

## London Borough of Croydon Air Quality Action Plan

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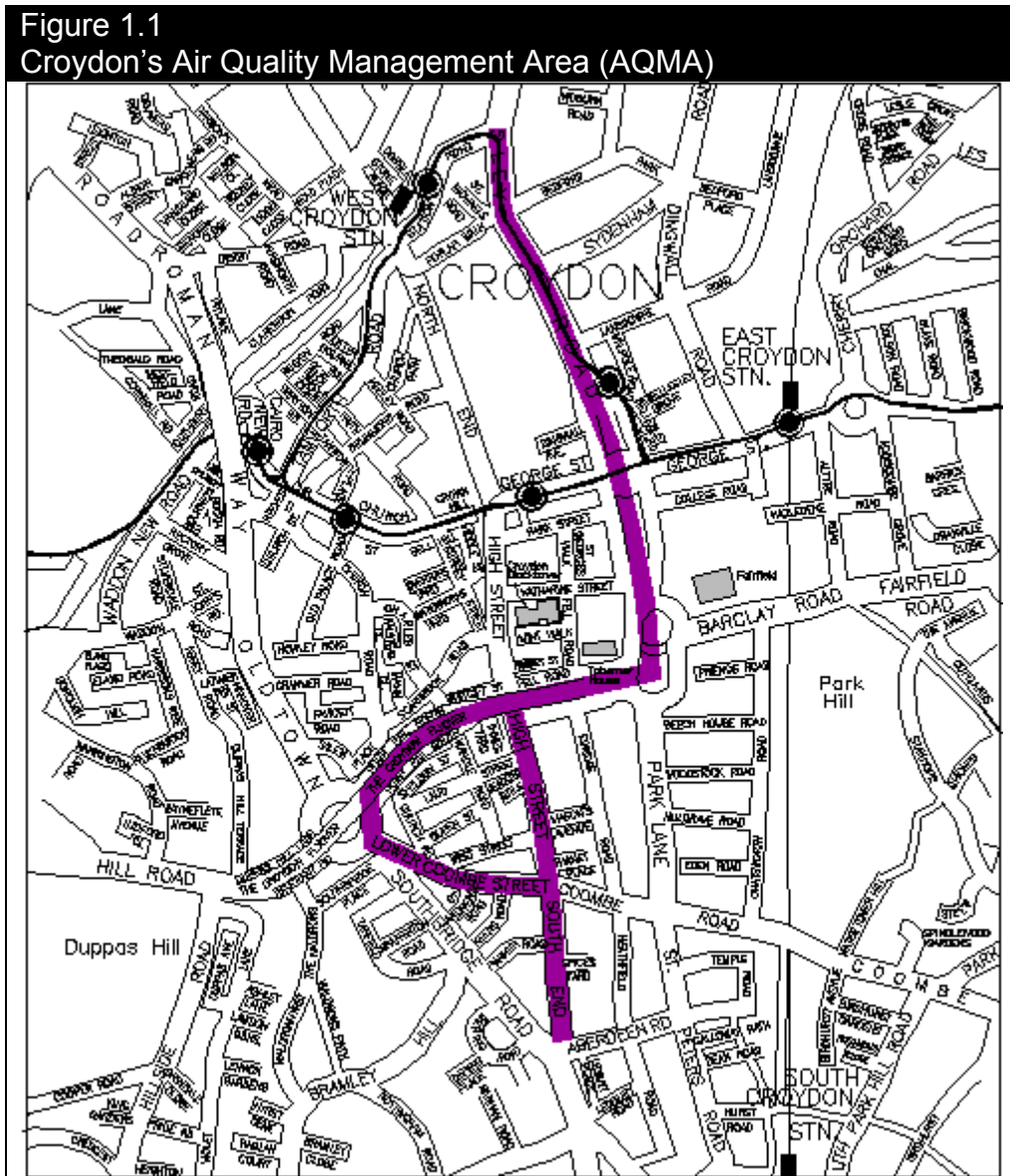
[www.croydon.gov.uk](http://www.croydon.gov.uk)

<b>Project Number</b>	0010-001P
<b>Date of Report</b>	29 April 2002



## 1 Introduction

- 1.1 Croydon Council declared an air quality management area (AQMA) on 2<sup>nd</sup> October 2000. The Council identified this area as likely to have pollution levels exceeding the Government's Air Quality Strategy objective for nitrogen dioxide (NO<sub>2</sub>). The AQMA is shown in Figure 1.1.



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- 1.2 The Council has a statutory duty to develop an action plan of measures aimed at meeting the Government's air quality objectives. The Council also has to undertake a 'Stage 4' review and assessment of air quality in and around the AQMA. The Stage 4 review and assessment is an extension of air quality work already done, including looking at sources of pollution and monitoring results in more detail. It is due to be published in the summer of 2002.
- 1.3 This action plan contains measures that seek to improve air quality in Croydon. It was developed by a stakeholder group, representing the main groups likely to be

affected by any initiatives. It identifies proposals that will improve air quality in the AQMA and throughout the borough. These actions represent the overall consensus of the working group and do not necessarily represent the views of every stakeholder involved.

- 1.4 In developing this action plan, the Council used Government guidance and relevant publications by the National Society for Clean Air and Environmental Protection (NSCA).
- 1.5 Specific criteria were developed by the working group and used to decide what actions would be recommended. These were:

- Improve facilities for environmentally friendly modes of transport and reduce the need for transport
- Balance costs and benefits
- Maintain public input and support to help position Croydon as a good practice model
- Achieve air quality improvement while maintaining economic advantage and exploring wider economic opportunities
- Avoid adversely affecting health and ideally lead to health benefits
- Avoid widening inequalities and ideally reduce inequalities

- 1.6 Croydon's action plan contains a wide range of proposed measures to improve air quality throughout the borough. The central proposal in the plan is the designation of Croydon as a low emission zone (LEZ), preferably as part of a London-wide zone, which would prohibit access to London to goods vehicles, buses and taxis unless they met a certain minimum standard of exhaust emissions. Private cars would not be affected, since previous research has indicated that it would be most cost effective to deal with emissions from heavier diesel vehicles, which are relatively more polluting than cars.
- 1.7 A detailed feasibility study of the exact basis for a London low emission zone is currently being undertaken by the London boroughs, the Greater London Authority (GLA) and the Association of London Government (ALG), and is due to be completed by the autumn of 2002.
- 1.8 The Council will work closely with the GLA in implementing the air quality action plan and in helping the GLA to deliver the Mayor's Air Quality Strategy. The Mayor's proposals for working in pursuit of achievement of the air quality standards and objectives in Croydon's AQMA will be set out in the final version of the Mayor's Air Quality Strategy. These aim to:
  - increase the number of cleaner vehicles;
  - support the feasibility study on one or more low emission zones for London;

- reduce emissions from vehicles operated by or licensed through the Functional Bodies;
- use traffic management infrastructure to reduce emissions;
- reduce emissions for freight movements;
- encourage proper vehicle maintenance and more efficient driving;
- reduce emissions from buildings and industry;
- reduce emissions from construction sites;
- enable continued research into London's air quality;
- lobby government to improve national measures to further reduce air pollution.

Indicative proposals and timescales are set out in the Mayor's draft Air Quality Strategy.

### **Consultation**

- 1.9 The Council consulted on the action plan between 12<sup>th</sup> September and 21<sup>st</sup> December 2001. There was general support for the action plan and the LEZ proposal, although some changes have been made to the plan as a result. A detailed summary of consultation responses is available as a separate document (see 4.1 for further details).

### **Formal adoption**

- 1.10 This action plan was formally adopted by Croydon Council on 29 April 2002.

### **Additional information**

- 1.11 This air quality action plan can be viewed online at [www.croydon.gov.uk/EHDept/actionplan.htm](http://www.croydon.gov.uk/EHDept/actionplan.htm)

## **2 Requirement for an Air Quality Action Plan for Croydon**

- 2.1 Having designated an AQMA, section 84(2) of the Environment Act 1995 requires local councils to draw up an action plan. Action plans set out what the authority intends to do in pursuit of the air quality objectives.
- 2.2 There is no set time-scale for the completion of the action plan. Guidance note LAQM.G1(00), however, recommends that authorities aim to consult on a draft plan within nine to twelve months of AQMA declaration and to have an action plan in place within twelve to eighteen months of declaring.
- 2.3 Croydon has an AQMA based on the annual mean objective for NO<sub>2</sub>. The AQMA is in the centre of Croydon. The main requirement, therefore, is on meeting the air quality objectives in this area. However, many proposals included in the plan would need to be implemented over a wider area to improve air quality in central Croydon. In addition, the effects of some measures targeted at central Croydon will, inevitably, spread beyond this area. In addition, the Council views the requirement to produce an air quality action plan as an opportunity to develop a plan of measures to reduce air pollution throughout the borough, wherever feasible.
- 2.4 This action plan is based on the most up-to-date information on emissions of air pollution available during 2001. Since the Council consulted on the draft plan a revised emissions inventory for London has been produced, which shows that emissions of some traffic pollutants will not decrease by as much by 2005 as had been estimated in the previous inventory. As a result, there may be breaches of Government air quality objectives in other parts of the borough as well as in central Croydon.
- 2.5 Croydon's Stage 4 review and assessment of air quality, which is due for publication later in 2002, will take into account the new emissions inventory and the action plan will be reviewed once the Stage 4 review and assessment is complete. Because the air quality action plan already contains measures to tackle air pollution on a borough-wide basis, it is very unlikely that any major changes would be required to the types of measures the Council is proposing to deal with air pollution (e.g. a borough-wide low emission zone). The Stage 4 review is, however, likely to highlight that air pollution is a more widespread problem across the borough than previous data had indicated and emphasise the importance of comprehensive measures to tackle it.

## **3 Guidance on Action Plans**

- 3.1 The references listed in this section were used extensively in drawing up Croydon's action plan.
- 3.2 Guidance note LAQM.G1(00), 'Framework for Review and Assessment of Air Quality' (DETR 2000a), explains the review and assessment process. It includes information on the statutory background, designating AQMAs, drawing up action plans and consultation.
- 3.3 Guidance note LAQM.G2(00), 'Developing Local Air Quality Action Plans and Strategies: The Main Considerations' (DETR 2000b) sets out principles of AQMA action plans and local air quality strategies. It states that local authorities should:
  - carefully assess options available to improve air quality in AQMAs;

- involve all relevant local authority professionals and departments to ensure a properly balanced and integrated approach;
  - strike a balance between regulatory powers and non-regulatory approaches;
  - ensure that relative contributions from different sources are cost-effective and proportionate;
  - appraise the wider environmental, economic and social consequences of each option.
- 3.4 Guidance notes LAQM.G3(00) and LAQM.G4(00) (DETR 2000c,d) identify specific issues with regard to transport and to land use planning.
- 3.5 'Air Quality Action Plans: Interim Guidance for Local Authorities' (NSCA 2000a) sets out in greater detail how action plans could be drawn up.
- 3.6 'Consultation for Local Air Quality Management: the How To Guide' (NSCA 2000b) gives advice on the consultation process. Consultation for air quality issues is a relatively new process; this document seeks to promote best practice in this area.
- 3.7 'Air Quality: Planning for Action (NSCA 2001). This guidance was issued too late to be used in the development of the action plan. However, many of the recommendations in this guidance were addressed in developing Croydon's action plan.

## 4 Development of the Action Plan

### A Consensus Based Approach

- 4.1 To ensure that an action plan is effective, the effects of any actions need to be considered and weighed against the likely benefits for air quality. To this end, the Council sought to gain the consensus of as many people as possible in developing the plan. A stakeholders' working group drew up a draft plan and the Council consulted widely on this draft. Feedback from the consultation has been compiled into a separate report (available from the Council on request and from the Council's web pages at [www.croydon.gov.uk/EHDept/actionplan.htm](http://www.croydon.gov.uk/EHDept/actionplan.htm)). Relevant changes have been made to this final action plan. The summary report details the changes that have been made between the consultation draft and this final document.

### Action Plan Working Group

- 4.2 The Council set up a working group to draw up the draft action plan. External representatives from transport, business, commerce, public health and environment were invited to join, along with Council officers from the Planning and Transportation and Environmental Services Departments and the Council's Economic and Strategic Development Unit. The full list of participants is at Appendix A.
- 4.3 The group was chaired by an independent facilitator. There were seven meetings of the working group. At the first meeting, the criteria for determining actions were defined. These are listed below. These criteria gave the group a clear sense of direction and aimed to make the aims of the action plan transparent.

## Summary of Criteria Used by Working Group

- Improve facilities for environmentally friendly modes of transport and reduce the need for transport
- Balance costs and benefits
- Maintain public input and support to help position Croydon as a good practice model
- Achieve air quality improvement while maintaining economic advantage and exploring wider economic opportunities
- Avoid adversely affecting health and ideally lead to health benefits
- Avoid widening inequalities and ideally reduce inequalities

4.4 Meetings involved familiarising group members with air quality issues, focussing in particular on Croydon's problems, suggesting possible solutions, discussing implications and selecting the most appropriate actions to take forward for wider consultation. The meetings worked towards group consensus on particular issues. The content of the meetings is summarised below.

- **Meeting 1:** defining the framework, a three phase process for creative problem solving (problem definition, idea generation, action planning); problem definition (summary of Stage 3 work and current understanding of air pollution in Croydon); developing criteria.
- **Meeting 2:** causes and consequences of air pollution.
- **Meeting 3:** local environment issues – vehicle flows; separation of cars, cyclists, pedestrians etc; dispersal of pollution.
- **Meeting 4:** public transport issues.
- **Meeting 5:** looking at ideas surfaced thus far; selecting ideas worthy of full consideration.
- **Meeting 6:** looking at aids/ hindrances to actions; looking at actions that a) Croydon can take; b) Croydon can encourage central government and the Greater London Authority to take; c) Croydon can encourage transport providers and those who set tender criteria to take.
- **Meeting 7:** LEZ proposal; pulling together actions for inclusion

4.5 The group's proposals were then circulated to relevant departments within the council. Council departments were identified as being responsible for particular actions, and modifications made based on officer feedback. The modified

proposals were then taken back to the working group for final approval. Neighbouring local authorities were kept informed of the action plan's development via the South London Cluster Group of the London Air Quality Network.

## **5 Public Consultation**

- 5.1 The consultation draft was circulated to statutory consultees and key stakeholders, and was made available at the main Council library and provided on the Environmental Services pages of the Council's website. The Action Plan was examined by the Environmental Services and Public Health Scrutiny Sub-Committee. The Council gave presentations at local 'Neighbourhood Partnership' meetings and to the Environmental Services and Public Health Cabinet Consultative Panel. The Council also included a survey on the action plan in the 'Croydon Talkabout' questionnaire. Neighbourhood Partnerships are a forum for dialogue between local communities and the Council; Croydon Talkabout is a postal panel of Croydon residents.
- 5.2 Members of the London Air Quality Network South London Cluster group (which Croydon Council chairs) were kept informed of progress with the development of the action plan, and neighbouring boroughs were also sent copies of the consultation draft.
- 5.3 Six written responses were received, including comments from the Department for the Environment, Food and Rural Affairs and the GLA, as well as further feedback from the Scrutiny Sub-Committee and Council officers. There was general support for the measures in the action plan from the vast majority of respondents, although some specific amendments were requested and several new actions identified. The idea of the LEZ was well supported. Out of 680 responses to the Talkabout questionnaire, 79% supported the principle of a LEZ, provided cars were not affected. 1 in 10 was against the concept.

## **6 The Action Plan**

- 6.1 Appendix B lists 77 actions classified under five objectives. Each action lists who would be responsible for its implementation, how it would be implemented, an intended completion date and an estimate of cost versus air quality benefit. (For cost, low indicates estimated costs to the Council of under £1000, medium £1000 to £10,000 and high, more than £10,000. For benefit, low indicates a likely improvement in NO<sub>2</sub> of less than 0.2 microgrammes per cubic metre, medium an improvement of 0.2 to 1 microgramme per cubic metre, and high an improvement of more than 1 microgramme per cubic metre.
- 6.2 Key actions in the plan include:
  - a low emission zone for Croydon;
  - further clean up of emissions from Council vehicles;
  - roadside emissions testing of vehicles with the Police and Vehicle Inspectorate and testing and re-tuning at car parks;
  - providing advice and support to schools and businesses to develop green travel plans;

- restricting car parking spaces in new developments in central Croydon;
- installation of electric vehicle charging points in Council car parks;
- improving car park signage and access to prevent queuing and circling of traffic in central Croydon;
- working with public transport providers to improve ticketing, public transport integration and security;
- giving priority to public transport, cyclists and pedestrians in Wellesley Road through the Vision 2020 project;
- seeking funding from developers through section 106 agreements, to improve public transport and walking and cycling facilities;
- extending the London Bus Initiative;
- extending flexible working and home working for Council staff;
- developing a car share database with major employers in the borough;
- working with Government and industry to provide infrastructure for low emission vehicles.

6.3 The actions in appendix B were not necessarily supported entirely by each individual working group member. There were, inevitably, differences in opinion on what actions should be included. These actions, however, represent the overall consensus of the working group.

6.4 The estimates of costs and benefits of actions in the plan should be used only as a guide. The action plan contains a large number of measures, which, taken together, the Council believes will ensure the air quality objectives are met throughout the borough. However, to provide anything more than a qualitative estimate of the costs and impacts on air quality of these actions on an individual basis would be meaningless. In addition, many actions require the development of new work programmes or feasibility studies, such that the actual details of the measures are not known at this stage. Wherever possible, more detailed cost benefits analyses of measures will be undertaken.

### **Low Emission Zone Proposal**

- 6.5 As discussed above, although the focus of the plan is to improve air quality in the AQMA, the working group recognised the importance of tackling air pollution on a borough-wide basis. This will ensure that the whole borough benefits from air quality improvements and prevent measures targeted at a particular location from simply transferring the pollution problem from one area to another.
- 6.6 The action plan recognises that, in order to meet the air quality objectives, action needs to be taken either to reduce significantly the number of vehicles on the borough's roads, or to reduce emissions from those vehicles, or both. The working

group considered that the necessary level of traffic reduction would not be feasible because of the considerable economic harm it would do to the borough, as well as the problems it would pose to many individuals and businesses that need access to the borough by road.

- 6.7 The main proposal in the plan is, therefore, the creation of a low emission zone in Croydon. LEZs have been introduced successfully in various countries and are being considered for cities in the UK including Bath and Nottingham. In a LEZ, access is prohibited to certain types of vehicles unless they meet specified emissions standards. A LEZ, therefore, does not interfere with any individual's or business's access to the borough as long as the vehicles used comply with the emissions standard.
- 6.8 There is widespread support for a London-wide LEZ among boroughs. The ALG is currently working on Phase II of a feasibility study in conjunction with the Government and the Mayor of London into how a LEZ could work in London. The feasibility study is examining the costs and benefits of different schemes, the vehicles to which the zone would need to apply, the emissions standard that would be required of these vehicles for the air quality objectives to be met and the geographical extent of the zone. The study is due for completion in the autumn of 2002.
- 6.9 Although the feasibility study will consider all the options and there is no favoured approach, Phase I of the project and a previous study undertaken for Westminster City Council suggested that the most effective LEZ for London would be targeted at lorries, buses and taxis, and that they would have to meet Euro III emissions standards. (Vehicles of these types produced after October 2001 are built to comply. Some older vehicles fitted with emissions clean-up technology or running on clean fuels can meet Euro III). Enforcement of the zone could be through the use of cameras, which have been used successfully for bus lane enforcement and the night-time lorry ban in London. Vehicles entering the zone could then be checked against a database of vehicles registered as eligible to enter the zone.
- 6.10 The feasibility study will consider in detail which sectors of business may be adversely affected by the economic cost of having to retrofit vehicles in order to be able to continue to do business in London. Many of the larger businesses and fleet operators are expecting a LEZ to be implemented in London at some stage and have a high enough turnover of vehicles to accommodate tighter emissions standards for their vehicles without any significant financial burden. However, it is recognised that many small businesses will probably need tax incentives or grants to clean up their vehicles to meet the required emissions standard. One of the many benefits of a London-wide LEZ is that a large scale project will put boroughs in a much stronger position to lobby the Government, to ensure that a suitable tax or grants framework is in place to make sure firms are not put out of business as a result of the LEZ.
- 6.11 The Croydon air quality working group proposed that the Council should participate fully in the London-wide feasibility study, as this would form the basis of determining the feasibility of a LEZ for Croydon. However, the group strongly recommended that Croydon should implement a feasible LEZ scheme in the borough even if political support or other barriers prevent a London-wide LEZ from happening. The feasibility study will not recommend a single low emission zone proposal for London, but will instead evaluate the various options so that the

Council, in conjunction with the other boroughs and the GLA can form a view on what kind of low emission zone, if any, would be most appropriate for Croydon and for London as a whole.

## **7 Taking Air Quality Improvements Forward**

- 7.1 Air quality management is a continuing and iterative process. As new information and study results become available and as implementation of the action plan begins, it will be necessary to review and amend the plan. The London LEZ study and Croydon's Stage 4 review and assessment of air quality will be the key issues in informing air quality management in the borough.

### **Implementing and Monitoring Measures**

- 7.2 Council teams and departments are identified in Appendix B for implementing specific actions. The Pollution Team will take the lead role in monitoring progress.

### **Croydon Council's Stage 4 Review and Assessment of Air Quality**

- 7.3 The GLA has released an updated inventory of emissions of air pollution across London. It provides improved information on traffic flows, vehicle categories and emissions from industrial processes. It also contains new emission factors for road vehicles, recently released by the Department of Transport, Local Government and the Regions (DTLR). This inventory will be used to refine the Council's current computer model predictions (made at the Stage 3 review and assessment) of which parts of the borough will meet the Government's air quality objectives.
- 7.4 The Mayor of London takes the role of Secretary of State for London local authorities undertaking air quality duties. GLA officers advised boroughs that Stage 4 Reviews and Assessments in London should use the most recent London emissions inventory. The Council, therefore, has delayed completing its stage 4 review and assessment accordingly.
- 7.5 It is already known, from analysis of emissions used for Croydon's Stage 3 review and assessment, that the majority of pollution in Croydon comes from motor vehicles, particularly in the centre of Croydon. Updated emissions data may change the proportion of pollution estimated to come from motor vehicles. This will not be significantly different from current estimates. Therefore, the emphasis of the action plan will remain reducing air pollution from vehicles as the top priority for air quality management in the borough.
- 7.6 Results from the forthcoming Stage 4 review and assessment are likely to inform further the action planning process and will give a better indication of the extent of improvement required to ensure that air quality objectives are met.

## 8 References

Association of London Government/ Greater London Authority (2001), The London Low Emission Zone Feasibility Study, Phase I Report of the Steering Group, ALG/GLA February 2002

DETR (2000a), LAQM.G1(00), Framework for Review and Assessment of Air Quality, HMSO

DETR (2000b), LAQM.G2(00), Developing Local Air Quality Action Plans and Strategies: the Main Considerations, HMSO

DETR (2000c), LAQM.G3(00), Air Quality and Transport, HMSO

DETR (2000d), LAQM.G4(00), Air Quality and Land Use Planning, HMSO

DETR (2000e), LAQM.TG1(00), Review and Assessment: Monitoring Air Quality, HMSO

DETR (2000f), LAQM.TG2(00), Review and Assessment: Estimating Emissions, HMSO

DETR (2000g), LAQM.TG3(00), Review and Assessment: Selection and Use of Dispersion Models, HMSO

DETR (2000h), LAQM.TG4(00), Review and Assessment: Pollutant Specific Guidance, HMSO

Lester A, Potter S & Johnson L (2001), Air Quality Action Plan – Consultation Draft, Croydon Council, project number 0007-005P

Lester A & Potter S (2002), Air Quality Action Plan – Response Summary, Croydon Council, project number 0110-001P/1

NSCA (2000a), Air Quality Action Plans: Interim Guidance for Local Authorities, NSCA

NSCA (2000b), Consultation for Local Air Quality Management: the How To Guide, NSCA

NSCA (2001); Air Quality: Planning for Action, NSCA

## Appendix A: Air Quality Working Group Membership

Name	Organisation	Sector
John Clarke	Mott MacDonald Group Ltd.	Access to Croydon Group
Bob Dorey	Tramtrack Croydon Ltd.	Transport/ Access to Croydon
Ken Dryden	Planning & Transportation, Croydon Council	Transport
Nicola Cheetham/ Suzette Goldwasser	Transport for London, Street Management Services	Transport
Paul Lenz	Alders Department Stores Ltd.	Business/retail
Suzanne Looms	Creative Space Consultancy	Facilitator
Claire McClean	Vision 2020 Panel, Croydon Council	Transport/regeneration
Steve McCormack/ Lynn Nelson	Forward Planning, Croydon Council	Land use planning
Cllr Maggie Mansell	Public Protection & Health Cabinet Member, Croydon Council	Public health/environment
Chris Martin	Traffic and Parking, Croydon Council	Transport
Helen Mason	ESDU, Croydon Council	Town centre management
Margot Nicholls	Croydon Health Authority	Health
Steve Potter/ Alaric Lester	Pollution Team, Croydon Council	Technical Advisors
Alan Sturgeon	Nestle UK Ltd.	Retail/Croydon Partnership
Darrell Swanson/ Graham Tanner	Mott MacDonald Group Ltd	Business/transport
Paul de Zylva	Croydon Friends of the Earth	Environment

### Involved via email only

Julia Bray	Transport for London Integration	Transport
Austen Cooper	Croydon Friends of the Earth	Environment
Cllr Adrian Dennis	Planning, Regeneration & Environment Cabinet Member, Croydon Council	Planning/ Regeneration
Cllr Mick Jewitt	Highways, Transportation & Public Services Cabinet Member, Croydon Council	Transport
Cllr Martin Tiedemann	Croydon Local Agenda 21 Partnership, Croydon Council	Environment

## **Appendix B: List of Organisations and Groups Consulted on the Draft Action Plan**

### **Organisations Sent Copy of Draft Action Plan**

Department of the Environment, Food and Rural Affairs  
The Mayor of London  
Association of London Government  
The Environment Agency  
Transport for London  
The London Borough of Bromley  
The London Borough of Lambeth  
The London Borough of Lewisham  
The London Borough of Merton  
The London Borough of Southwark  
The London Borough of Sutton  
The London Borough of Wandsworth  
Surrey County Council  
Reigate & Banstead District Council  
Tandridge District Council  
Croydon Health Authority  
South Central Trains  
Tramtrack Croydon Limited  
Croydon Chamber of Commerce and Industry  
Croydon Friends of the Earth  
South East Institute of Public Health, Environmental Research Group  
Mott MacDonald Group Limited  
Alders Department Stores Limited  
Nestle UK Limited

### **Consultation Presentations**

Croydon Town Centre Group  
Access to Croydon Group  
Croydon Health Authority  
Purley and Kenley Neighbourhood Partnership  
Beulah, Upper Norwood and Norbury Neighbourhood Partnership  
New Addington and Fieldway Neighbourhood Partnership  
South Norwood and Whitehorse Manor Neighbourhood Partnership  
Addiscombe, Woodside, Rylands and Ashburton Neighbourhood Partnership  
Broad Green and Waddon Neighbourhood Partnership  
Thornton Heath, Bensham Manor and West Thornton Neighbourhood Partnership  
Fairfield, Heathfield, Monks Orchard and Spring Park Neighbourhood Partnership  
Coulsdon East, Woodcote and Coulsdon West Neighbourhood Partnership

**Appendix C: Air Quality Action Plan Proposals**

	<b>Action</b>	<b>Who</b>	<b>Implementation</b>	<b>Completion date</b>	<b>Cost/ Benefit</b>
	<p><b>Objective 1: Improve air quality</b></p> <p>a) Reduce vehicle emissions</p>				
1	The Council will undertake a feasibility study into the introduction of a Low Emissions Zone (LEZ) across the whole borough and implement a scheme, if suitable.	Pollution Team Traffic, Parking & Civil Engineering	<p>Participation in and contribution to London-wide LEZ feasibility study.</p> <p>Bids for funding for the feasibility study and implementation of the scheme will be made through the Borough Spending Plan (BSP) process in 2002 and 2003</p>	<p>Autumn 2002.</p> <p>Completion date subject to scheme adopted</p>	Full analysis as part of study
2	The Council will lobby the Greater London Authority to use the Mayor's Air Quality, Transport, Energy and Spatial Development Strategies to encourage and facilitate greater use of cleaner vehicles and fuels in London and proper vehicle maintenance.	Pollution Team Traffic, Parking & Civil Engineering Forward Planning Transportation Planning	<p>Council response to Mayor's Strategies</p> <p>Responses to future consultation documents</p>	Ongoing to 31 December 2005	Low/ Med

3	The Council will lobby the Government to create a legislative and policy framework, including more funding through schemes such as the Energy Saving Trust, Powershift and CleanUp programmes, which encourages greater take up of cleaner vehicles and greater use of cleaner fuels and better vehicle maintenance.	Pollution Team Traffic, Parking & Civil Engineering  Forward Planning Transportation Planning	Council response to Mayor's Strategies  Responses to future consultation documents	Ongoing to 31 December 2005	Low/ Med
4	The Council will work with Transport for London to undertake a borough-wide review of traffic signage in order to ensure that road signs are clear, visible, and appropriately positioned, with the aim of minimising circling traffic; The Council will improve traffic signs where necessary.	Traffic, Parking & Civil Engineering  Best Value Streetscene review team  Vision 2020 team	Department to undertake a review and carry out signage improvements where necessary. Bid in 2003/04 BSP  Best Value Streetscene review  Vision 2020 Public Realm Supplementary Planning Guidance (SPG) – BSP bid	Subject to funding complete by 31 March 2005  By 31 March 2003  By 31 July 2002	Med/ Low

5	The Council will undertake a review of access and signage arrangements for Council car parks in central Croydon and will introduce variable message signs and improvements to car park access roads in order to minimise queuing and circling of traffic, in conjunction with the developers of the Park Place scheme.	Vision 2020 team  Traffic, Parking & Civil Engineering	Improvements to car park access roads via the Vision 2020 Movement SPG. Implementation was bid for in 2001 BSP. BSP bid to be submitted in 2002  Install variable message signs	By 31 December 2004  Implementation subject to s106 Agreement	Med/ Med locally
6	The Council will work with Transport for London to ensure that all bus stands have “switch off engine” signs.	Planning & Transportation	Work with TfL	By 31 March 2003	Low/ Med locally
7	The Council will work with the Transport Users Groups throughout the borough to discourage unnecessary idling of vehicles (e.g. by delivery vehicles).	Travel Plan Co-ordinator	Work with TfL	By 31 March 2003	Low/ Low
8	The Council will continue to ensure that its own vehicle fleet is properly maintained and will ensure that all vehicles meet Euro II + 'reduced pollution certificate' emissions standards as soon as possible (at latest by the end of 2005).	Transport Manager	Undertake review of existing Council fleet and produce clean-up programme/timetable.	Programme to be completed by 31 March 2003  Implementation by 31 December 2005	Med/ Med
9	The Council will lobby the Government to ensure that the Council is provided with adequate resources to implement local air quality management measures.	Pollution Team	Responses to future consultation documents	Ongoing to 31 December 2005	Low/ Med

10	The Council will review its lease car scheme and car allowances, in order to identify and implement reforms which encourage the use of the cleanest and most fuel efficient vehicles and restrict business mileage.	Chair of Green Travel Group	Internal review	By 31 March 2003	Low/ Low
11	The Council will work with the Vehicle Inspectorate and the Police to undertake random roadside emissions tests on vehicles in the borough.	Pollution Team	Fortnightly emissions testing for 6 months per year	Ongoing to 31 December 2005	Low/ Low
12	The Council will work with delivery companies to investigate the possibility of increasing the efficiency of their operations and reduce the rural distances travelled, and in particular to reduce the distance travelled with no payload.	Pollution Team	Investigate options with delivery companies in the borough	By 31 March 2003	Low/ Low
13	The Council will promote schemes that help offset the cost of reducing individual vehicle emissions, such as EST's Powershift and CleanUp & government's Motorvate programme.	Pollution Team	During various promotional activities in conjunction with EST	Ongoing to 31 December 2005	Low/ Low
14	The Council will look favourably on schemes or pilot projects to reduce traffic and/ or emissions e.g. through consolidation depots for delivering goods to city centre businesses or home delivery schemes such as internet shopping.	Forward Planning Planning Control Pollution Team	As and when schemes are proposed to the Council	Ongoing to 31 December 2005	Low/ Low

	b) Reduce traffic density				
15	The Council will work with the Greater London Authority to ensure that the proposed congestion charging zone for central London does not have a negative impact on Croydon.	Transportation Planning	Council response to Mayor's Strategies/congestion charging proposals  Ongoing promotion with relevant agencies and responses to future consultation documents	Ongoing until scheme implemented	Low/ Low
16	The Council will lobby the Government and Greater London Authority to implement traffic reduction measures throughout London, in accordance with its responsibilities under the Road Traffic Reduction Act 1997.	Transportation Planning	Council response to Mayor's Strategies/congestion charging proposals  Ongoing promotion with relevant agencies and responses to future consultation documents	Ongoing to 31 December 2005	Low/ Med
17	The Council will undertake a review of car parking charges in Croydon and will adjust charges to discourage long stay commuter parking at inappropriate locations.	Traffic, Parking & Civil Engineering	Public Service and Works Department to undertake a review of charges and amend as appropriate.	Ongoing to 31 December 2005 – reviewed annually	Low/ Low
18	The Council will undertake a feasibility study into the introduction of park and ride schemes in the borough and will implement a scheme(s), if suitable.	Transportation Planning	Bid for feasibility study to be made in 2002 BSP and subsequent years where applicable	Ongoing to 31 December 2005	Analysis as part of study
19	The Council will assist schools with the development of travel plans for pupils and staff.	Pollution Team Road Safety Officer	Development of a "recipe book"	By 31 March 2003	Low/ Low

20	The Council will work with Transport for London and local stakeholders to secure implementation of the Coulsdon Town Centre Improvement Scheme.	Transportation Planning Traffic, Parking & Civil Engineering	Construction scheme	By 31 March 2005	High/ High locally
21	The Council will seek agreement from large employers in Croydon to link the Council's car share database in order to increase the number of people sharing cars for commuting journeys to Croydon.	Travel Plan Co-ordinator	Discussions with large employers to negotiate scheme	By 31 March 2003	Low/ Low
22	The Council will undertake a review of options for introducing incentives for staff who car share for their journey to work.	Personnel Services	Carry out review	By 31 March 2003	Low/ Low
23	The Council will review the parking policy in the revised Unitary Development Plan to ensure the construction of parking spaces in new developments in Croydon is restrained. The Council will bear in mind annex 2 of the Mayor's Transport Strategy when determining car parking provisions.	Forward Planning  Transportation Planning	UDP Review	Already commenced. Likely date of UDP adoption 2005	Low/ Med
	c) Reduce Emissions from Industry and Commerce				
24	The Council will improve enforcement of Part B schemes.	Pollution Team	Introduce cost accounting and risk-based inspection programme	By 31 March 2003	Low/ Low

	<b>Objective 2: Improve environmentally friendly modes of transport</b>  a) General				
25	The Council will lobby the Government, Greater London Authority and public transport providers to improve the provision and use of public transport in Croydon.	Transportation Planning Traffic, Parking & Civil Engineering	Council response to Mayor's strategies and future consultation documents.	Ongoing to 31 December 2005	Low/ Med
26	The Council will produce a transport plan for the borough which aims to maximise the provision and use of public transport, and increase the number of cycle and walking journeys in the borough (including targets as appropriate).	Transport Planning	BSP bid	By 31 July 2002	Med/ Low
	b) Reduce emissions				
27	The Council will work with petroleum companies, Powershift and CleanUp to increase the number of retail outlets for compressed natural gas and liquid petroleum gas in Croydon.	Travel Plan Co-ordinator	Work programme to be developed by Travel Plan Co-ordinator	By 31 March 2003	Med/ Med
28	The Council will lobby the Government and Greater London Authority and liaise with TfL, Powershift and CleanUp to increase the number of retail outlets for compressed natural gas and liquid petroleum gas in Croydon.	Transportation Planning	Council response to Mayor's strategies and future consultation documents.	Ongoing to 31 December 2005	Low/ Med

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29	The Council will install charging points for electric vehicles in Council car parks. Links with Powershift and Cleanup will be explored for this purpose.	Traffic, Parking & Civil Engineering	Bid in 2003/04 BSP	By 31 March 2004 subject to funding	Low/ Low
30	The Council will introduce policies in its revised Unitary Development Plan to encourage appropriate developments to provide electric vehicle recharging points.	Transportation Planning Forward Planning	UDP Review	Already commenced. Likely date of UDP adoption 2005	Low/ Low
	<b>c) Reduce traffic density</b>				
31	The Council will ensure that all new leaflets and maps of Council-provided or supported facilities and amenities show public transport links.	Travel Plan Co-ordinator	Work programme to be developed by Travel Plan Co-ordinator	By 31 March 2003	Low/ Low
32	The Council will work with public transport providers to investigate the feasibility of introducing discounts for public transport users at Council-run leisure venues.	Travel Plan Co-ordinator	Work programme to be developed by Travel Plan Co-ordinator	By 31 March 2003	Low/ Low
33	The Council will provide support to local businesses & groups to assist them to develop Green Travel Plans.	Travel Plan Co-ordinator	Work programme to be developed by Travel Plan Co-ordinator	By 31 March 2003	Low/ Low
34	The Council will introduce policies in its revised Unitary Development Plan and will use agreements under section 106 of the Town and Country Planning Act 1990 to encourage appropriate developments to have Travel Plans in place.	Forward Planning Transportation Planning	UDP Review	Already commenced. Likely date of UDP adoption 2005	Low/ Med locally
35	The Council will review its Travel Plan and monitor compliance/achievements.	Transportation Planning	Work programme to be developed by Green Transport Officer	Ongoing to 31 December 2005	Low/ Low

36	The Council will seek a contribution to public transport from developers via agreements under section 106 of the Town and Country Planning Act 1990 to promote/encourage use of public transport in the borough.	Transportation Planning Planning Control	Section 106 agreements	Ongoing to 31 December 2005	Low/ Low
37	The Council will continue to implement the Borough Cycling Strategy and will aim to ensure that, where appropriate, cycle routes are segregated from motor vehicles.	Traffic, Parking & Civil Engineering	Implementation of cycling strategy	Ongoing to 31 December 2005	Med/ Low
38	The Council will install toucan crossings where appropriate on the borough's cycle network.	Traffic, Parking & Civil Engineering	Implementation of cycling strategy	Ongoing to 31 December 2005	Med/ Low
39	The Council will continue to implement the Borough Strategy for encouraging walking and will aim to ensure that, wherever possible, pedestrians priority facilities are provided.	Traffic, Parking & Civil Engineering	Implementation of walking strategy	Ongoing to 31 December 2005	Med/ Low
40	The Council will introduce policies in its revised Unitary Development Plan and will use agreements under section 106 of the Town and Country Planning Act 1990 to encourage appropriate developments to have in place facilities for safe and secure cycle parking.	Forward Planning  Transportation Planning  Planning Control	UDP Review Planning briefs  Determination of planning applications Section 106 agreements	Already commenced. Likely date of UDP adoption 2005  Ongoing to 31 December 2005	Low/ Low

41	The Council will seek to ensure that new developments in central Croydon minimise pedestrian and cyclist exposure to vehicle emissions through scheme design/layout.	Vision 2020 team  Transportation Planning  Forward Planning	Adoption and implementation of Vision 2020 Supplementary Planning Guidance  UDP Review	Adoption March 2002  Already commenced. Likely date of UDP adoption 2005	Low/ Low
42	The Council will improve pedestrian facilities along Wellesley Road, provide priority measures for public transport and optimise traffic signals where possible.	Traffic, Parking & Civil Engineering	Work with TCSU to ensure optimum phasing of traffic signals.	By 31 March 2003	Med/ Med locally
43	The Council will introduce flexible working for all appropriate staff and introduce home/teleworking where appropriate.	Personnel Services	Introduction of flexible working scheme	By 31 March 2004	Low/ Low
44	The Council will provide support to local businesses & groups to assist them when introducing flexible working patterns for staff and advice to businesses considering homeworking/teleworking.	Travel Plan Co-ordinator	Work programme to be developed by Travel Plan Co-ordinator	By 31 March 2003	Low/ Low

	d) Increase public transport attractiveness:				
45	The Council will lobby the Government, the Greater London Authority and public transport providers to secure improvements in reliability, security, vandalism and cleanliness of public transport, particularly by encouraging improvements through franchise tenders/arrangements.	Transportation Planning	Council response to Mayor's Strategies.  Responses to future consultation documents	Ongoing to 31 December 2005	Med/ Low
46	The Council will work with TfL (via the London Bus Initiative), public transport providers, the Metropolitan Police, British Transport Police and other agencies to improve personal safety for passengers using public transport, particularly through the increase of CCTV, the introduction of "Help points" and improved lighting of station/waiting areas.	Transportation Planning	Transportation to develop work programme	Ongoing to 31 December 2005	Med/ Low
47	The Council will lobby central government to encourage use of public transport through taxation	Transportation Planning	Council response to Mayor's Strategies.  Responses to future consultation documents	Ongoing to 31 December 2005	Low/ Low

	e) Improve public transport reliability				
48	The Council will work with Transport for London to develop and extend the London Bus Initiative (including bus transponders/selective vehicle detection, bus stop improvements and clearways, countdown, low floor buses) in the borough and to increase the use of camera enforcement.	Traffic, Parking & Civil Engineering Transportation Planning	LIP bid in July 2002	By 31 March 2005	High/ Med
49	The Council will lobby the Strategic Rail Authority and TFL to improve bus contracts and rail franchises so that the service providers are motivated to recruit and train quality staff and to invest in infrastructure improvements.	Traffic, Parking & Civil Engineering Transportation Planning	Council response to Mayor's Strategies.  Responses to future consultation documents	Ongoing to 31 December 2005	Low/ Low
50	The Council will lobby the Strategic Rail Authority, TFL and Public Transport providers to provide greater incentives for public transport reliability.	Traffic, Parking & Civil Engineering Transportation Planning	Council response to Mayor's Strategies.  Responses to future consultation documents	Ongoing to 31 December 2005	Low/ Low
51	The Council will lobby the Greater London Authority to ensure that proposals in the Mayor's Transport Strategy to re-introduce bus conductors extends to Croydon.	Traffic, Parking & Civil Engineering Transportation Planning	Council response to Mayor's Strategies.  Responses to future consultation documents	Ongoing to 31 December 2005	Low/ Low

	f) Improve public transport integration				
52	The Council will use the Local Implementation Plan of the Mayor's Transport Strategy and work with local transport providers and groups such as Access to Croydon to ensure that integration of transport modes is improved.	Transportation Planning Traffic, Parking & Civil Engineering Access to Croydon Group representative	LIP bid  Access to Croydon Group	By 31 July 2002  Ongoing to 31 December 2005	Med/ Med
53	The Council will encourage TFL, Railtrack and transport operators to improve Transport for London to improve transport interchange links at West Croydon station.	Transportation Planning	ILIP bid	Completion date dependent upon successful LIP bid	High/ High locally
54	The Council will seek to implement a scheme to provide a local bus service to the Purley Way North Industrial Area and adjoining retail parks from the Tramlink interchange at Waddon Marsh.	Transportation Planning	Tramtrack Croydon Ltd. Scheme	To be confirmed	Low/ Low

	g) Improve public transport ticketing				
55	<p>The Council will work with public transport operators, Transport for London and the Government to press for the following:</p> <p>extend a zonal fare system to single journeys on heavy rail;  introduce smart card ticketing with stored value;  increase the availability of off-bus ticketing retail outlets and introduction of bus ticket machines at bus stops  improve reliability of ticket machines and staffing levels at stations  introduce reduced rate tickets and free trial public transport travelcards and “season tickets” for key employers.</p>	Transportation Planning	<p>Council response to Mayor’s Strategies.</p> <p>Responses to future consultation documents</p> <p>Work programmes via Transportation Planning</p>	<p>Various dates throughout 2002.</p> <p>Ongoing to 31 December 2005</p> <p>Ongoing to 31 December 2005</p>	Low/ Low
	h) Improve public transport information & assist first time visitors:				
56	The Council will undertake a review of signposting for cyclists and pedestrians and make improvements where necessary.	Traffic, Parking & Civil Engineering	Planning and Transportation Department to undertake a review and carry out signage improvements.	Bid in 2003/04 BSP, subject to funding complete by 31 March 2005	Low/ Low
57	The Council will provide Croydon travel advice on the website, to include guidance on local walks, cycle routes and local travel links.	Travel Plan Co-ordinator	Creation of web pages	By 31 March 2003	Low/ Low

58	The Council will implement and further develop the CITIES (Community Integrated Transport Information and Environment System) project in the borough, which aims to influence public choices in favour of sustainable journeys and improve the image of public transport through marketing and design of information.	Traffic, Parking & Civil Engineering Transportation Planning	Work with TfL to develop integrated system London-wide	Ongoing to 31 December 2005	Med/ Low
59	The Council will encourage TFL and transport operators to provide an integrated travel information centre at East Croydon.	Transportation Planning	LIP bid in 2002	By 31 March 2005	Low/ Low
<b>Objective 3: Improve quality of life and health</b>					
60	The Council will introduce policies in its revised Unitary Development Plan to discourage development which creates or contributes to a street canyon effect, thereby increasing air pollution levels.	Forward Planning	UDP Review	Already commenced. Likely date of UDP adoption 2005	Med/ Med locally
61	The Council will bid for funding from Transport for London, in order to implement Streets for People schemes in Croydon.	Traffic, Parking & Civil Engineering	Awaiting funding allocation for 2002/03	Implementation Ongoing to 31 December 2005	Med/ Med locally
62	The Council will carry out improvements to street lighting in order to enhance walking environments and increase personal safety for pedestrians.	Environmental Services	Awaiting funding allocation for 2002/03	Implementation Ongoing to 31 December 2005	Med/ Low

63	The Council will work with schools and parents to develop a programme to further encourage walking and cycling to school.	Education Department Road safety officer  Traffic, Parking & Civil Engineering	ILIP bid 2001. LIP bid 2002	Ongoing to 31 December 2005	Low/ Low
64	The Council will seek increased funding from Transport for London for improved highway maintenance, taking into account design and aesthetics.	Environmental Services	Awaiting funding allocation for 2002/03	Implementation Ongoing to 31 December 2005	Med/ Low
65	The Council will seek to use high efficiency plant and renewable energy sources for its own buildings wherever possible and use the cleanest conventional fuels where alternatives are not viable	Corporate Construction	At renewal of current energy supply contracts/purchase of plant	From 2002 onwards	Med/ Low
66	The Council will introduce policies in its revised Unitary Development Plan to encourage high standards of energy efficiency in developments	Forward Planning Corporate Services Urban Design Environmental Services	UDP Review  Produce sustainable development Supplementary Planning Guidance and Best Practice Notes	Already commenced. Likely date of UDP adoption 2005	Med/ Low
67	The Council will investigate with the possibility of establishing a cycle rickshaw service in Croydon	ESDU Travel Plan Co-ordinator	Undertake feasibility study	By 31 March 2003	Low/ Low

68	The Council will work with Transport for London and local public transport providers, in order to encourage public transport providers to provide further facilities for the needs of disabled, frail, elderly and vulnerable people and for carrying cycles, wheelchairs and pushchairs.	Equalities Unit (leading)  Travel Plan Co-ordinator	Work programme to be developed by Equalities Unit/ Transportation Planning Team	By 31 March 2004	Med/ Low
69	The Council will investigate setting up traffic free areas.	Traffic, Parking & Civil Engineering	BSP bid in 2002 to fund investigative study	Ongoing to 31 December 2005	Low/ Low
70	The Council will investigate the impact of 20mph zones.	Traffic, Parking & Civil Engineering	BSP bid in 2002	Ongoing to 31 December 2005	Low/ Low
71	The Council will encourage & promote home insulation schemes to reduce energy use and so reduce air pollution emissions.	Housing Team	Distribution of grants	Ongoing to 31 December 2005	Med/ Low
72	The Council will encourage energy efficiency measures and energy efficient design in new buildings and redevelopments in the borough.	Forward Planning	UDP Review	Already commenced. Likely date of UDP adoption 2005	Low/ Low
73	The Council will investigate ways for boroughs in the South London Cluster Group to pilot schemes to assess their effect on air quality and the community with the aim of setting up good practice for other local authorities.	Pollution Team	SCA bid 2003/4	By 31 March 2004	Low/ Low

	<b>Objective 4: Improve the local economy</b>				
74	The Council will encourage new/existing motor vehicle specialists to promote the sale of new, clean technology vehicles, to provide for maintenance and repair of clean technology vehicles locally and to provide for retrofitting of older vehicles to all sectors (HGV, coach, PSV, taxi, cars.)	Travel Plan Co-ordinator  ESDU	Work programme to be developed by Travel Plan Co-ordinator	By March 2003	Med/ Med
75	The Council will establish a scheme of free vehicle emissions tests and re-tuning/remedial advice	Pollution Team	ILIP bid in 2001 and LIP bid in 2002	By 31 March 2003	Med/ Low
76	The Council will introduce policies in its revised Unitary Development Plan to encourage the clean industries to locate in Croydon	Forward Planning	UDP Review	Already commenced. Likely date of UDP adoption 2005	Med/ Low
	<b>Objective 5: Increase equality</b>				
77	The Council will produce a transport plan for the borough which aims to ensure that there is adequate public transport provision in outer reaches of the borough.	Transportation Planning	LIP bid	July 2002 onwards	Med/ Med locally