

**LONDON LOCAL AIR QUALITY
MANAGEMENT (LLAQM)**

Policy Guidance 2016 (LLAQM.PG (16))

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Chapter 1: Introduction

- 1.01. Local authorities cannot solve the problem of air pollution alone, there are many actions that are the responsibility of regional, central and European governments. However, local authorities have a central role to play in achieving improvements in air quality. They have responsibility for a number of key levers such as parking, Planning, and local roads, and they also have a wealth of knowledge about the communities they serve.
- 1.02. Now more than ever, air pollution is an issue that needs concerted action across all levels of Government (local, regional, national and European). The Mayor of London is committed to tackling air pollution and is introducing the world's first Ultra Low Emission Zone, reducing pollution from buses and taxis, and has put in place Planning policies to help control emissions from development.
- 1.03. As part of the Mayor's commitment to improving air quality he has also introduced this Local Air Quality Management system for London ("LLAQM"), in order to reflect the unique challenges, opportunities, and policies within London, and to enable enhanced focus on and co-ordination of local authority air quality work.
- 1.04. The LLAQM is a call to action; a scheme designed to help us all work even more closely together to help address this crucially important issue. It is hoped that this renewed focus on LAQM in London will help to ensure that local authority air quality resource is protected, or where possible increased.
- 1.05. The basic statutory framework is put in place for local air quality management by national Air Quality Regulations and Part IV of the Environment Act 1995 ("the 1995 Act", as amended, and "Part IV functions"). This remains in place and is applicable to London's 32 boroughs and the City of London. However, it has been agreed with the Department for the Environment Food and Rural Affairs ("Defra") that the relevant local air quality management policy and technical guidance for London should be different from that in the rest of the country in recognition of the particular challenges London faces. Defra have agreed that this should be issued by the Mayor in the context of the new LLAQM system and in recognition of his London-wide supervisory role. This reflects the Secretary of State's own statutory guidance (see below). As a result London boroughs need only refer to this document (LLAQM: Policy Guidance 2016) and to the accompanying LLAQM Technical Guidance 2016 ("LLAQM.TG(16)"), as issued by the Mayor from time to time, rather than national statutory guidance.

Chapter 2: London Local Air Quality Management: Process and responsibilities

- 2.01. This chapter provides a brief overview of the LLAQM process and responsibilities. The air quality objectives set out in the Air Quality (England) Regulations 2000¹ (“the 2000 Regulations”), as amended by the Air Quality (England) (Amendment) Regulations 2002² in particular, provide the statutory basis for the air quality objectives under the local air quality management system in London (see **Annex A**). (Information about reporting requirements against these pollutants is set out in Chapter 2).
- 2.02. In addition to the objectives set in 2000 Regulations, London boroughs have a new, flexible role in working towards reducing emissions and concentrations of PM2.5. (Further details of this issue are set out in Chapter 5 of this Guidance and Chapter 2 of LLAQM.TG(16)).
- 2.03. Section 82 of the 1995 Act provides that every local authority shall review the air quality within its area, both at the present time and the likely future air quality, within the relevant period prescribed by the 2000 Regulations. It shall also cause an assessment to be made of whether air quality standards and objectives are being achieved, or are likely to be achieved within the relevant period within its area. Section 83 requires local authorities to designate an Air Quality Management Area (“AQMA”) where air quality objectives, as set out in the 2000 Regulations, are not being achieved, or are not likely to be achieved within the relevant period. Once the area has been designated, section 84 requires the local authority to develop an “Air Quality Action Plan” detailing remedial measures to tackle the problem within the AQMA. London boroughs must consult the Mayor, in addition to a range of other statutory consultees, whenever undertaking these functions. These core statutory requirements and boroughs’ individual responsibilities under Part IV of the 1995 Act remain unchanged by the introduction of the LLAQM system in London.

LLAQM roles and responsibilities

- 2.04. The legal basis for the LLAQM system is Part IV of the 1995 Act, which sets out the London authorities’ local air quality management functions, together with the Mayor’s responsibilities and statutory guidance from the Secretary of State for the Environment, Food and Rural Affairs.
- 2.05. This LLAQM Policy Guidance and accompanying Technical Guidance LLAQM.TG(16) have been developed in close consultation with the boroughs and Defra. LLAQM.TG(16) is based on the national Defra guidance, but with a number of London-specific amends and information.
- 2.06. All local authorities in England must have regard to the Secretary of State’s guidance when discharging their Part IV functions. National guidance (Policy Guidance LAQM.PG(16)) has been issued by the Secretary of State covering the remainder of England except London. However, this statutory guidance states the following in relation to London (see paragraph 1.5):

¹ SI 2000/ 928

² SI 2002/ 3053

“Supervision of the LAQM system in Greater London has been devolved to the Mayor of London, to whom powers to intervene and direct boroughs have been given under Part IV of the Environment Act 1995. The Secretary of State expects London boroughs to participate in the Mayor’s London LAQM framework and have regard to any advice or guidance issued by the Mayor of London as to the performance of their functions under LAQM.”

- 2.07. This Policy Guidance and its accompanying Technical Guidance LLAQM.TG(16) are therefore documents to which London’s 32 boroughs and the City of London must have regard.
- 2.08. The establishment of the LLAQM system reflects the fact that the Mayor has broad powers of intervention under section 85 of the 1995 Act. These include conducting an air quality review in any borough’s area to identify any part where air quality standards and objectives are not being met, as well as the power to issue directions to require an authority to take action to address the issue (see section 85(3) and (4)). Specifically, under section 85(5), the Mayor may give directions to boroughs requiring them to take such steps specified in the directions as he considers appropriate for the implementation of any European Union air quality obligations (e.g. under relevant EU directives). This is particularly relevant in the context of the current breach of NO₂ air quality objectives and limit values under the EU Ambient Air Quality Directive (2008/ 50/ EC) in parts of London.
- 2.09. However, the Mayor regards his powers as being “reserve powers” in nature. He recognises London boroughs have the primary responsibility for LAQM and are best placed to exercise these functions in light of local circumstances and their local expertise. Therefore the Mayor’s view is that his powers should only be used in exceptional circumstances and after consultation, in accordance with the 1995 Act. The very purpose of the new LLAQM system is to put in place a framework that gives confidence to boroughs and the Secretary of State that they are properly fulfilling their Part IV duties. Proper participation in the LLAQM system and compliance with the relevant Mayoral advice and guidance should render statutory intervention by the Mayor unnecessary.
- 2.10. London authorities in London are expected to report on NO₂, PM₁₀ and SO₂ as standard within their Annual Status Reports (ASRs). The GLA does not expect them to report annually on benzene, 1,3-butadiene, carbon monoxide and lead as objectives for these pollutants have been met for several years and are well below the air quality objectives (see box below).

Benzene, 1,3-butadiene, lead and carbon monoxide (no requirement to report)

The objectives for pollutants: benzene, 1,3-butadiene, lead and carbon monoxide have been met for several years and are well below limit values. The GLA accepts that, in the absence of any particular concerns in a local area, national monitoring is currently providing a sufficient basis for the review of these four pollutants under LAQM. On this basis, local authorities are not expected to report annually on these pollutants in their ASRs. Should a local authority choose to include one or more of these pollutants in an ASR due to local reasons or circumstances, they are free to do so. Where national monitoring or modelling indicates a significant deterioration in any of these pollutants either nationally or in a particular area, the GLA will inform affected local authorities of any changes in expectations around reporting.

Main LLAQM requirements for boroughs

2.11. The main requirements for boroughs under LLAQM are summarised below. This is a “headline” summary only; further detail on these requirements, and information on other requirements and recommendations, can be found in the LLAQM.TG(16).

- To continue to monitor and assess air pollution in their areas. Boroughs are expected to contact the GLA air quality team to notify them of any plans to remove, move, or add a new automatic air quality monitor in their borough. This is to enable the GLA to maintain strategic oversight of this crucial network. Boroughs need to send a brief email to the GLA detailing the location of the site, pollutants monitored, and a brief summary of reasons for the proposed change.
- To ensure an Air Quality Management Area is declared and in place for any locations that are exceeding air quality objectives and EU Limit Values.
- To complete the Annual Status Reports (ASRs) and the public-facing summary Annual Status Summary Report (ASSRs) report by the 30th April each year (unless otherwise stated, an extension will be provided in 2016, for example), and submit these to the GLA via the Report Submission Website (RSW)³ for approval. Once approved these should be placed on the borough’s website. The template ASR and ASSR can be found on the RSW website and at <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>.
- Where monitoring shows a significant increase or decrease in pollution, boroughs should utilise local monitoring and mapping provided by the GLA to assess whether an AQMA should be revised. This should be undertaken for the first time in 2020, and every four years thereafter.
- To ensure that a current and relevant Air Quality Action Plan is in place for all AQMAs. The Action Plan should be updated every five years at a minimum, and progress against this should be reported every year in the ASR.
- Boroughs will be encouraged to feed into a re-assessment of current GLA Air Quality “Focus Areas” in 2016. Once this process is complete, boroughs will be asked to consider their Focus Areas when revising their Air Quality Action Plans.

2.12. In addition to the actions, funding and policy already delivered by GLA and TfL to improve air quality, as part of the new LLAQM system the Mayor will provide the following additional support to boroughs:

- Bespoke LAEI-modelled maps and data packages every four years.
- Reassessment of the GLA’s Air Quality Focus Areas in discussion with boroughs.
- An annual compendium of highlights of action taken to improve air quality at the borough level, and an annual report on boroughs’ air quality action to the Transport and Environment Committee (“TEC”) of London Councils.
- A Cleaner Air Borough (“CAB”) marker for boroughs who are fulfilling their statutory duties and delivering against the CAB criteria.
- A brief annual summary of GLA and TfL air quality action on air quality.

³ <http://laqm.defra.gov.uk/1rsw/>

- User-friendly maps of borough monitoring sites and their recorded concentrations, for insertion into the public-facing annual report (ASSR).

Chapter 3: Air Quality Management Areas

- 3.01. Boroughs have a duty under Section 83(1) of the 1995 Act to designate those areas as Air Quality Management Areas where air quality objectives (EU limit values) are not being met, or are shown to be likely at risk of not being met, and where people are likely to be regularly present.

Declaring AQMAs – setting boundaries and tackling uncertainty

- 3.02. When declaring an AQMA, it is important that a borough is confident it has identified all locations and pollutants for which the air quality objectives are or will be exceeded. This requires the borough to have a broad confidence in the monitoring data and/or modelling predictions being undertaken. Boroughs should demonstrate that they are aware of the uncertainties in monitoring data and the data inputs used for modelling, and to show in the ASR what steps they have taken to minimise these uncertainties. Further information is provided in the LLAQM.TG(16).
- 3.03. When determining the boundary of an AQMA the borough should make an appropriate judgement based on the extent of predicted areas of exceedance, the locations of relevant receptors, the nature and location of relevant sources, and other local factors. AQMAs can cover single streets or road networks, a junction, roundabout or even a single dwelling. In many urban and built-up areas, especially where trans-boundary pollution is an issue, the authority may decide to designate the entire area of the borough as an AQMA; this kind of declaration provides greater flexibility for borough air quality officers to respond to pollution issues as and when they arise. However, such borough-wide designations should not prevent officers from then focussing and taking action on key areas within the AQMA. The new approach under LLAQM of ensuring that Focus Areas are considered when action planning (see the LLAQM.TG(16) for more details) allows for an enhanced focus on problem areas within a wider AQMA.
- 3.04. The exact wording of an AQMA Order is at the discretion of the authority, however a template can be found in **Annex B**. This meets statutory requirements and it is recommended that the authority includes the following information in the Order:
- The date on which the Order (AQMA) came (or will come) into force
 - List of the pollutants to which it relates and the relevant air quality objective exceedance
 - Map showing the area to be designated
 - A description of the area – e.g. does it include certain roads; any physical features such as street canyons or heavy traffic around a supermarket etc.
- 3.05. Boroughs should also:
- Ensure the AQMA Order is accessible to members of the public and enquirers
 - Ensure Defra receives a copy of the Order for its records, using Defra's AQMA Administration Area to upload the document, together with associated information (description and map of the AQMA).⁴

⁴ <http://aqma.defra.gov.uk/1aqma/>

Revoking or amending an AQMA Order

- 3.06. Boroughs wishing to revoke or reduce an AQMA may do so following a formal review. For revocation this must demonstrate that air quality objectives are being met and will continue to do so. In other words boroughs must have confidence that the improvements will be sustained. Further information is provided in the LLAQM.TG(16), but typically this would take place after three years or more of objective compliance.
- 3.07. Where an AQMA Order is revoked or revised, a copy of the proposed revocation or amendment Order should be submitted to the GLA (via the AQMA Administration Area⁴) and the other statutory consultees, and made publicly available to ensure the public and local businesses are aware of the situation. Where an AQMA Order is revised it is expected that the borough will take the relevant action imposed by the Order **within four months** following receipt of agreement from the GLA.

Chapter 4: Air Quality Action Plans

- 4.01. When an AQMA has been designated, section 84 (2) of the 1995 Act requires a written “action plan” for the exercise of any of the borough’s relevant potential powers to achieve air quality standards and objectives to be prepared. An AQAP should ideally be prepared within **12 months**⁵ of an AQMA being declared. Boroughs should bear in mind their duties under EU law to take any appropriate action to address any air quality standards or limit value exceedance in the shortest possible time. The AQAP must include a statement of the time or times by or within which the borough proposes to implement each of the proposed measures comprised in the plan. An AQAP template is available at <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>. It is recommended that Boroughs use this template as a basis for all new AQAPs or where significant revisions are required to existing AQAPs. The template is designed to assist boroughs but can be used flexibly; additional sections and information can be included. The AQAP should take a practical approach towards focussing on what really matters – identifying the nature of the problem and detailing measures that are or will be actively implemented to improve air quality and – where possible – quantifying their impact over time.
- 4.02. AQAPs are expected to include the following:
- Quantification of the impacts of the proposed measures wherever possible – including, where feasible, data on emissions and concentrations (either locally obtained and/or via regional or national monitoring/modelling statistics). It is important that the borough shows how it intends to monitor and evaluate the effectiveness of the plan.
 - Clear timescales, including milestones and expected outcomes which the borough and other delivery partners propose to implement the measures within the AQAP.
 - How the borough, including its transport, planning and public health departments, and its other external delivery partners, will take ownership of the exceedance problem and in what capacity they will work together to implement the AQAP.
- 4.03. The GLA has provided an Action Matrix, to support boroughs, which includes “action prompts” for when they are selecting potential actions for inclusion in their Action Plans. None of the suggested actions within the Matrix are mandatory; boroughs are currently free to discount any suggested action or to add actions of their own, consistent with their legal obligations under the 1995 Act and EU law. However, when boroughs first prepare or revise their Air Quality Action Plans they are asked to demonstrate to the GLA that they have had regard to the Action Matrix as part of their supporting research, as well as having regard to the Focus Areas.
- 4.04. Boroughs are expected to revise their Air Quality Action Plans every 5 years as a minimum, and they should keep action records current and relevant by adding any new actions into the Action Table within the ASR.
- 4.05. It is not necessary to undertake an Environmental Impact Assessment (EIA) for your AQAP.

⁵ Northern Ireland policy guidance suggests 12 months.

Ownership and accountability

- 4.06. Of paramount importance in ensuring the Action Plan fulfils its goal in producing quantifiable outcomes to timescale is the need for **all delivery partners** who have an influence on air quality within the borough to take ownership of the Plan. It is therefore strongly recommended that the Action Plan is developed by a steering group that includes representatives from: Environmental Health, Sustainability, Transport and Public Health. It is also strongly recommended that it includes a foreword not only from the relevant Cabinet Members but that this also includes the signatures of the Borough's Director of Public Health and the Head of Transport.

Consultation

- 4.07. When carrying out their Part IV functions Schedule 11 of the 1995 Act requires consultation with a range of persons and organisations. The Mayor is the key statutory consultee, and will need to approve final AQAPs prior to publication. In addition, Schedule 11 requires boroughs to consult the following:
- the Secretary of State;
 - the Environment Agency;
 - Transport for London (who will provide a joint response with the Mayor);
 - all neighbouring boroughs and/or neighbouring district and county councils;
 - other public authorities as the borough considers appropriate;
 - bodies representing local business interests and other persons/ organisations as considered appropriate.

Chapter 5: PM_{2.5} and Public Health

- 5.01. Air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer. A recent report commissioned by the Greater London Authority found that there are approximately 9,400 premature deaths from exposure to particulate matter and NO₂ in London. This includes a significant proportion caused by PM_{2.5} from sources outside of London, but nonetheless highlights the importance of reducing air pollution to protect the health and wellbeing of Londoners.

Public Health Outcomes Framework (PHOF) – Healthy Lives; Healthy People

- 5.02. The Public Health Outcomes Framework (PHOF)⁶ is a Department of Health data tool for England, intended to focus public health action on increasing healthy life expectancy and reducing differences in life expectancy between communities. The tool uses indicators to assess improvements. Recognising the significant impact that poor air quality can have on health, the PHOF includes an indicator relating to fine particulate matter (PM_{2.5}).
- 5.03. Public health professionals and air quality specialists within local authorities should be aware of the PHOF indicator for air pollution in their area. Updates can be found at: <http://www.phoutcomes.info/public-health-outcomes-framework#gid/1000043>
- 5.04. At its heart, PHOF indicator for air pollution is about raising awareness of the effect of air pollution on public health. It is intended to encourage promotion of the need for local, regional and national actions to reduce air pollution and to help form a partnership between all delivery partners in pursuit of this goal. The PHOF concentrates on two high-level outcomes to be achieved across the public health system, and focuses not only on how long people live, but on how well they live at all stages of life.

PM_{2.5} Indicator

- 5.05. The PHOF includes an indicator (PHOF Indicator 3.1) based on the effect of particulate matter (PM_{2.5}) on mortality.

Table 1: PHOF Indicator

PHOF Indicator 3.1 Health Protection	
Fraction of all-cause adult mortality attributable to anthropogenic particulate air pollution (measured as fine particulate matter, PM _{2.5}). ⁷	The estimates of mortality burden are based on modelled annual average concentrations of fine particulate matter (PM _{2.5}) in each local authority area originating from human activities. Local data on the adult population and adult mortality rates is also used. Central estimates of the fraction of mortality attributable to long-term exposure to current levels of human-made particulate air pollution range from approx. 2.5% to 5% in some

⁶ <https://www.gov.uk/government/publications/healthy-lives-healthy-people-improving-outcomes-and-supporting-transparency>

⁷ <http://www.phoutcomes.info/public-health-outcomes-framework#gid/1000043/pat/6/ati/102/page/6/nn//par/E12000007/are/E09000002/iid/30101/age/230/sex/4>

PHOF Indicator 3.1 Health Protection	
	local authorities in rural areas, to over 8% in some London boroughs. ⁸

- 5.06. This indicator is intended to enable borough Directors of Public Health to prioritise action on air quality in their local area to help reduce the health burden from air pollution. To help with this, in line with the national Defra LAQM system for the rest of England, the GLA has introduced a “PM_{2.5} borough role” for borough air quality teams so that alongside measures to tackle other pollutants, they also consider action that is necessary to address PM_{2.5} issues in their areas, aligning their interests with those of borough public health officers.
- 5.07. Importantly, the PHOF Air Quality Indicator 3.1 should not be seen in isolation from the other PHOF indicators. For instance, as well as reducing emissions, encouragement of active travel will have wider public health benefits captured in other PHOF indicators such as increased physical activity (PHOF indicator 2.13) and reducing excess weight at various ages (PHOF indicators 2.6 and 2.12). These co-benefits should form part of your overall approach as they will maximise the benefits and viability of any proposed measures

Borough role in reducing levels of PM_{2.5}

- 5.08. Boroughs are expected to work towards reducing emissions and concentrations of PM_{2.5} in their areas as practicable. In doing so they are not required to carry out any additional local review and assessment (including monitoring) but can instead make use of the PM_{2.5} modelling and source apportionment provided in the LLAQM borough-specific LAEI packages⁹ supplied by the GLA. Where PM₁₀ monitoring is available, London boroughs may also follow guidance on how to estimate PM_{2.5} from PM₁₀ monitoring data, as provided in Chapter 4 and Appendix B of LLAQM.TG(16). This policy guidance does not prescribe what the borough’s role should be; it is for the borough in consultation with its public health officials and others to consider how it wishes to define this role. Instead some examples are provided below of how such a role could be determined by them. Boroughs will then be expected to set out in their AQAP how they have chosen to fulfil their role to work towards reducing PM_{2.5} and any actions they are taking or will take, including any linkages to the PHOF. Decisions should be based on local need and priorities.

Interpretation of the borough PM_{2.5} role (for reporting purposes)

- 5.09. There is no regulatory standard applicable to the role English local authorities should play with respect to PM_{2.5} role and action they should take to reduce emissions or concentrations of fine particulate air pollution, although action to tackle PM₁₀/NO_x exceedances would usually contribute to PM_{2.5} reduction. The EU Ambient Air Quality Directive (2008/50/EC) does however set out air quality standards for PM_{2.5} including an

⁸ Source: “Estimating Local Mortality Burdens associated with Particulate Air Pollution” – Public Health England 2014

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf

⁹ <http://data.london.gov.uk/dataset/llaqm-bespoke-borough-by-borough-air-quality-modelling-and-data>

exposure reduction obligation, a target value and a limit value¹⁰, which may act as a guide in how boroughs choose to interpret their role.

5.10. Examples include but are not limited to:

- Identifying measures already in place that can help with reducing levels of PM_{2.5} (examples of these type of measures are included in Table 2 below – more detail is provided in the LLAQM.TG(16))
- Identifying new priority measures to tackle PM_{2.5} (these should be discussed with the Director of Public Health and other relevant partners in the steering group)
- Seeking to move towards a specific objective in line with the annual average EU limit value for PM_{2.5}: 25 µg/m³ to be met by 2020 (most boroughs already meet this target hence the borough may wish to set a lower target concentration to benefit public health)
- Seeking to move towards applying a specific objective in line with the EU target value of 15% reduction at background urban locations between 2010 and 2020 (authorities may choose a different % reduction if evidence shows it to be more practical and cost-effective)

5.11. It is assumed that many boroughs will consider how to address PM_{2.5} alongside other pollutants when tackling their own vehicle fleets and services and/or working with communities and businesses to achieve improvements in air quality and that few standalone PM_{2.5} measures will be chosen unless in order to address a very specific local problem.

5.12. Public Health England have compiled a report entitled 'Estimating Local Mortality Burdens Associated with Particulate Air Pollution'¹¹ which is designed to help local authority air quality practitioners and public health professionals understand the mortality burden of fine particulate pollution within their area, which can then be used to raise awareness of the problem and how best to remediate it. Further information on how to determine and address the PM_{2.5} mortality burden in your area is also contained in LLAQM.TG(16).

Borough measures to reduce PM_{2.5}

5.13 Measures to tackle PM_{2.5} can be broadly separated between mobile and stationary sources such as on-road diesel engine retrofitting and other emission control requirements. These are measures that boroughs may already be taking to address pollutants such as PM₁₀ and NOx. Further examples are available in LLAQM.TG(16) (Table 2.1).

Roles and responsibilities under PHOF

5.13. Boroughs (like local authorities elsewhere in England) should work closely with Directors of Public Health and local 'Health and Wellbeing' boards. Working in partnership will increase support for measures to improve air quality, with co-benefits for all. Examples of joined-up working include:

¹⁰ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:152:0001:0044:EN:PDF>

¹¹ <https://www.gov.uk/government/publications/estimating-local-mortality-burdens-associated-with-particulate-air-pollution>

Directors of Public Health

- To ensure the Joint Strategic Needs Assessment has up to date information on air quality impacts on the population.
- To work closely with borough public health and air quality officers – e.g. to jointly deliver combined air quality public health projects; to consider the potential air quality impacts of Public Health projects and assets such as vehicles; have regular update meetings on key, emerging issues and sign off on ASRs and Air Quality Action Plans.

Boroughs (including their transport and planning departments)

- To ensure that Directors of Public Health are fully briefed on the scale of the problem in the borough area – e.g. what is being done; what is needed.
- To encourage employment of a public health consultant or policy officer that has air quality responsibilities outlined in their job profile.
- To ensure borough Transport and Planning departments are fully briefed on their public health duties and the risks associated with transport and planning policy (e.g. the borough's air quality team could produce a briefing pack for these teams).
- To ensure that air quality is considered when developing major projects or initiatives. Cross-departmental working could help to reduce the borough's own contribution to pollution as well as ensuring that they are leading by example. This could include: procurement, own fleet, boiler and energy efficiency projects, and transport infrastructure projects.

Chapter 6: Planning and the building control system

London Plan policy and guidance

- 6.01. Development and construction are very significant contributors to air pollution in London. Boroughs have a vital role to play in reducing this through their Planning and Development Control processes.
- 6.02. Within the Sustainable Design and Construction and Control of Dust and Emissions SPGs, the Mayor has outlined requirements and guidance to reduce air pollution impacts in order to ensure that boroughs have an adequate policy framework to enable them to address this pollution source through the planning process.
- 6.03. The planning process is a key tool that boroughs have to reduce pollution, and one of the aims of the LLAQM system is ensuring that the importance of this role is highlighted.
- 6.04. The GLA have provided a template Supplementary Planning Document (SPD) for boroughs so that they can easily incorporate regional Planning policy into their local planning policies, which can be found at <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>.

National planning policy and guidance

- 6.05. The National Planning Policy Framework (NPPF) sets out national planning policies and principles for England and how these are expected to be applied. It provides a Framework within which local people and their councils produce their own distinctive local and neighbourhood plans which reflect the needs and priorities of their communities.
- 6.06. The Framework includes specific policies in relation to air quality and air quality management areas but also other national policy relevant to air quality including promoting sustainable transport. The Framework is available at: <http://planningguidance.planningportal.gov.uk/blog/policy/>
- 6.07. To support the NPPF, national planning practice guidance (NPPG) on air quality has been published which provides guiding principles on how planning should take account of the impact of new development on air quality. This includes guidance on the role of Local Plans with regards to air quality, when air quality may be relevant to a planning application and how impacts on air quality can be mitigated.
- 6.08. A number of other planning guidance documents will be relevant to considering air quality including travel plans, transport assessments and statements in decision taking planning obligations and use of conditions. The relevant air quality NPPG is available at: <http://planningguidance.planningportal.gov.uk/blog/guidance/>

Building regulations

- 6.09. Building regulations are also relevant and apply when building work is carried out.
- 6.10. Reference should be made to the Planning Portal - the online planning and building regulations resource for England and Wales: <http://www.planningportal.gov.uk/buildingregulations/>

Further information

- LLAQM bespoke borough-by-borough LAEI modelling and source apportionment packages can be found at: <http://data.london.gov.uk/dataset/llaqm-bespoke-borough-by-borough-air-quality-modelling-and-data>
- The following LLAQM documents: The Air Quality Action Matrix; Template Air Quality Supplementary Planning Document; AQAP and ASR Templates; and Low Emission Neighbourhood Guidance, can be found at: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>
- The Sustainable design and Construction SPG can be found at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>
- Control of Dust and Emissions from Construction SPG can be found at: <https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and>

Annex A: Air quality objectives contained in the Air Quality (England) Regulations 2000 (SI 2000/ 928, as amended)

Pollutant	Objective	Averaging Period
Nitrogen dioxide (NO ₂)	200 µg/m ³ not to be exceeded more than 18 times/year	1-hour mean
	40 µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50 µg/m ³ not to be exceeded more than 35 times/ year	24-hour mean
	40 µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	266 µg/m ³ not to be exceeded more than 35 times/year	15 minute mean
	350 µg/m ³ not to be exceeded more than 24 times/year	1-hour mean
	125 µg/m ³ not to be exceeded more than 3 times/year	24-hour mean
Benzene (C ₆ H ₆) ¹²	16.25 µg/m ³	Running annual mean
	5.00 µg/m ³	Annual mean
1,3-butadiene (C ₄ H ₆) ¹²	2.25 µg/m ³	Running annual mean
Carbon Monoxide(CO) ¹²	10.00 mg/m ³	Maximum daily running 8-hour mean
	10.00 mg/m ³	Running 8-hour mean
Lead (Pb) ¹²	0.5 µg/m ³	Annual mean
	0.25 µg/m ³	Annual mean

¹² As stated in chapter 2, local authorities in England are not required to report on Benzene, 1,3- butadiene, Carbon Monoxide and Lead. However, they remain in statute should local circumstances change and require the local authority to address the issue.

Annex B: Model Air Quality Management Area Order

Environment Act 1995 Part IV Section 83(1)

[Name of LB Council]
Air Quality Management Area Order

[Name of LB Council] ("the Council"), in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995 (as amended), hereby makes the following Order.

1. This Order may be cited/referred to as the [name of Council] Air Quality Management Area [No1, 2, 3 if more than one is being designated] and shall come into effect on [date].
2. The area shown on the attached map in red is designated as an air quality management area ("the designated area"). The designated area incorporates [the whole borough of said Council] or [name of street/trunk road] or [stretch of road between junction X and junction Y]. The map may be viewed at the Council Offices
3. This designated area is designated in relation to a likely breach of the [e.g. nitrogen dioxide (annual mean)] objective as specified in the Air Quality Regulations 2000 (as amended)
4. This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of [Name of Council] was hereto affixed on [date] and signed in the presence of /on behalf of said Council

.....
Authorised signatory