

Further Information on Environmental Impacts Including Air Quality

Air Quality Strategy

- 1.1 The 'UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (July 2017)¹ explains that over recent decades, UK air quality has improved significantly, with emissions of nitrogen oxides (NO_x) falling by almost 70% between 1970 and 2015 and by 19% between 2010 and 2015. However, it makes clear that the most immediate air quality challenge is tackling the problem of NO₂ concentrations around roads, it being the only statutory air quality limit that the UK as a whole is currently failing to meet. The Plan highlights the fact that the issue is particularly experienced in towns and cities. The Plan explains what action central government is taking, including providing £1.2 billion – for Cycling and Walking via the 2017 Cycling and Walking Investment Strategy. It also explains that the Mayor of London is responsible for air quality in the capital. Just like that of central government, the Mayor's approach to reducing air pollution from road transport is to encourage and facilitate more active and healthy travel, and to shift to cleaner vehicle technology for those motorised trips that remain.
- 1.2 Central government's 'Clean Air Strategy' (2019) highlights some of the benefits to be derived from encouraging more cycling and walking for short journeys, including reduction in traffic congestion and emissions from road transport, as well as health benefits from more active lifestyles. It describes the investment sums and channels central government has put in place to



Mayor's Transport Strategy and Croydon LIP

- 1.3 The Mayor's Transport Strategy focus on the Healthy Streets approach is aimed at making streets healthy places supporting active travel, in turn more active travel leads to reduced pollution emissions. It sets a target for 80% of Londoners' journeys to be by walking, cycling or public transport by 2041. To support this the Croydon LIP includes the target of 63% of journeys by Croydon residents to be by walking, cycling or public transport by 2041 (from a 2013/14 - 2015/16 baseline of 49%). In response to the Strategy Outcome 3 'London's streets will be used more efficiently and have less traffic on them', the Croydon LIP sets a series of targets including that for vehicle kilometres driven in Croydon, the target for which is for vehicle kilometres to be 10% less in 2041 than in 2015.
- 1.4 The Strategy also includes reducing and cleaning emissions from motor vehicles. When the assessment was undertaken in 2016 to produce pollutant concentration isochrones maps within the PJA report, London was subject to the London-wide Low Emission Zone (LEZ). This requires all heavy vehicles to meet the Euro 4 Particulate Matter (PM) standard or pay a daily charge of £200. Subsequently there has been the introduction of the Ultra-Low Emission Zone (ULEZ) in central London. The Mayor set out further proposals as part of the Clean Air Action Plan announced in July 2016. They are:
- 1) Stronger LEZ – the introduction of a Euro VI requirement London-wide for heavy vehicles (HGVs, buses, coaches and other specialist vehicles) from 26 October 2020 through changes to the current London-wide LEZ; and
 - 2) Expanded ULEZ – the extension of the ULEZ emission requirements from central London up to, but not including, the North and South Circular Roads for light vehicles (cars, vans, minibuses and other light vehicles), from 25 October 2021
- 1.5 Whilst the Mayor's action on reducing emissions from vehicles is focused on the most polluted parts of the capital, i.e. central and inner London, these strengthening measures are predicted to have a significant pollution reduction effect in outer London including Croydon. The figure below is taken from the 'Ultra Low Emission Zone - Further Proposals: Integrated Impact Assessment' (2017)². It shows the predicted total population-weighted NO₂ concentrations as a percentage of the study baseline, following introduction of both the stronger London-wide LEZ and expansion of the ULEZ across inner London. It is important to note that the tighter London-wide LEZ emissions standards will now come into force from 1 March 2021. This was postponed to give affected businesses time to meet the new standards as they face intense demands from the Covid19 Pandemic. This may have some effect in relation to the 2021 predicted concentrations.

² https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/user_uploads/integrated-impact-assessment.pdf

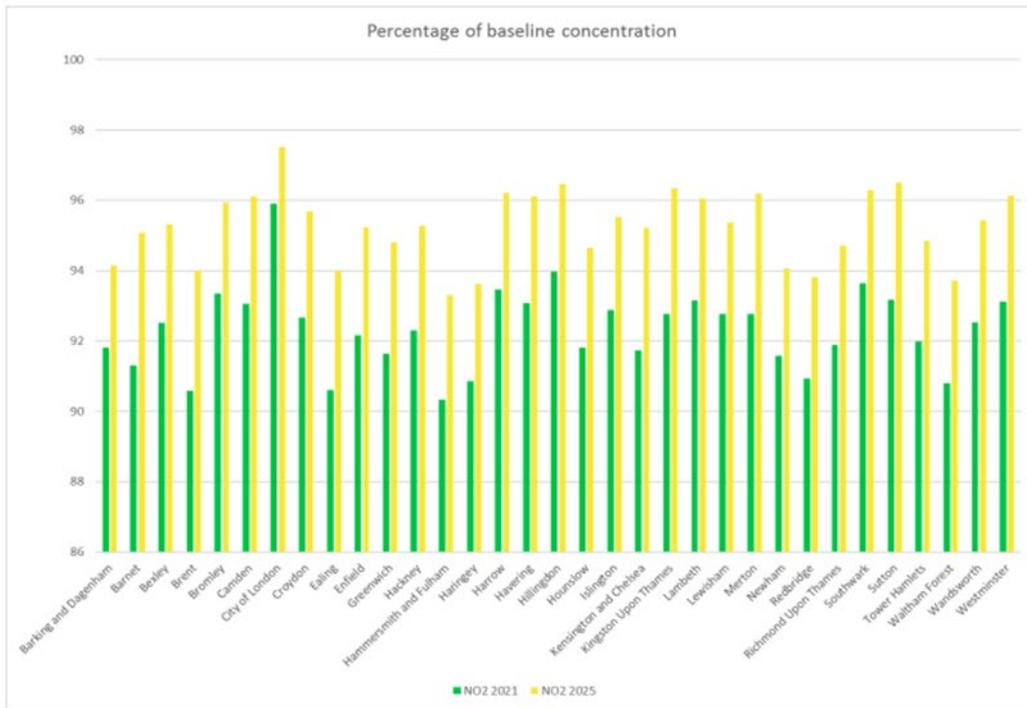


Figure 1-3: Total population-weighted NO₂ concentrations as a percentage of baseline following introduction of the additional proposals for stronger LEZ and expanded ULEZ