological Emergency Commission (CEEC) who had worked closely with the Council's Climate Unit composing 10 cross-departmental officer working groups, throughout 2020.

Jim Cunningham (Climate Change Strategy and Policy Lead) presented the H&F 2030 Climate and Ecology Strategy.

Following the presentation, Councillor Jose Afonso sought information on the initial cost projection of achieving the target of having zero carbon impact under the 2030 vision for homes, buildings and energy. Hinesh Mehta referred to a high-level cost analysis done about two years ago when the estimate was about £1 to £2 billion to decarbonise the borough, including £250 million to decarbonise Council assets. The Council had approved a £600 million housing capital programme which would target energy efficiency throughout, and of which £106 million was specifically earmarked for retrofit works. He explained that the costs would depend on the extent of activity undertaken, and detailed cost and benefit analysis would be needed at project planning stages.

On Councillor Afonso's further enquiry about appropriate investment, Hinesh Mehta said the Council was developing business cases for areas of significant investment, including the retrofit of its housing stock and corporate properties. Responding to the concern of Morag Carmichael (CEEC member) whether the properties under the Housing Associations (HAs) would be included, Hinesh Mehta said that while some HAs had been advanced in pursuing measures to achieve their own net zero targets, the Council had started engaging those which were behind. He undertook to find out more details about the situation in Notting Hill HA.

ACTION: Hinesh Mehta

Noting that the 2030 vision for travel required fewer vehicles on the borough's roads and a greater proportion of electric vehicles, Councillor Afonso asked if there was a plan for this or if it relied on people changing their habits. Hinesh Mehta advised that there were plans to increase the number of electrical charging points across the borough. Coupled with national legislation disbanding the use of diesel vehicles by 2030, the Council would also discourage the use of cars for short journeys and encourage people to travel by foot, bike, or public transport.

Councillor Afonso asked about the way forward for the South Fulham clean air neighbourhood scheme in respect of the western extension. Councillor Wesley Harcourt (Cabinet Member for Climate Change and Ecology) highlighted the success of the South Fulham scheme covering the streets to the east of the Wandsworth Bridge Road which made it the only area meeting the WHO standards in terms of air quality while reducing traffic by a significant amount. The scheme began as a pilot in July 2021 and was later made permanent in December 2021. With the aid of smart camera technology, the Council was stopping out-of-borough traffic using side streets as cut-throughs and reducing the emission of carbon dioxide from the area. The Council intended to extend the Scheme to the west and ensure Wandsworth Bridge Road benefitted in the same way as the residential roads.

Councillor Laura Janes appreciated the initiatives and goals under the Climate and Ecology Strategy and asked about the evaluation of the performance for individual items. In response, Hinesh Mehta highlighted the monitoring role of the Climate Emergency Unit which sought to scrutinise internally and prepare progress updates for individual challenges on a regular basis. He agreed to share the information with this Committee.

ACTION: Hinesh Mehta

Councillor Stala Antoniadis welcomed the forward-looking priorities. She noted that there were some concerns about the effectiveness of air source heat pumps, particularly around retrofitting old properties, and asked if a detailed evaluation would be carried out before proceeding to implementation. Hinesh Mehta remarked that the Council was taking a fabric-first approach and measures such as insulation would be made first. Heat pumps would be fitted in the better insulated buildings. A number of pilot projects related to insulation and heat pumps were in progress across the borough, for example at the Macbeth Centre and Brook Green Community Centre. Once those projects were completed, officers would have more information on the best approaches to take. He noted that Charing Cross Hospital had secured funding to retrofit air source heat pumps recently.

Councillor Antoniadis raised concerns about achieving the net zero target by 2030 given the current technology available. Bram Kainth (Strategic Director of Environment) remarked that technology was advancing quickly and noted that the goal would be achieved with a raft of measures including improving efficiency and making people more aware of their energy use.

The Chair asked if the Council had considered a financing scheme to help residents buy and install solar panels on their properties. In response, Bram Kainth said it was something the Council could explore. The Chair thought it would be particularly attractive to residents given rising energy costs.

In reply to Councillor Janes' question, Hinesh Mehta confirmed that it was the Council's policy to consider installing solar panels at new homes and corporate buildings such as the Civic Campus. Councillor Wesley Harcourt noted the next Planning Committee was due to consider the redevelopment of the Hartopp and

Lannoy Points site which was targeting net zero operational emissions and included the provision of solar panels.

Chris Dodwell (Climate Change Commissioner) said that among the options available for warmer homes, insulation for walls, lofts and floors came before heat pumps/heating system improvements or solar panel installations. He suggested councils could share experiences and learn from each other in developing the markets as well as the required level of acceptability for insulation. Helen Dell (Climate Change Commissioner) added that insulation and heating system improvements contributed to better EPC ratings which would affect the viewing rate of the property concerned.

The Chair expressed concern about heritage rules making retrofitting and insulating old properties overly complex and expensive. Bram Kainth considered it necessary to find a way to balance different needs. He believed it was possible to address the Chair's concern but required more efforts to work with colleagues in Conservation and Planning.

The Chair reflected the view of the residents that Idverde had not been doing a good job in local parks and suggested their staff received more training. She also suggested that they ran youth training scheme for school leavers interested in horticulture to become qualified gardeners. Bram Kainth said it was likely they already had such a programme in place but officers would bring the matter up with them.

ACTION: Hinesh Mehta

In response to Morag Carmichael's concern about providing more tree green space for the public, Hinesh Mehta advised that a survey was being undertaken to identify more opportunities to develop green space and rooves in the borough. Bram Kainth also advised that the Council had a 'greening the grey' scheme that planned to develop spaces under the highways into green spaces, removing concrete and adding soft landscaping, which also improved drainage.

Councillor Antoniades enquired if some of the green spaces could be used for allotments. Councillor Wesley Harcourt noted there were two sets of allotments in the borough already in Bishops Park and Emlyn Road and he supported the idea of using unused spaces for small allotments where appropriate.

The Chair considered it was necessary to put up signage and distribute flyers there to let people know what was happening in the neighbourhood. Bram Kainth said it was sure the Council would follow up the idea.

Councillor Janes noted that there was a resident-led initiative to develop a small community garden in Linacre Court, but they needed financial support to pay for ongoing maintenance. The Chair advised that microgrants of £500 were available from the Council. Hinesh Mehta confirmed that individuals or groups in the borough might apply for Climate Action Microgrants of up to £500 to help a project or event in the neighbourhood, with ideas of making the borough greener or teaching people about the environment.

Councillor Janes enquired about ways of promoting the Council's Library of Things (a place where people could borrow seldom-used household items) to everyone in the borough, in particular those who were less well-off. In response, Hinesh Mehta said that the Library of Things could have a real impact locally as besides saving money and cutting household clutter, it helped reduce waste. He shared Councillor Janes' view that it could be promoted through schools.

Councillor Janes requested additional in-depth training for members on the issues discussed in the strategy and priorities. Hinesh Mehta advised that the Local Government Association ran regular courses for elected Members and would send on the details.

ACTION: Hinesh Mehta

The Chair advised that the Committee had received some written questions. She invited officers to respond to the questions at the meeting.

Question 1:

Recent events (including high temperatures, drought, fire and flood) underline the importance of taking serious and urgent steps to reach net zero as soon as possible. How will the targets set out in the borough's climate and biodiversity strategy be monitored and reported on to councillors and residents, and how is the strategy being updated to ensure the borough is on track to reach the net zero target by 2030?

Council response: Currently, the targets set out in the H&F 2030: Climate and Ecology Strategy and Action Plan, are monitored by the council's dedicated Climate and Ecological Emergency Unit (CEEU), through various tools, analysis and dialogue. The CEEU are responsible for ensuring the council is on track to meet the overall net-zero carbon emissions by 2030 target. Officers in the CEEU and other service areas analyse datasets and track progress against the action plan and across key performance indicators. An annual carbon audit is completed on the council's organisational emissions, and an annual footprint of the borough's emissions produced by the London Emissions and Greenhouse Gas Inventory is used. Councillors are updated on a regular basis including a monthly briefing to the responsible Cabinet Member. The H&F 2030: Climate and Ecology Strategy and Action Plan was developed with a resident-led Climate and Ecological Emergency Commission in 2020 and adopted by Cabinet in September 2021. The next phase of the strategy's development is more detailed planning in key service areas to outline how those sectors are likely to reach net-zero carbon by 2030.

Question 2:

Does the council have contingency plans to provide cooling centres for local people at high risk, including homeless people and older or vulnerable residents living in HMOs or other accommodation which cannot be kept cool. What steps are being taken to reduce tarmac and increase tree cover and green spaces including shady community gardens?

Response: The following are on the London GLA Cool Spaces map for Hammersmith & Fulham:

- 5 cool spaces: Westfield (x2 areas), Livat (shows as Kings Mall on the GLA map), Fulham Library and Shepherds Bush Library.
- 5 water fountain locations: in Hammersmith Park, on/near Shepherds Bush Green, Lyric Square, opposite Fulham Broadway centre and in Hurlingham Park.
- There are shaded areas in our various parks and also along the river Thames that runs through the borough.

We are committed to greening the grey, removing paved surfaces and increasing green space along the highway, and this is being measured quarterly as a climate key performance indicator. We are aiming to increase tree canopy cover, and we continually measure this with every tree inspection, adding to our data set on canopy cover for council owned trees.

Question 3:

Food waste collection: how many households are included in the pilot study, and what proportion of borough households is that? When will the pilot be assessed and reported on? What steps are being taken to extend food waste collection for more borough residents, particularly those living in HMOs, on estates, and in homes that do not have front gardens for bin storage?

Response: the current prototype service, which includes food waste, covers approximately 6,000 properties. This is around 7% of the total number of properties in the borough. We are also running food waste collections in several schools at the moment, which is working very well so far. We're currently undertaking survey work in the prototype areas and expect to roll food waste collections out more widely as part of our new waste contract. The new contract (which is scheduled to begin at the end of January) includes provision for food waste collections across the borough. Food waste will be introduced with careful consideration of properties' specific requirements, e.g. communal collections and storage capacity issues. It's worth noting that detail on the requirements of the new Environment Act is currently awaited, this may also impact regulations for waste collection and recycling, including collection of food and also garden waste. In addition, we are part of a London wide project to look at reducing food waste and the carbon impact of our food consumption and we continue to promote home composting to help further reduce food waste.

Then, the Chair invited questions from members of the public in the meeting.

In response to Morag Carmichael's enquiry about the progress of opening an ecology centre, Hinesh Mehta said that the Climate Change and Ecology Centre, to be opened by April 2023, would be located at the south of the borough near the pier of the Wandsworth Bridge.

The Committee requested items on the Housing Retrofit Survey and the key performance indicators (KPIs) of the Climate Emergency Unit at the next meeting scheduled for 29 November 2022.

ACTION: Hinesh Mehta

Concluding the discussion, the Chair thanked everyone for attending or watching the meeting. She stressed the need for action and the importance of staying engaged and positive about the impact we could have on climate change mitigation and management.

RESOLVED

1. The Committee noted and commented on progress towards net zero.
2. The Committee noted and commented on the strategic priorities set out for 2022-23.
3. The Committee gave feedback on the strategy, progress, and priorities.
4. The Committee requested items on the Housing Retrofit Survey and progress updates on the Climate Emergency strategy at the next meeting scheduled for 29 November 2022.

5. DATES OF FUTURE MEETINGS

Members noted the dates of future meetings as follow:

- 29 November 2022
- 31 January 2023
- 28 March 2023

Meeting started: 19.00
Meeting ended: 20.34

Chair

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London Borough of Hammersmith & Fulham

Report to: Climate Change and Ecology Policy and Accountability Committee

Date: 29/11/2022

Subject: Clean Air Neighbourhoods

Report of: John Galsworthy, Assistant Director – Parking

Responsible Director: Bram Kainth, Strategic Director of Environment

SUMMARY

This item covers what Clean Air Neighbourhoods are, the health and ecological problems they address, and how they are being delivered in H&F.

RECOMMENDATIONS

1. To note and comment on the presentation (Appendix 1).
-

LIST OF APPENDICES:

Appendix 1 – Clean Air Neighbourhoods



Clean Air Neighbourhoods

Climate and Ecology PAC

November 2022

John Galsworthy
Assistant Director – Parking

What are Clean Air Neighbourhoods

*At its heart, a Clean Air Neighbourhood is a comprehensive **Public Health initiative** with the ambition of reducing many of the impacts of poor air quality and improving the health of residents.*

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It's more than just a **traffic scheme**, it's a **series of measures** that aim to;

- remove pollution from the streets,
- repurpose road space for active travel, leisure, art and ecology,
- mitigate climate change, and
- move to sustainable living

Safer, healthier and greener place to live, work and play

Air quality crisis

According to Public Health England (PHE), **poor air quality is the largest environmental risk to public health in the UK.**

Long term exposure to man-made air pollution in the UK has an estimated annual effect equivalent to 28,000-36,000 deaths (BHF).

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Air pollution can lead to a variety of health problems, including cardiovascular disease, lung cancer and dementia.

The UK ranks 94 out of 118 countries in the AQI country ranking for air pollution. (IQ Air)

World Health Organisation – annual average limit for NO_x **10**ug/m³

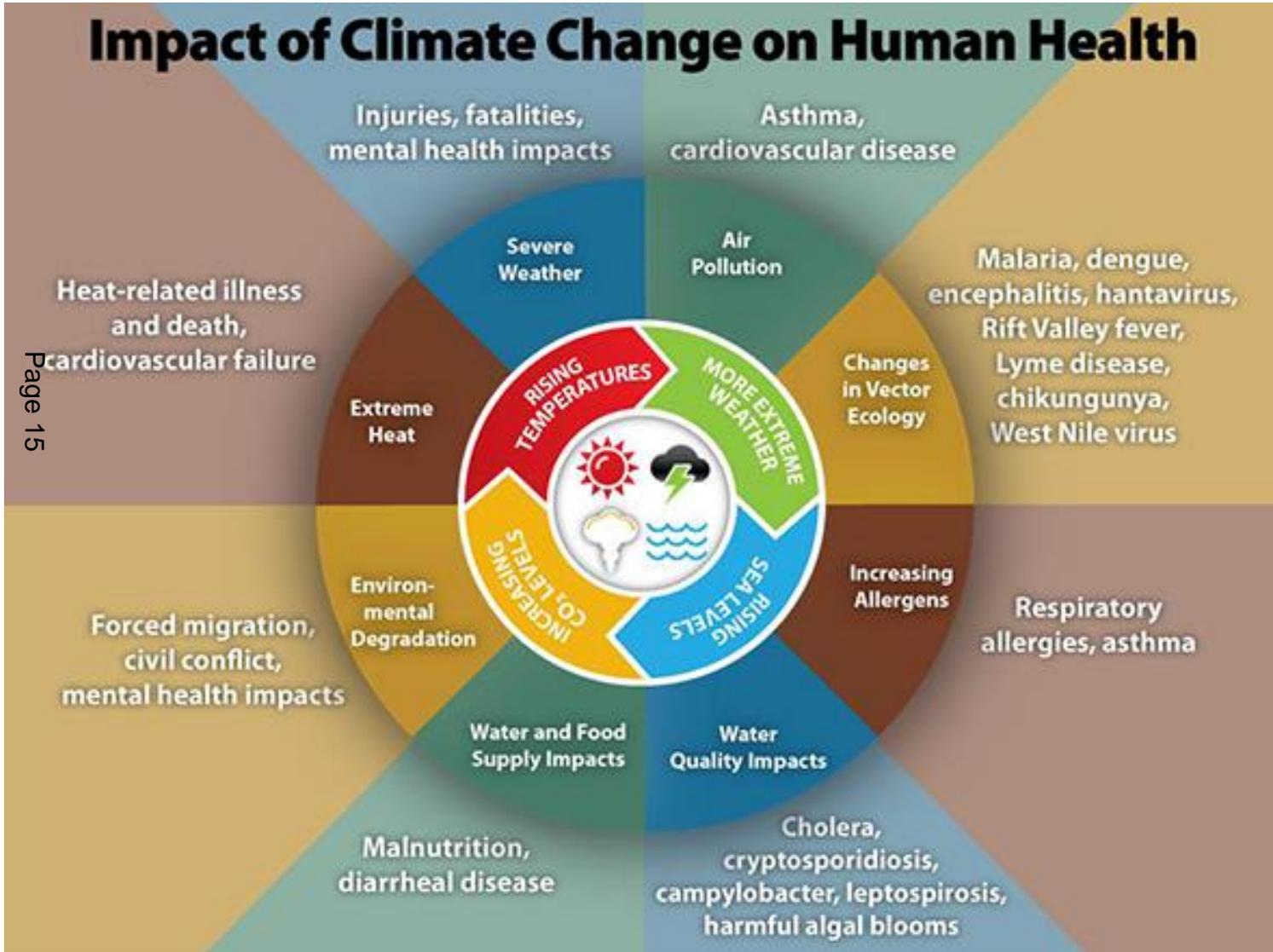
Average in LBHF is **30**ug/m³ with highs of **200**

circa 87 resident deaths per annum related to poor air quality

Air pollution costs **£20 billion** to the UK economy annually. (Royal College of Physicians) – at least **£54m in H&F**

Main causes of NO_x
50% road traffic
20% heat and power

Climate change is a health crisis



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Cycle of
Warmer, wetter winters and
Hotter, drier summers

*More drought, more floods,
more ecological disasters and
more infrastructure failures*

=

More deaths

The most vulnerable are the most affected

Carbon targets

The UK has officially enshrined **net-zero by 2050** into law, joining Sweden and Norway as the first countries in the world to do so.

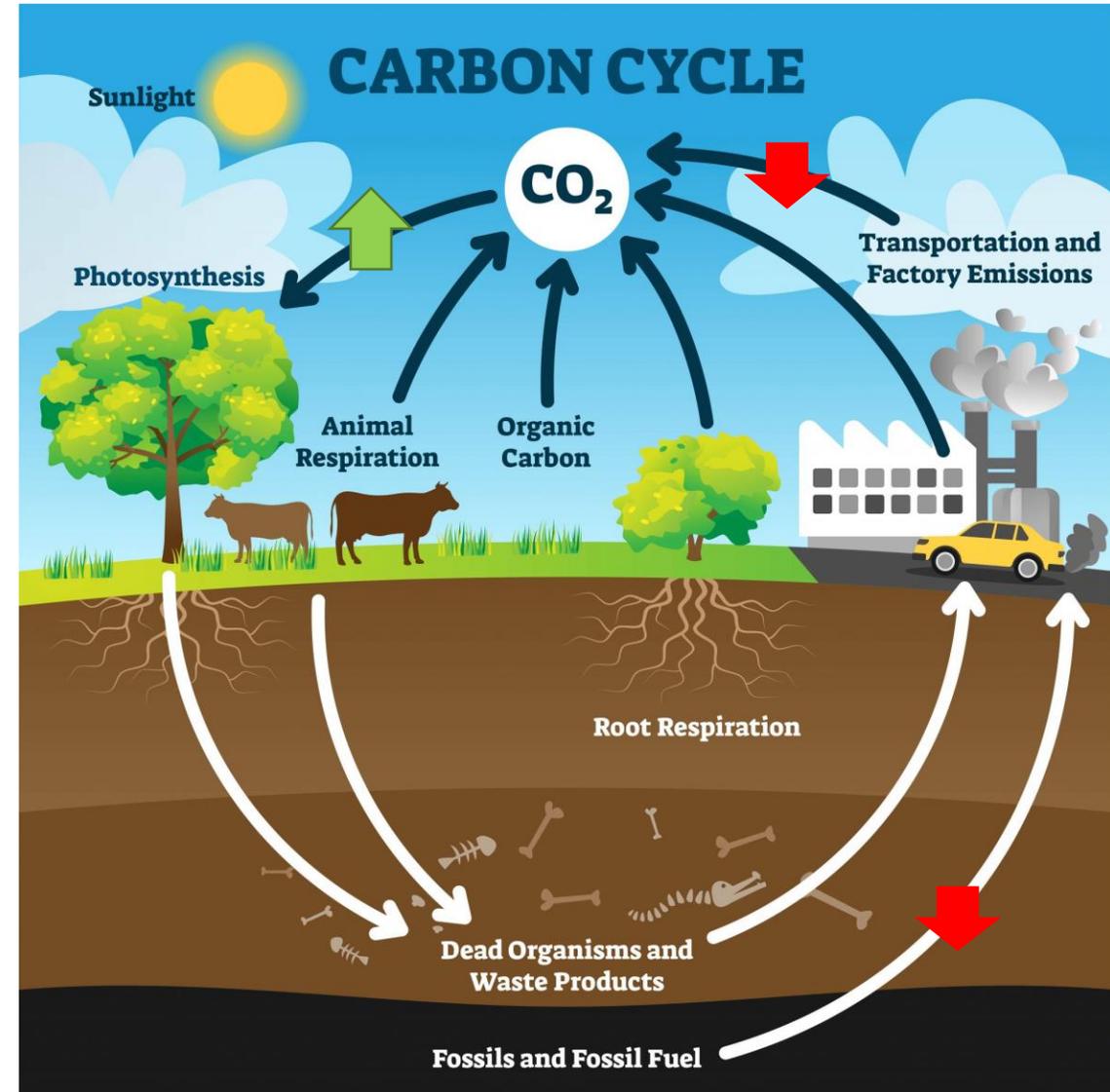
Net zero is delivered by

- reducing the amount of CO₂ coming from fossil fuels
- reducing the amount of CO₂ from industrial processes
- increasing the amount of things that consume CO₂ – such as greening and sustainable forestry

3 key areas to deliver net zero:

- Energy (production and consumption)
- **Transport**
- *Agriculture*

Relies heavily on cultural behaviour change



Traffic congestion is not a new problem



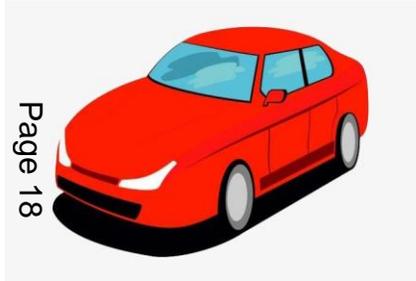
- Traffic in the borough is long standing and been difficult to address
- Majority of traffic is out of borough through traffic
- Traffic is a ‘sentient fluid’ it flows with purpose and intent through our streets – it can be altered.

The boroughs traffic is continually changing

Δ Population

More cars

More people



Δ Behaviours

More deliveries

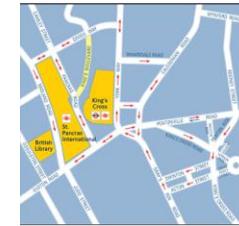
Working at home



Δ Demand

Sat Nav

Road capacity



=

Problem

Population growth 33%

2016 179,000 – 2030 239,000

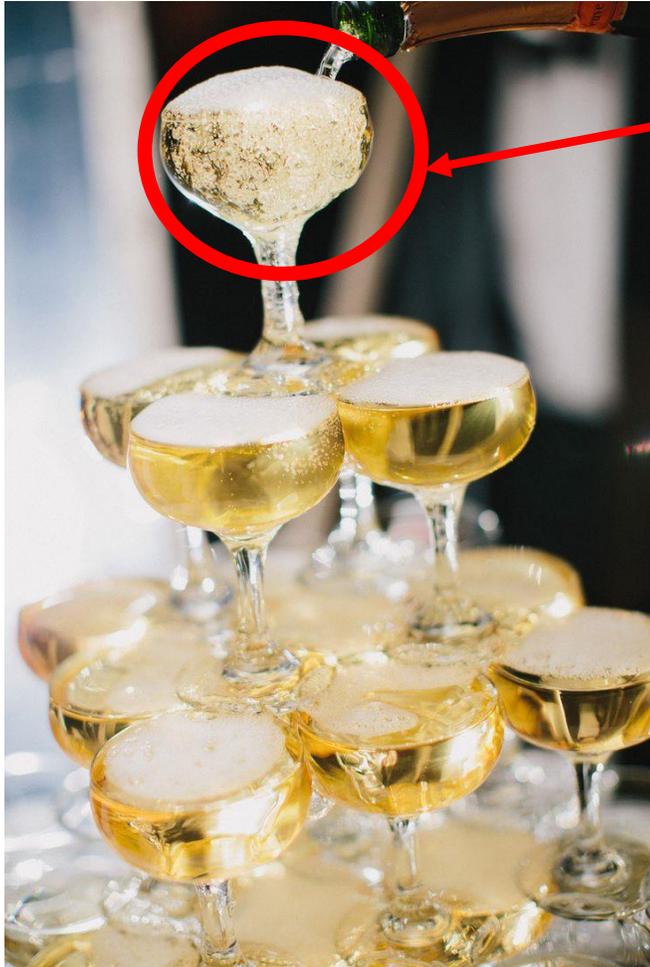
Households growth 18%

2016 114,000 – 2030 135,000

Job growth 15%

2016 137,000 – 2030 158,000

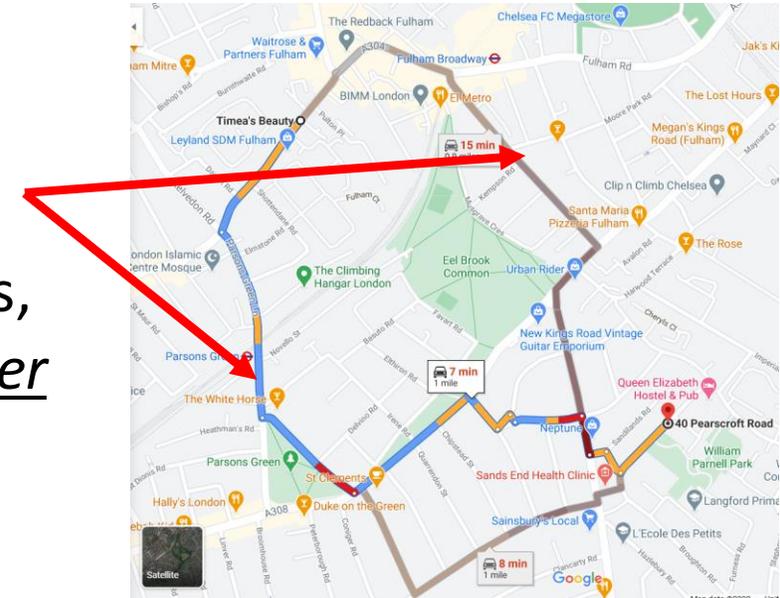
Why does through traffic use side streets?



Main roads are like glasses, traffic demand is the liquid in the bottle with an endless supply.

When there is too much, the glass overflows into other glasses until there are no more glasses left, add more glasses, the amount of liquid just gets bigger

Satnavs look for empty roads to flow traffic into
They will direct traffic to use residential side roads, even if longer, if it is faster

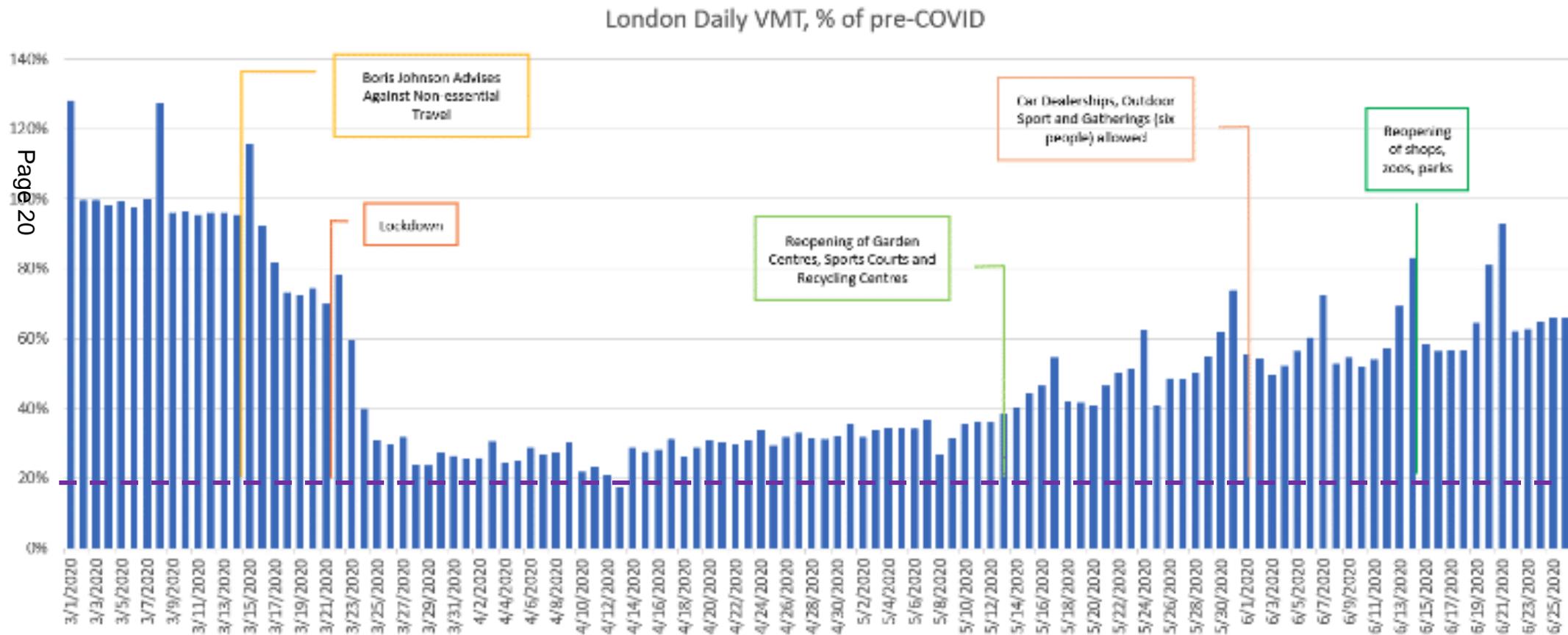


To control traffic on main roads, the side roads need a way to stop the flow

Traffic volume is directly proportional to road space
Less roads = less cars = less pollution = less carbon

There is hope!

Covid lockdowns allowed us to see exactly how much traffic a city needed to function - only **21%** meaning **79%** can be influenced to change



Traffic is the key to success

Less cars



Page 2
Through traffic is around 75% of the traffic problems in local roads

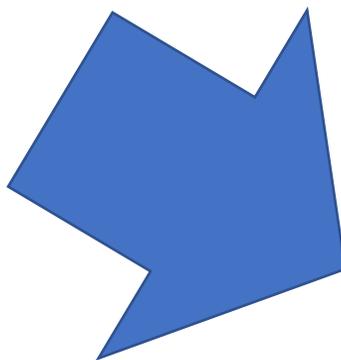


Better health and life chances

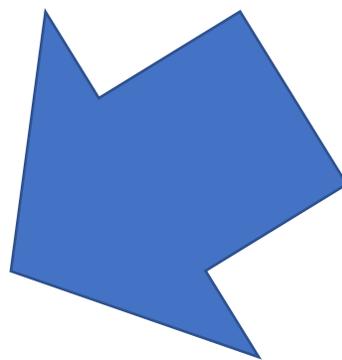
More space for change



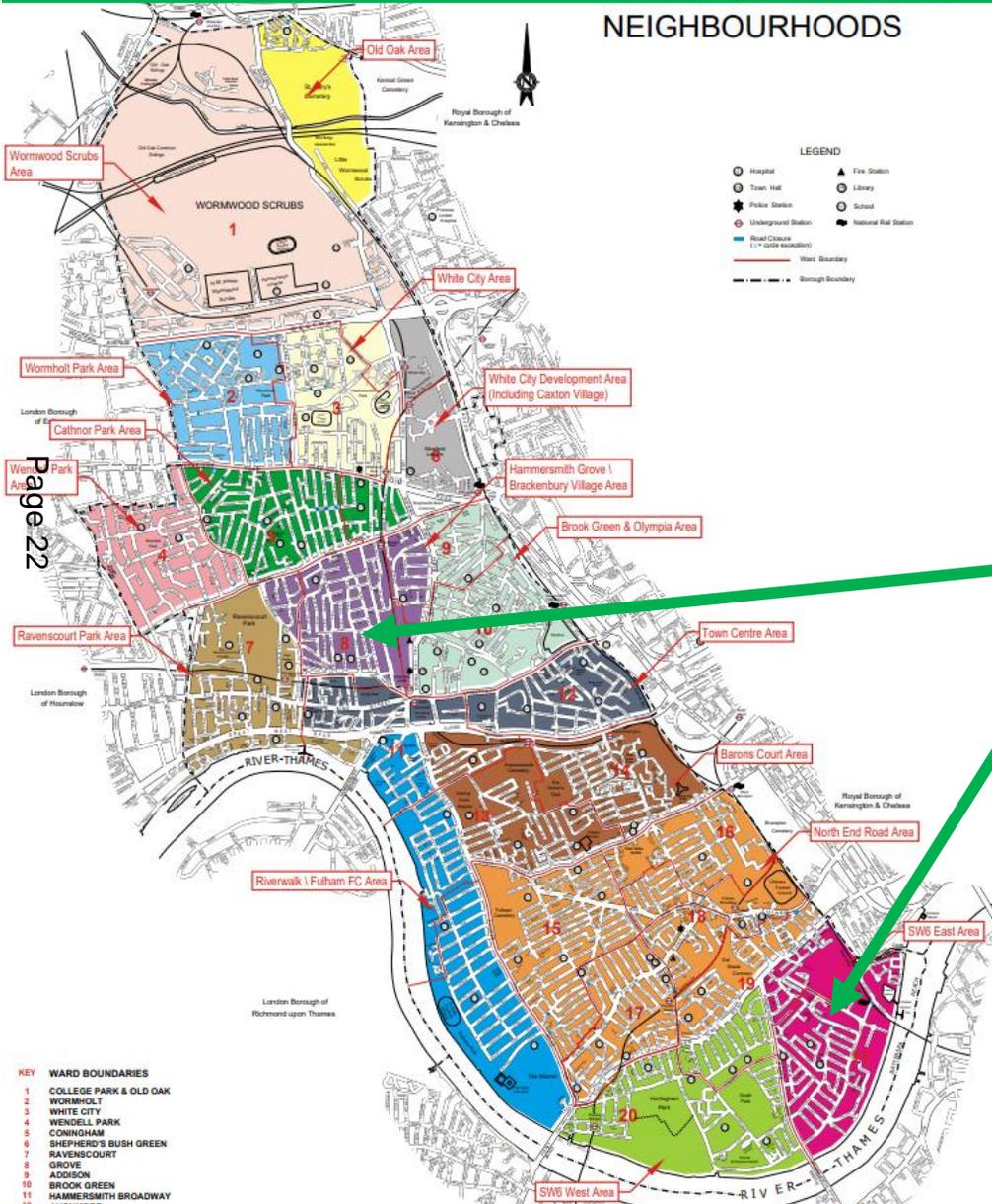
Greening, leisure/art/play, SUDs, active travel – cycling and walking



The mantra



Delivering Clean Air Neighbourhoods



Borough has be broken in to 15 neighbourhoods

The boundaries are defined by the main road that through traffic should be using

Areas may need to be looked at in sections due to size and complexity

Started in Brackenbury for areas above the A4 and South Fulham East for areas below the A4

The programme radiates out based on traffic impacts to other neighbourhoods and on resident buy in

The areas are interconnected



This is just the traffic density map generated from only the traffic crossing Wandsworth Bridge

Wandsworth Bridge is a strategic road crossing point for London with 44,000 crossings per day prior to East Scheme.

95% of those crossings are non local, using the bridge to connect both North-South and East-West Routes.

Workstreams for Clean Air Neighbourhoods

Work with residents and businesses throughout - Engagement, consultation, information and education

Monitor traffic, air quality, Sat Nav, traffic modelling

Reduce out of borough traffic

School Streets +

Encourage more walking and cycling

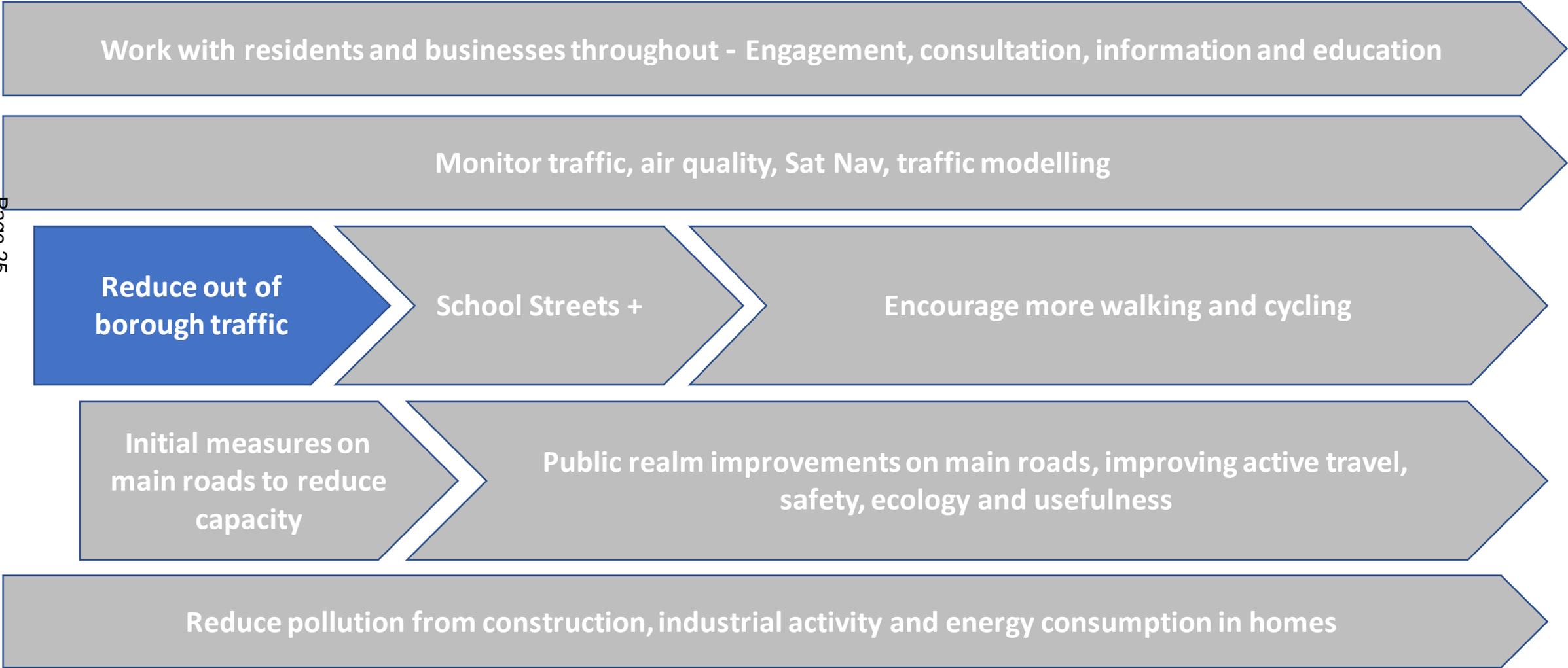
Initial measures on main roads to reduce capacity

Public realm improvements on main roads, improving active travel, safety, ecology and usefulness

Reduce pollution from construction, industrial activity and energy consumption in homes

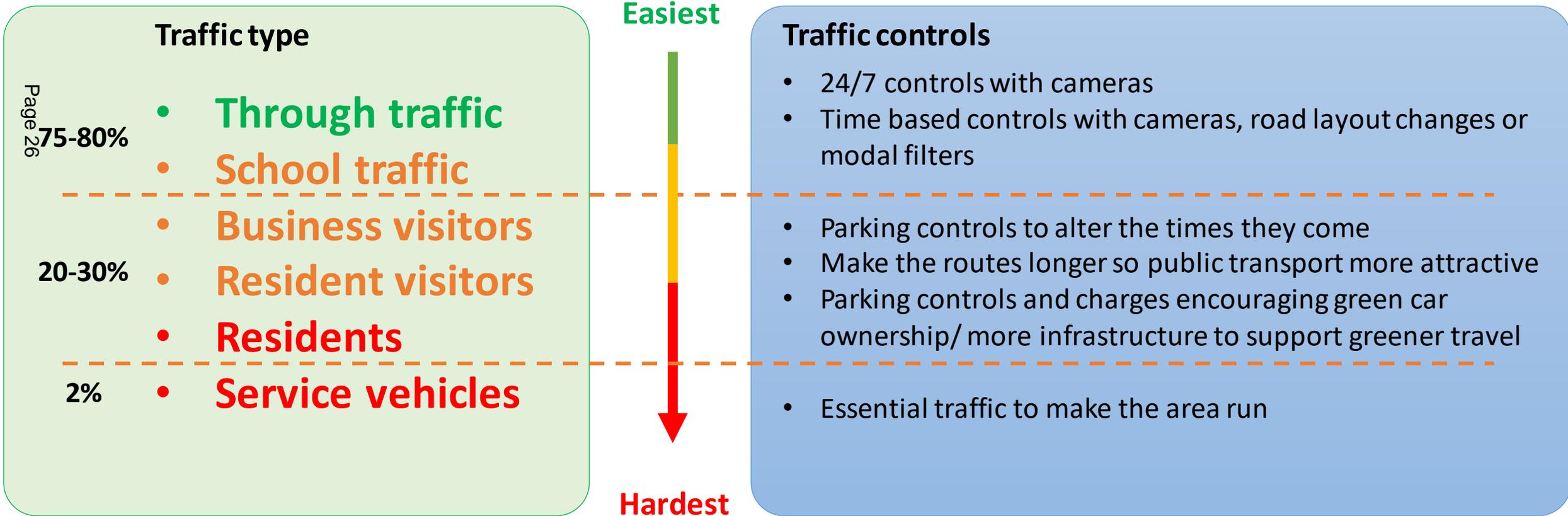
Workstreams for Clean Air Neighbourhoods

Remove the traffic



Why start with through traffic?

First, you have to **remove the traffic**, then you can **reduce the traffic capacity**, which enables the **repurposing of the space**



CLEAN not LTN – right tool for the job



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- CLEAN's are designed to **filter traffic** by using technology to select the vehicles to remove from the roads
- It does achieve some modal shift but its not the schemes primary focus.
- Precision tool for tackling **through traffic** but **NOT** for reducing **local** traffic activity
- Very **low** impact on emergency vehicles, public transport and local activity
- Constrains through traffic capacity across a wide area
- LTN's have various forms but they focus on modal shift of transport usage by making it more difficult for all vehicles. These include road closures, cycle lanes, school streets and pedestrianisation.
- Blunt instrument for tackling rat running alone, more affective at reducing **all traffic** including local.
- Very **High** impact on emergency vehicles, public transport and local activity
- Re-distributes vehicle capacity to other transport modes

MAP OF PROPOSED SOUTH FULHAM TRIAL



KEY

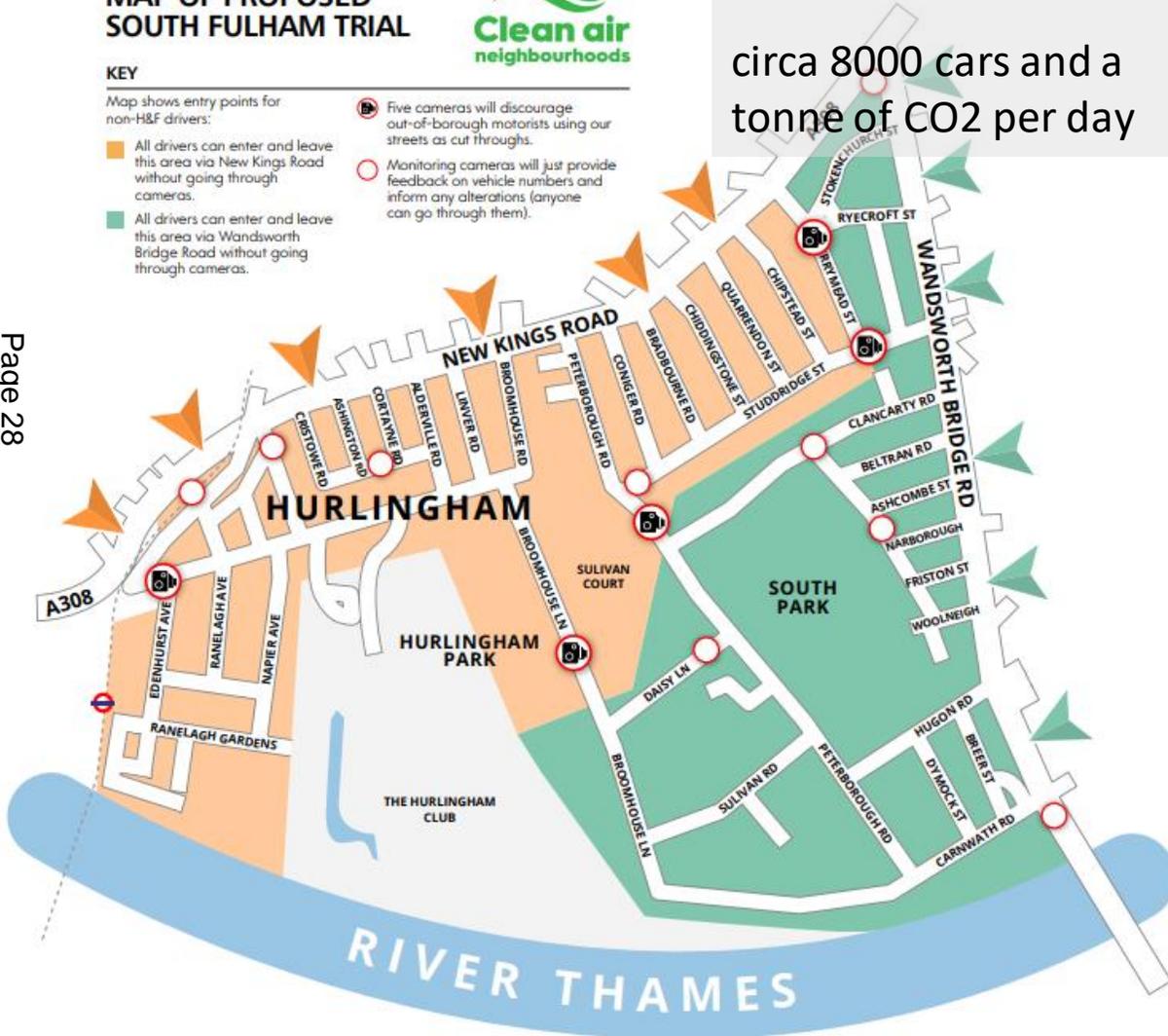
Map shows entry points for non-H&F drivers:

- All drivers can enter and leave this area via New Kings Road without going through cameras.
- All drivers can enter and leave this area via Wandsworth Bridge Road without going through cameras.

- Five cameras will discourage out-of-borough motorists using our streets as cut throughs.
- Monitoring cameras will just provide feedback on vehicle numbers and inform any alterations (anyone can go through them).

Expected to remove **79%** traffic on side roads
4% traffic on main roads
25% overall

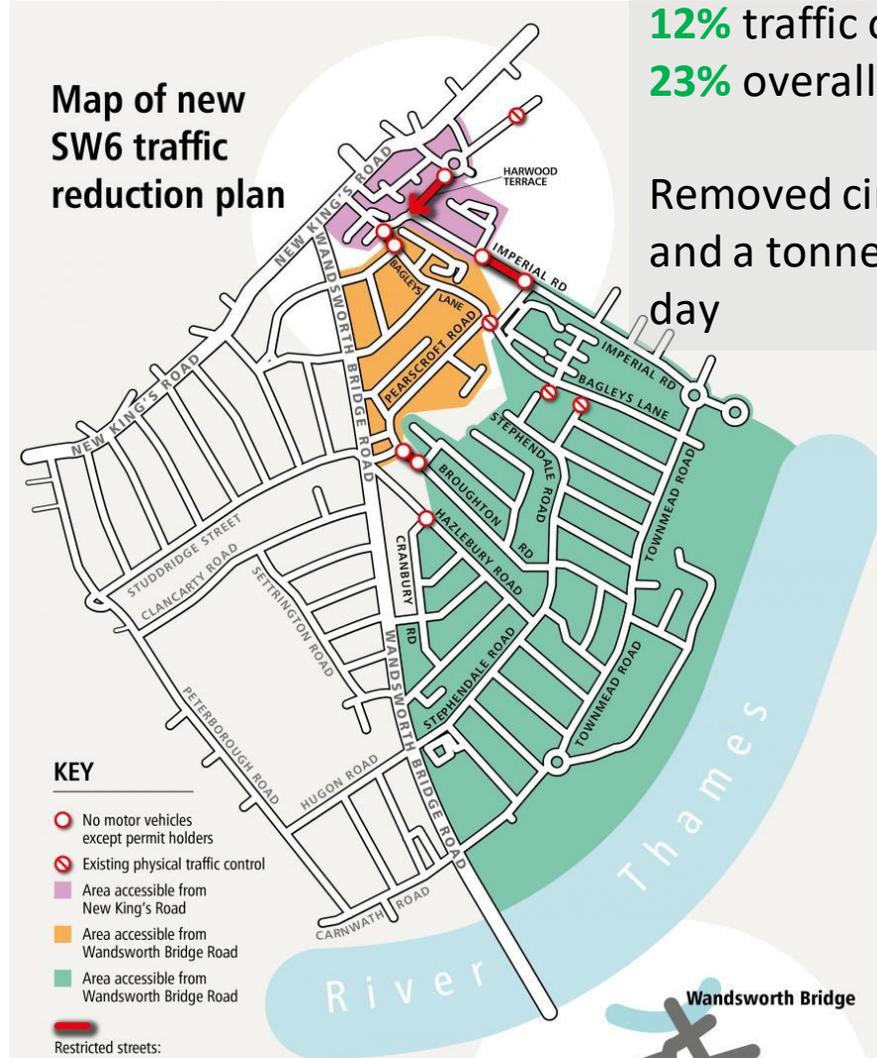
circa 8000 cars and a tonne of CO2 per day



Removed **75%** traffic on side roads
12% traffic on main roads
23% overall

Removed circa 8000 cars and a tonne of CO2 per day

Map of new SW6 traffic reduction plan

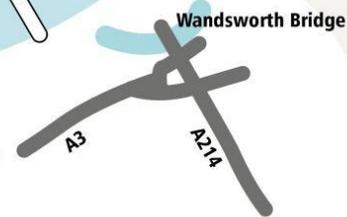


KEY

- No motor vehicles except permit holders
- Existing physical traffic control
- Area accessible from New King's Road
- Area accessible from Wandsworth Bridge Road
- Area accessible from Wandsworth Bridge Road

Restricted streets:

- Harwood Terrace** - westbound
- Bagley's Lane** between Cresford Road and Harwood Terrace (access permitted for deliveries to properties on restricted street)
- Broughton Road** between Broughton Road Approach and Langford Road (access permitted for deliveries to properties on restricted street)
- Hazelbury Road** at the junction with Cranbury Road
- Imperial Road** between Emden Street and Fulmead Street



Filtering the through traffic - How the camera controls work

Step 1



Vehicle wants to pass through a control point



Step 2



YOUR REG

Camera, using ANPR, checks database to see if vehicle is eligible to enter or not (has a permit)

Step 3



If vehicle is eligible to enter, it's ignored



If vehicle is **not** eligible to enter, it's sent a **fine** in the post

Strategic roads in the area have a 'virtual gate'

Who can pass through a control point

Permitted vehicles

- All H&F residents and H&F permit holders
- Black taxis and Buses
- Emergency services
- Essential services (such as refuse, carer, etc)



On demand controlled by residents

- Visitors
- Who ever you want!



Excluded vehicles

- Out of borough through traffic using the route to cut corners



On demand permits need to be registered **BEFORE midnight** on the day to avoid a fine for the driver.
The permit can be issued **AFTER** the car has passed through.

Using ANPR technology, cameras will determine which vehicles to ignore and which to fine based on a valid permit.

Air Quality monitoring – measuring success



65 locations, mesh network of sensors – rolling out boroughwide

Samples air every 5 mins
Mix of
NO_x, O₃, CO, PM2.5, PM10.

First and largest AQM network of its kind

Upgraded existing Defra site and added a further 3, measure PM1.0

Installed sensors in and around schools as part of Breathe London initiative

Working with Imperial to analyse the data

Pollution map – 6/10 @11am

The Eastern scheme area is 1/3 lower than other parts of the borough

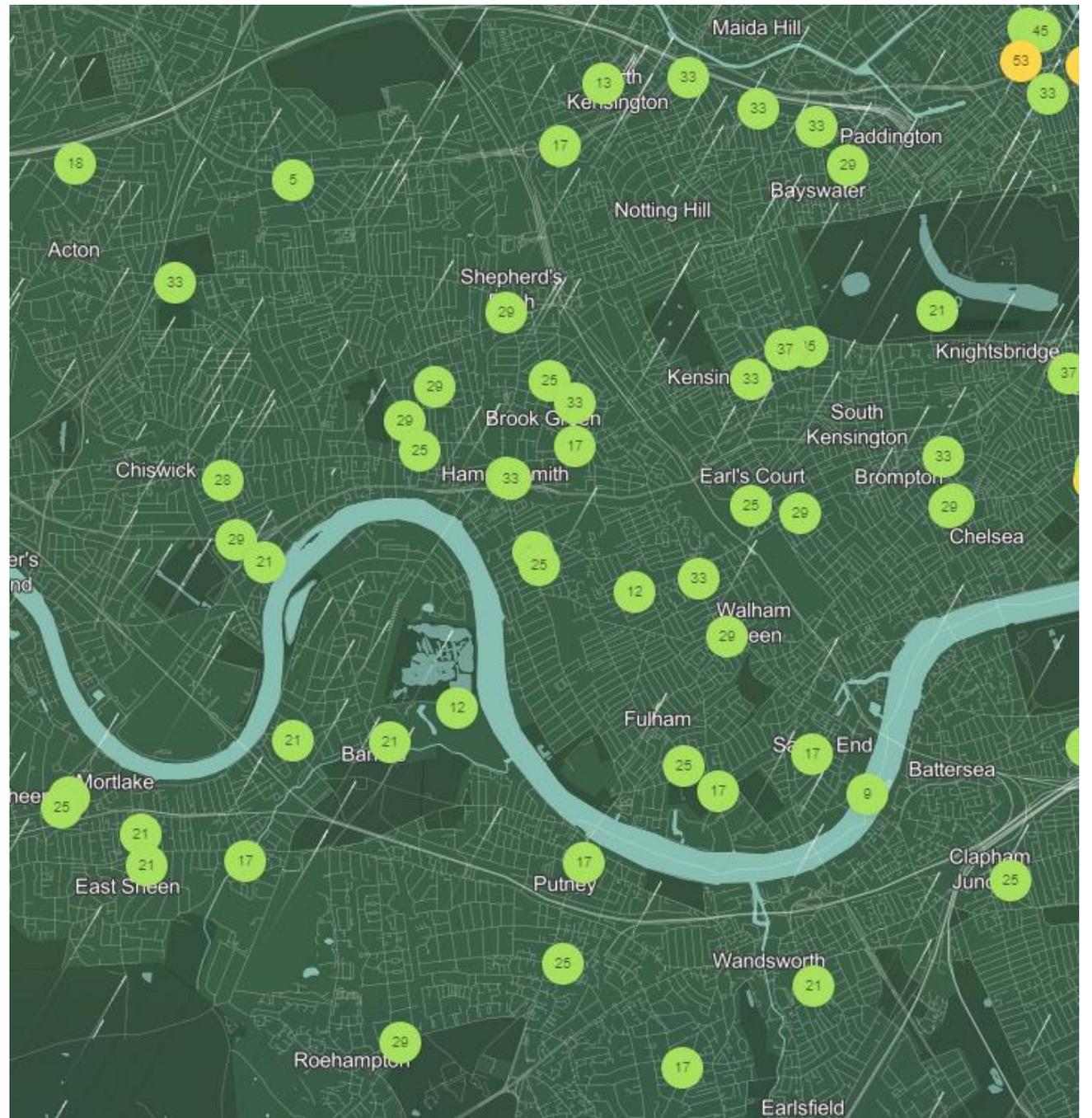
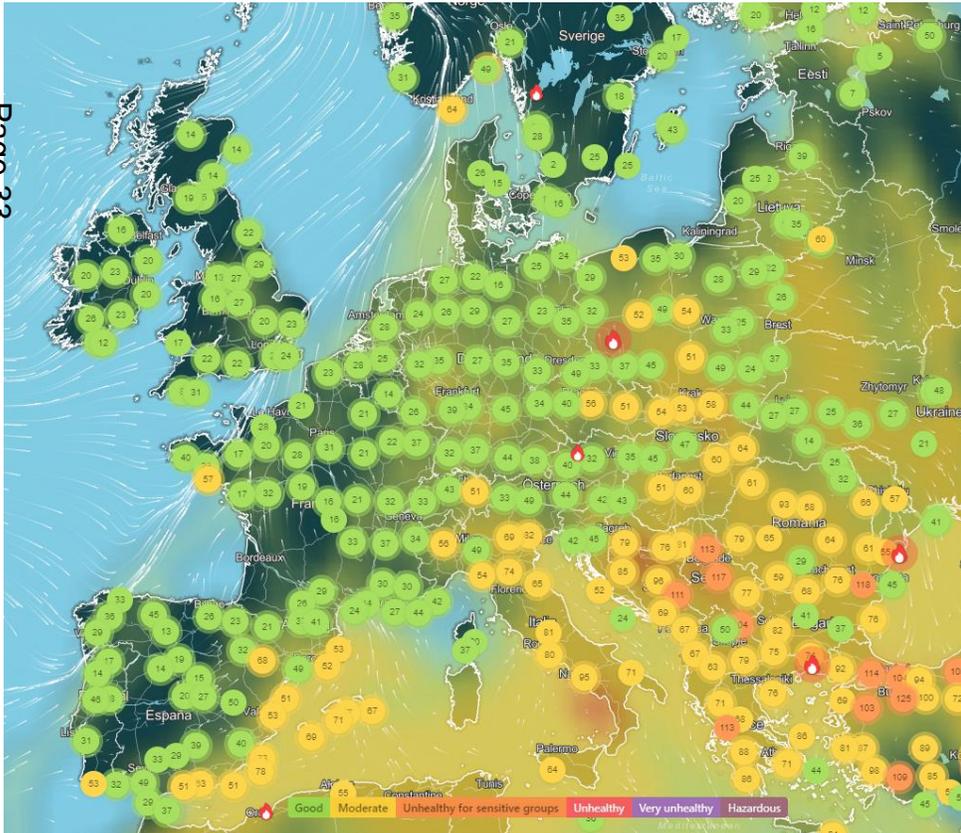


Not all pollution is local

Wind direction, temperature, air pressure and humidity, as well as pollution generating from surrounding areas all influence local air quality.

What is important is exposure to pollution over time and how much recovery time someone gets

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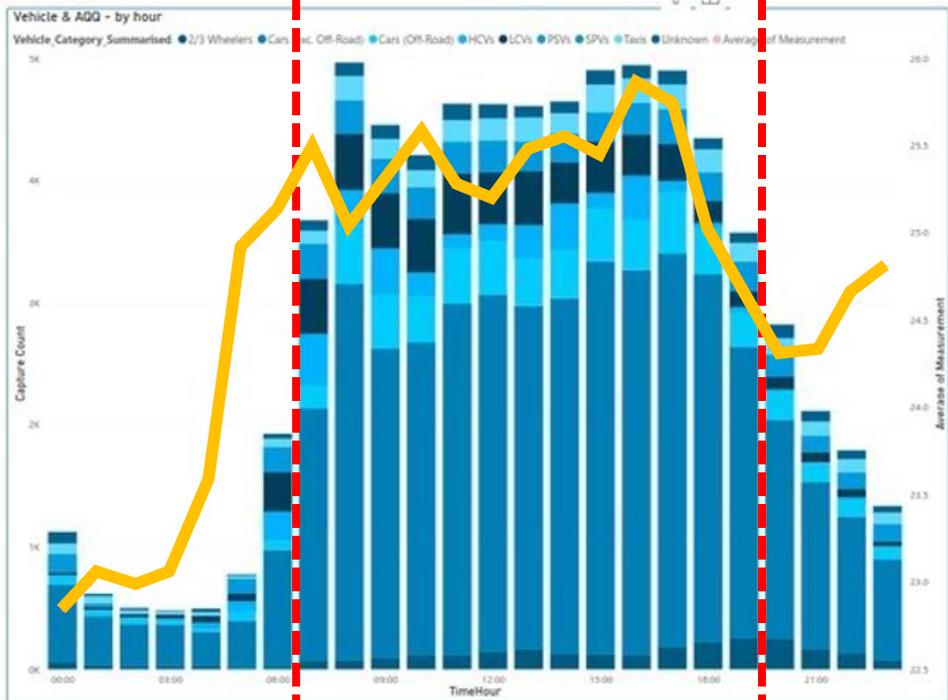
Air Quality comparison

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River traffic and heating

Road traffic and industrial

River traffic and heating



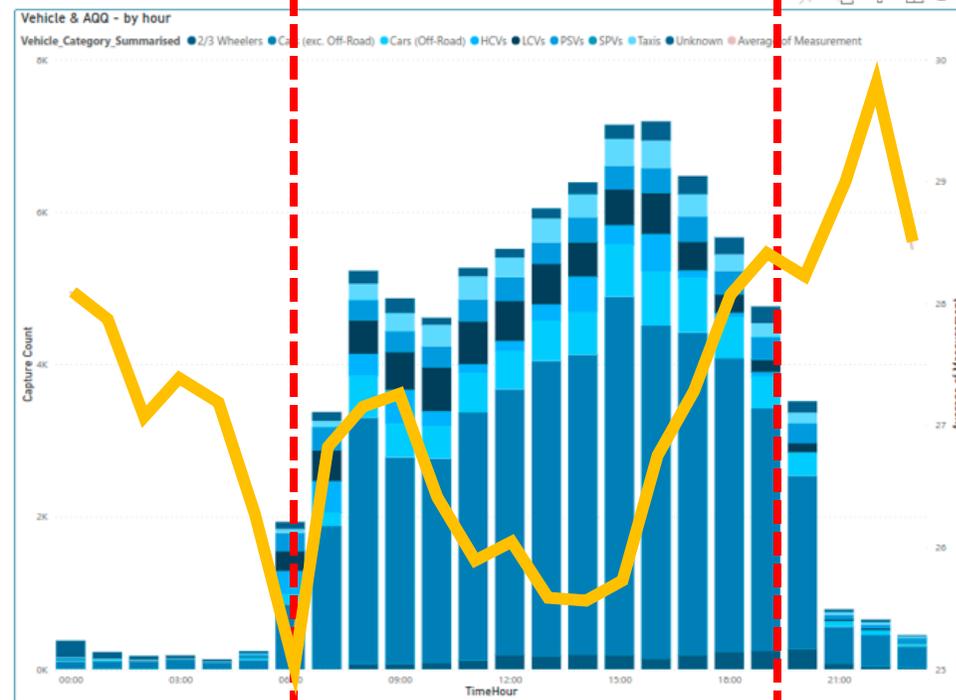
Pollutant	Average	Min	Max	Samples taken
NO ₂	11.35	3.52	42.97	8577
O ₃	71.74	41.42	86.43	8577

West – before scheme

River traffic and heating

Road traffic and industrial

River traffic and heating



Pollutant	Average	Min	Max	Samples taken
NO ₂	10.01	4	27.03	9326
O ₃	65.15	45.12	77.49	9326

East – after scheme

Traffic reductions in the South Fulham East trial

Traffic flow changes 7 day weekly average

On average removed **75%** traffic on side roads

12% traffic on main roads

23% overall

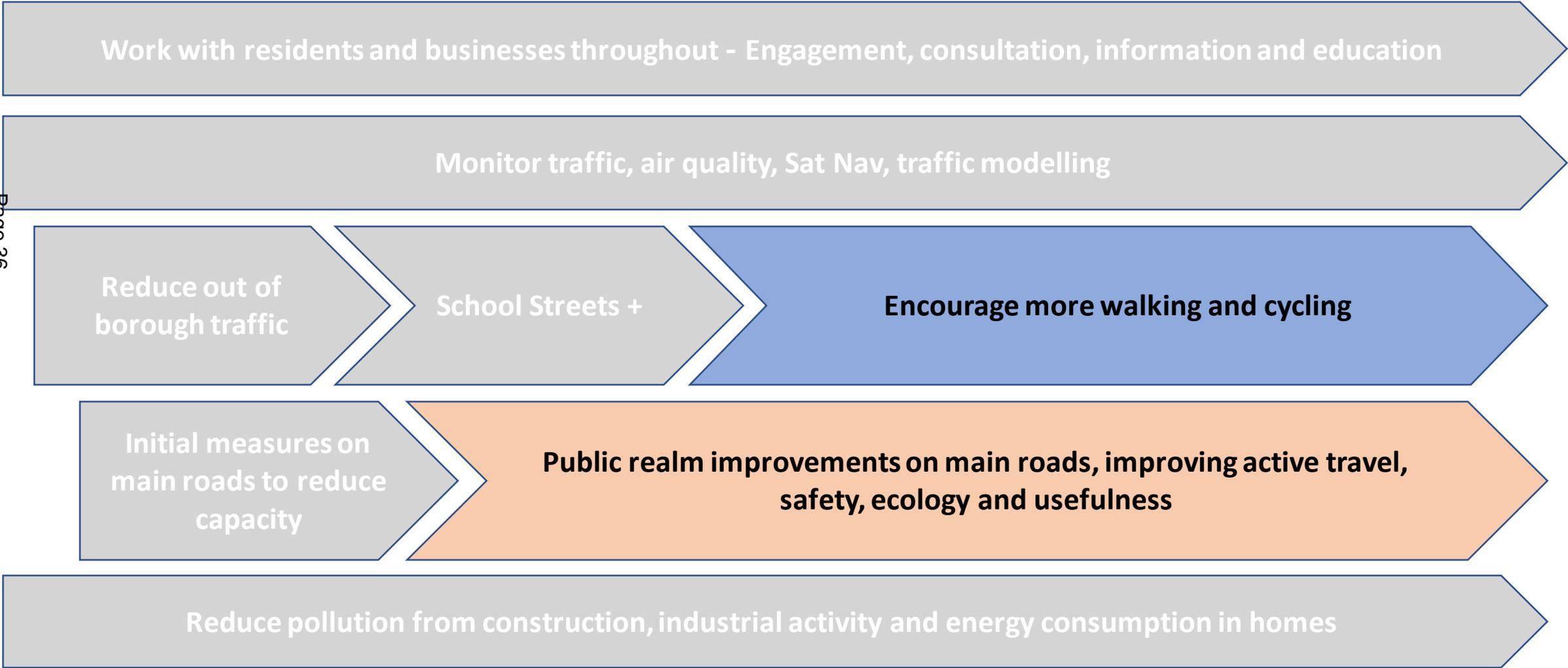
Removed circa 8000 cars and a tonne of CO2 per day

Removed 170,000 trips per week on the SW-NE Direction

SURVEY LOCATION	BEFORE HT CLOSURE	DURING HT CLOSURE	DURING SW6 EAST SCHEME
		LTN	CLEAN
Bagleys Ln (South of New Kings Rd)	44,990	56,562 (+25.7%)	12,675 (-72% and -78%)
Imperial Rd (East of Emden St)	77,999	51,083 (-34.5%)	17,706 (-76% and -64%)
New Kings Rd (West of Maxwell Rd)	190,486	153,007 (-19.7%)	120,925 (-36% and -21%)
Townmead Rd (East of Bagleys Ln)	-	65,886	Not Counted Estimate – 29,000*
New Kings Rd (North of Crondace Rd)	107,187	97,680 (-8.9%)	93,480 (-13% and -4.5%)
Wandsworth Bridge Rd (South of Studdridge St)	157,137	158,153 (+0.6%)	148,701 (-5% and -6%)
Wandsworth Bridge Rd (South of Oakbury Rd)	155,308	152,025 (-2.1%)	Not Counted (bridge -15%)
Harwood Terrace WB	27,790	0 (-100%)	4,420 -84%

Workstreams for Clean Air Neighbourhoods

Remove the opportunity for the cars to come back



Minimising the threat of climate change to residents

Flooding – wetter warmer winters, growing population, non permeable surfaces and Victorian infrastructure.

Use SUDs and Rain gardens to drain the water naturally



Heat – streets create canyons for extreme heat build up

Urban forests using tree canopy to cool the street
Water features to cool the air



Reshaping the neighbourhoods and re-wilding

Bold and innovative approaches to repurpose the space left by cars
Green highways for ecology to re-establish

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Limited only by imagination



Benefits of re-wilding

- Helps wildlife adapt to climate change
- Reverses biodiversity loss
- Supports diversified economic opportunities
- Improves our health and wellbeing

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Conservation is not preservation
Streets need to adapt and change,
it is a managed environment with
multiple demands

Diversity of space = thriving
ecology



The street scene plays a vital part in **connecting up habitats** and **providing wildlife bridges.**

Re-imagine main roads

After a trail scheme to control through traffic goes live, traffic on main roads can be controlled better.

Reducing lanes at junctions with SUDs/ rain gardens, increasing cycle lanes, reducing spaces to stop, changing the priority for cars or shared spaces

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Main roads do not have to be traffic centric – they are places too

This requires local buy in and a vision for the area



Brand identity

Combination of local and H&F logos for the neighbourhoods to bring both a collective and local identity

Looking at options for branding

Street nameplates, green and active travel hubs, banners, gateways

Road surfaces, coloured lighting, 'city trees' air purifiers



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‘it starts with traffic, but it’s more than just a traffic scheme’