

Air Quality Action Plan Consultation report



Lewisham



Lewisham



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London Borough of Lewisham Air Quality Action Plan 2022-2027

Consultation Results

Summary

A draft Air Quality Action Plan (AQAP) was produced in September 2021 as part of the Council's duty to London Local Air Quality Management. It outlines the actions we will take to improve air quality in the London Borough of Lewisham (LBL) between 2022 and 2027. This draft plan replaces the previous plan which ran from 2016 to 2021, currently available on the Lewisham Council website¹. The draft plan was developed in accordance with the London Local Air Quality Management (LLAQM) Policy Guidance and Technical Guidance². As well as setting out plans for the next five years, it also provides an opportunity to reflect on the effectiveness of measures introduced by the 2016 to 2021 AQAP. A copy of the draft plan is available on our website³.

Comments made by each Council service and the Greater London Authority (GLA) were used to shape the draft plan prior to consulting the main groups as required by the legislation. A consultation exercise was warranted in accordance with the Environment Act 1995 and the LLAQM framework. Schedule 11 of the Environment Act 1995 requires the Council to consider any representations made in accordance with the consultation.

A public consultation was carried out between Wednesday 1 September 2021 and Wednesday, 6 October 2021, using a communication plan produced prior to the external consultation, which has been appended to this report.

Who we heard from

Three main stakeholder groups were consulted during the development/ review of the Air Quality Action Plan.

These comprise of: -

- Internal stakeholders who will deliver the actions detailed in the plan Statutory consultees as required by the legislation
- The external stakeholders due to significant public interest in health issues and local air quality.

¹ <https://lewisham.gov.uk/myservices/environment/air-pollution/read-our-air-quality-action-plan-and-other-reports>

² <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-london-boroughs>

³ <https://lewisham.gov.uk/myservices/environment/air-pollution/consultation-on-our-draft-air-quality-action-plan-2022-2027>

a) **Internal Stakeholders:** The consultation of each relevant service area was carried out before and during the development of the plan. This included the following service areas:

- Environmental Health
- Environmental Protection
- Crime Enforcement Regulation (CER)
- Fleet (S.G.M Environment)
- Housing Private Sector (Environmental Health Residential) and Private Sector Housing (Grants)
- Parking and IT
- Planning and Development Management
- Parks & Regeneration
- Strategic Procurement and Commercial Services
- Public Health
- Sustainable Resources/Climate Resilience
- Transport (including Smarter travel, Parking Services Finance, Sustainable Transport – Operations, Sustainable Transport - Major Schemes Projects & Transport Planning)
- Others (including Corporate Resources, Strategy & Communications and Enforcement Response)

All staff working for the Council were further consulted during the public consultation.

b) **Statutory consultees as required by legislation:** It is a legal duty under the Environment Act 1995 and the LLAQM Framework to consult specific parties and agencies during the development of any air quality strategies and action plans. The following parties were contacted directly by email as planned.

- The Secretary of State, Residents, Local MPs and Council Members
- The Environment Agency (EA), Transport for London(TfL)
- All neighbouring local authorities, the South London Cluster Group
- Bodies representing local business interests and other organisations such as South London Chamber of Commerce and Enterprise
- The Greater London Authority (GLA) is being consulted during the review and consultation stages. Following the consultation exercise, the final plan was agreed with the GLA and the cabinet.

What we heard

A combination of interlinked and complementary measures are key to creating positive short term and long term impacts on air quality and carbon reduction in Lewisham.

Using the following list of topics proposed by the GLA in its template matrix to reduce air pollution in London, the findings of the survey were as follows:

- **Monitoring and other core statutory duties:** Several respondents reiterated the need for the Council to increase air quality monitors around sensitive receptors including schools, nurseries, care homes, hospitals, around major roads and in areas with high levels of deprivation and for the council to adopt the new WHO guidelines⁴ published in September 2021. Increased public information about the human health risks from air pollution was also mentioned in several responses.
- **Emissions from developments and buildings:** It was suggested that the Council uses planning tools to encourage sustainable development and impose air quality mitigations measures for all developments (e.g. reduce indoor pollution by adopting and providing incentives to replace combustion plants like old boilers to low emission alternatives; reducing emission from construction activities, non-road mobile machinery(NRMM), reducing indoor pollution, installing more electric charging points and green infrastructure in new developments) and air source heat pump installation in housing estates.
- **Delivery servicing and freight:** There was feedback that the Council should work with partners to reduce emissions from vehicles delivering goods and services, including light and heavy-duty diesel-fuelled vehicles with high primary NO₂ emissions.
- **Borough fleet actions:** The Council should lead by example by tackling its own fleet (i.e. replacing with low emission alternatives), and taking all the necessary actions to reduce other sources of air emissions and its carbon footprint.
- **Localised solutions:** There were several responses about the Low Traffic Neighbourhood (LTN). It was suggested that Lewisham Council should work with all relevant authorities to resolve traffic issues on major strategic roads such as the south circular which will lead to reducing congestion, vehicle idling and air pollution. A couple of respondents suggested that the expansion of the LTN would be positive because it would help to improve air quality and enable the Council to commit to radical actions which actively discourage car ownership. The changes suggested include fewer parking spaces, more LTN's, more enforcement actions and expanding ULEZ to the entire Borough.
- **Cleaner transport:** Road transport is the main source of air pollution in London, therefore, this was the topic that generated the most feedback during the consultation. Suggestions include increasing and promoting active travel, reducing and discouraging car usage, increasing road safety and increasing walking and cycling infrastructure, promotion of low emission vehicles, combusting plant and infrastructure. Our school street programme was appreciated and further pedestrianisation was suggested to encourage active travel. Again, addressing the traffic impacts of the LTN and traffic on the south circular were the predominant suggestions. There were some negative comments about the ULEZ expansion, and some positive comments stating

⁴ <https://www.who.int/news/item/22-09-2021-new-who-global-air-quality-guidelines-aim-to-save-millions-of-lives-from-air-pollution>

that the scheme should be enforced to ensure that no non- ULEZ compliant buses or taxis drive in the Borough.

- **Other important feedback from the consultation include:**

- Replace old boilers(s) with ultra-low emission boilers and use of bicycles for local journeys or taking the bus regularly scored the highest on the lifestyle or behaviour changes that the residents would like to adopt to reduce air pollution. (Most respondents stated that they were already taking most of the actions listed in the survey).
- Carry out energy audits, designing in-house travel plans for staff in addition to encouraging staff to use public transport where possible, were the highest ranking lifestyle or behaviour changes that businesses and other organisations would like to adopt to improve air quality.
- Increase green infrastructure and stop the removal of green infrastructure around sensitive receptors and major roads.
- Reduce pollution in and around schools by extending school audits to other schools in polluted areas, and improving walking and cycling infrastructure were some of the highest ranking suggestions included on the Council's priority list of actions.
- Improve Lewisham's waste management procedures, street cleansing and other services.

- **Demographics of the survey:**

- **Age:** The majority (17.43%) of respondents were between 45-49 years of age. People aged 18-24 and 75-79 represented the age groups with the lowest (8.3% for each) proportion of responses. 6.22% of respondents provided no answer to the age question and 5.39% did not to state their age. The residual percentage was distributed among other categories.
- **Ethnicity:** 7.14%% provided no answer and 7.14% preferred not to state their ethnicity. Of those that did, the majority of respondents (71 %) were white with the rest distributed across other ethnic groups.
- **Gender:** There were slightly more male (44.96%) than female (43.70%) respondents. Some did not answer or preferred not to state their gender;
- **Disability:** 7.14% were disabled (disabilities distributed across all categories), 9.24% provided no answer, 6.30% preferred not to say, the majority of respondents did not identify as disabled. Easy read, step-free access, accessible toilets, wheelchair access were among suggestions given to improve accessibility of the consultation.
- **Religion:** The majority (48.55%) did not state a religious preference, 9.54% preferred not to say anything about their religion and 17.43% provided no answer. Of those that did respond 19.09% were Christians, the remainder were distributed among other religions.

- **Sexuality:** The majority (62.24%) of respondents identified as heterosexual, the remainder of respondents was distributed among other categories. 11.62% preferred not to say their sexuality and 16.60% who provided no answer.
- **Gender Identity:** The majority (67.22%) of respondents identified with the same gender as the one that they had at birth. The remainder were distributed among other categories with 10.79% preferring not to say their gender at birth, 21.16% provided no answer. 0.83% had different a gender identity from the one that they had at birth.
- **Areas:** The majority of respondents (14.11%) live in Lee Green, and 12.45% live in Lewisham Central. The remainder were distributed among other locations with 2.49% not living in Lewisham. 12.45% provided no answer.

Conclusions: The age distribution of the respondents corroborate with the most active group of the population or those most able to use the internet to respond to the consultation. The distribution of the ethnicity is in line with most consultation surveys and suggests the need for the Council to engage with other groups of the population. The results may also be attributed cultural differences or social and economic inequalities, with the people from Black and Minority Ethnic (BME) backgrounds (which are more impacted by air quality in accordance with recent research), more likely to be interested in meeting their financial and socio-cultural needs than taking part in surveys with others potentially not having English as a first language. The findings related to disability raised the issue of resources needed to better meet the needs of this group. Most respondents were from the Lee Green and Lewisham Central areas, which is representative of the populations most affected by the LTN. The general negative perception of the LTN by this group may have impacted the results of the survey.

What we have done with your suggestions

We have considered all the comments made and modified the plan as appropriate.

Following approval by the relevant parties, the adopted AQAP will be subject to annual review, appraisal of progress and reporting to Lewisham Health Protection Committee and Lewisham Strategic Air Quality Board.

Progress each year will be reported in the Annual Status Reports, as part of our statutory London Local Air Quality Management duties.

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Introduction

Schedule 11 of the Environment Act 1995 requires the Council to consider any representations made in accordance with the consultation. Therefore, public consultation was carried out between Wednesday 1 September to Wednesday 6 October 2021.

In addition to the five statutory consultation responses received via the Environmental Protection (EP) email inbox, we received 241 responses with 238 via the online survey and 3 paper surveys completed, then submitted to the library. Two responses on the AQAP were made after the deadline of the consultation has passed, via the EP inbox and the views expressed were also considered.

There were a variety of respondents, from residents, political representatives, business owners, regular visitors to workers in Lewisham. We were particularly pleased to hear from the 206 residents who provided some feedback on our proposed actions to tackle air pollution between 2022 to 2027.

The consultation asked for views about the measures proposed in our draft AQAP. This report is a summary of the consultation survey results and the main themes identified from written feedback.

Overall, there has been a neutral to positive response to most of the interventions suggested. The consultation results show that some interventions, such as our proposed air quality monitoring regime, were highly acceptable while some, such as the proposed transport, highway and parking interventions and policies, need more work pending the availability of the right level of resources. The general public impression about the LTN and traffic issues on localised areas such as the south circular was the most commented on topic. Suggestions and general comments about traffic interventions included promoting alternatives to private vehicle use, freight and delivery management e.g. delivery and service plans, promoting low emission transport, promoting travel alternatives, public information, traffic management (anti-idling enforcement, strategic highway improvements, re-prioritising road space away from cars, including access management, selective vehicle priority, bus priority, high vehicle occupancy lane, increasing parking enforcement), transport planning and infrastructure (promoting low emission public transport, vehicle retrofitting programmes, active travel and walking and cycling infrastructures).

Only minor to medium modifications have been carried out within the draft AQAP plan that LBL consulted on because most proposals made by the consultees were already considered in the plan or considered within other strategies (e.g. the transport strategy, draft Local plan, the waste management strategy and the climate emergency plan) as detailed in Appendix B of the AQAP available on our website or currently being compiled.

We have considered all suggestions and provided responses. Feedback from the consultation has been reviewed and used to update the action plan which will be put to the Mayor of London for approval by end of March 2022. We will seek Mayor and Cabinet approval of the final plan by end March 2022. This delay is due to limited staff resources because of the impact of COVID-19 and its impact on our finances.

The final action plan considers measures and actions in terms of costs, effectiveness, time-scales and feasibility of implementation. We still cannot guarantee that we will be able to do everything that you want us to do immediately. However, we will work hard with our partners to achieve our duty, aim and objectives to reduce human health exposure to air pollution across the borough.

1 Development and Consultation on the draft 2022-2021 AQAP

Effective communication, engagement, and consultation was considered of paramount importance to ensure that this AQAP fulfils its goal to produce quantifiable outcomes for all stakeholders and delivery partners within the borough who have an influence on air quality.

In developing/updating the action plan we worked with other local authorities, various agencies, businesses, and the local community to try and deliver a tangible improvement to local air quality.

We seek to develop a plan that will enable us to communicate, engage, and consult with the public and any interested party during the development and implementation of this AQAP. We will involve local communities, volunteers, businesses, schools, institutions, and organisations to raise the awareness of air quality issues in the borough and support the plan through campaigns, events, and training.

The following internal Council teams were engaged through a Steering Group and specialist working Groups: Development Control, Planning Policy, Project Management, Public Health, Procurement and Legal, Energy and Efficiency, Travel Demand Management and Fleet Services and Transport Planning (including Sustainable Transport).

The purpose of the group was to consider all the actions proposed by the GLA and to review the potential for incorporating these within Lewisham's AQAP. The meetings were also used to highlight existing and potential future projects that are being carried out (or considered) by other teams which could have air quality benefits and scope for inclusion in this AQAP.

It was a good opportunity to build relationships and alignment between teams, and for responsibility for different actions to be owned by relevant teams. This will assist with the yearly reporting of actions and it is anticipated that the Group will meet on a regular basis to provide input and feedback and ensure communication channels are maintained.

The challenge will be providing realistic monitoring criteria that can be managed and resourced. We will be working with GLA in refining this aspect during the Action Plan period.

Subsequent to the meeting and engagement with different parties, a draft AQAP plan was produced in September 2021 and Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1 of the AQAP and the general public on the measures proposed.

We undertook the following stakeholder engagement:

- Publicity on website and social media;
- Articles in local newspaper;
- Online questionnaire to local residents and businesses to seek opinions on actions;

- Healthy Lungs tent/poster campaign where possible, raising issues and highlighting the council's actions.

The statutory consultation undertaken included the Environment Agency (EA), Transport for London (TfL), the Mayor of London, all neighbouring local authorities, other relevant public authorities and bodies representing local business interests and other relevant organisations.

A copy of the communication plan and the survey questionnaire used are appended (Appendix A) to this document.

This report detailing the response to our consultation stakeholder engagement is appended to the actual AQAP (Appendix B) with the response to the survey presented in the following sections.

2 Detailed Results –Statutory Consultees

Statutory consultation was undertaken via email and the detailed results and responses have been included and appended to this document. Five responses were received via email correspondence within the consultation timeframe. Two comments were made post consultation and the view expressed were also considered.

A summary of the responses to consultation and stakeholder engagement on the AQAP is presented in the following section. Reference should be made to Table 20 and Appendix B for detailed responses from the secretary of State, the Environment Agency and other bodies and from the residents.

MPs and Members were part of the development of the AQAP and were consulted again during the process.

Transport for London (TfL) provided no response to the consultation.

The Greater London Authority (GLA) was consulted during the review and consultation stages. Following the consultation exercise, the final draft plan was agreed with the GLA and the resulting Consultation Report appended to this report.

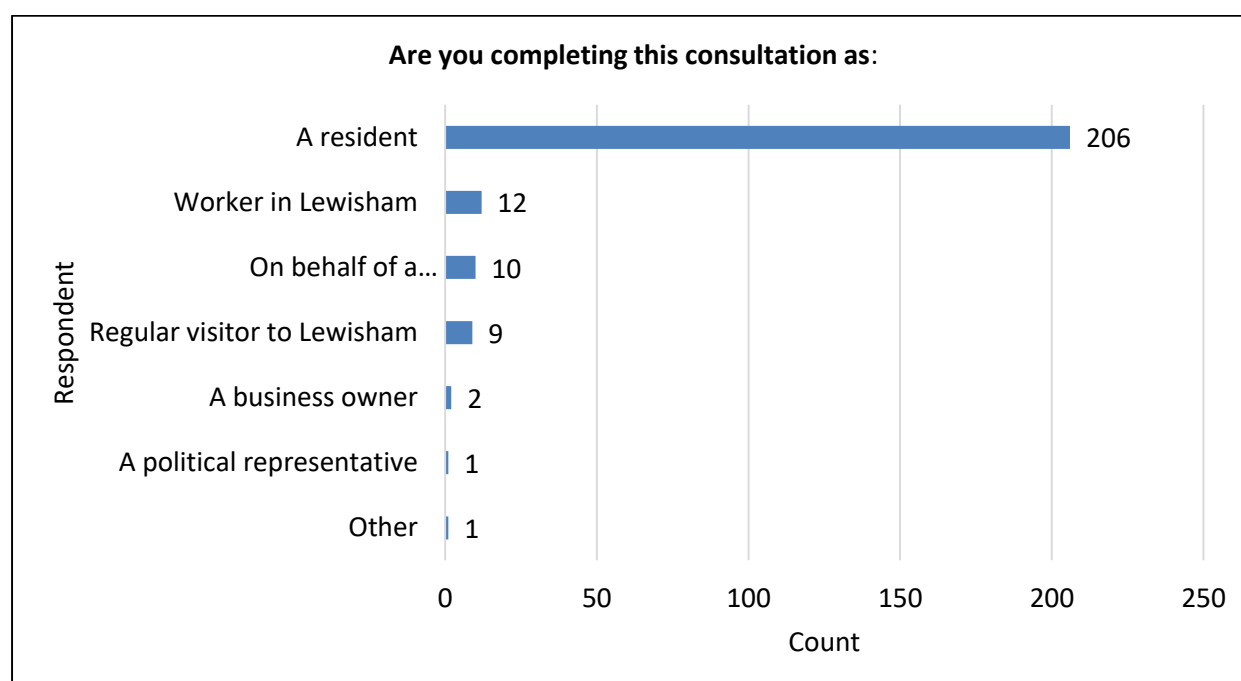
As assessment of the results revealed, issues raised are mostly related to transport planning, sustainable transport and highways interventions, as anticipated.

3 Detailed Results - The Survey Questions

All quantitative analysis of the responses were carried out in Excel. R/R Studio software⁵ was using to estimate the highest word counts for the qualitative responses and the relevant outputs are presented in the relevant sections. R is a free, open source software programme for statistical analysis.

Table 1. Q1. Are you completing this questionnaire as?

Representative	Count of Response ID	Percentage
Other	1	0.41%
A political representative	1	0.41%
A business owner	2	0.83%
Regular visitor to Lewisham	9	3.73%
On behalf of a business/organisation/institution/community group/authority	10	4.15%
Worker in Lewisham	12	4.98%
A resident	206	85.48%
Total	241	100.00%



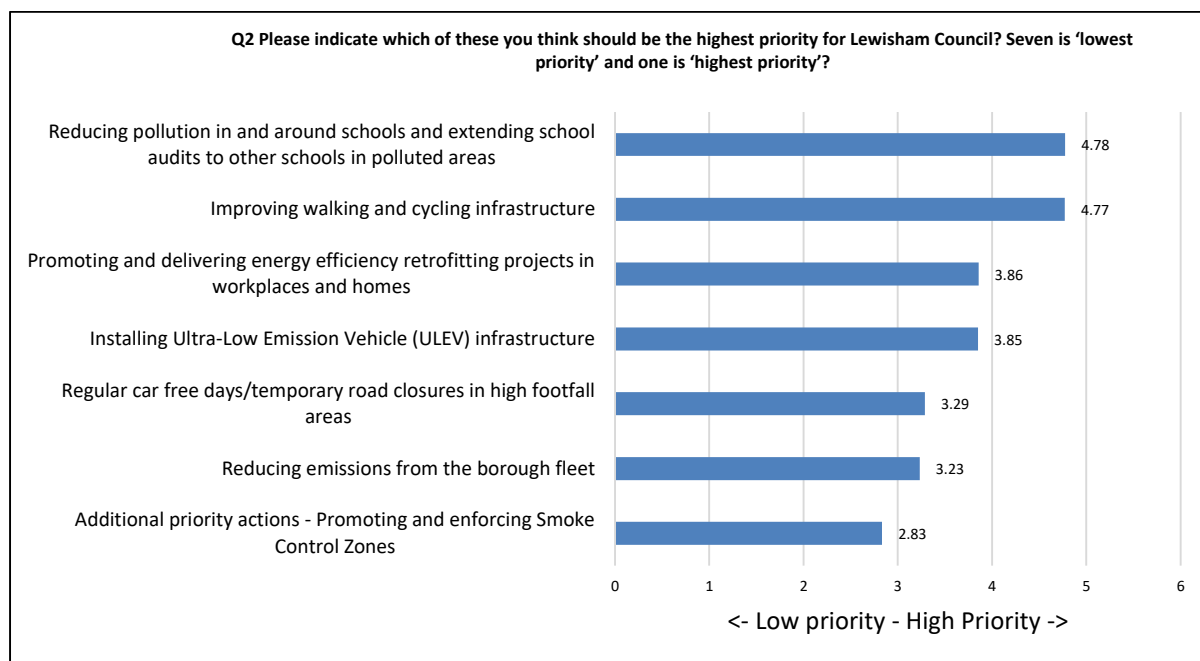
Note on Q1: As anticipated, most respondents were residents, who represent the highest group of the population sampled. According to the 2011 census, Lewisham has a population of 275,885. The low response rate from political representatives was anticipated because their opinions are voiced via their respective political parties and are unlikely to provide individual views.

⁵ <https://libguides.library.kent.edu/statconsulting/r>

Action in the AQAP: Consideration will be given to improving promotion and engagement activities and increase projects involving businesses, organisations, institutions and community groups to raise awareness about air quality.

Table 2. Q2. Please indicate which of these you think should be the highest priority for Lewisham Council? Seven is 'lowest priority' and one is 'highest priority'?

Action	Rank
Reducing pollution in and around schools and extending school audits to other schools in polluted areas	1
Improving walking and cycling infrastructure	2
Promoting and delivering energy efficiency retrofitting projects in workplaces and homes	3
Installing Ultra-Low Emission Vehicle (ULEV) infrastructure	4
Regular car free days/temporary road closures in high footfall areas	5
Reducing emissions from the borough fleet	6
Additional priority actions - Promoting and enforcing Smoke Control Zones	7



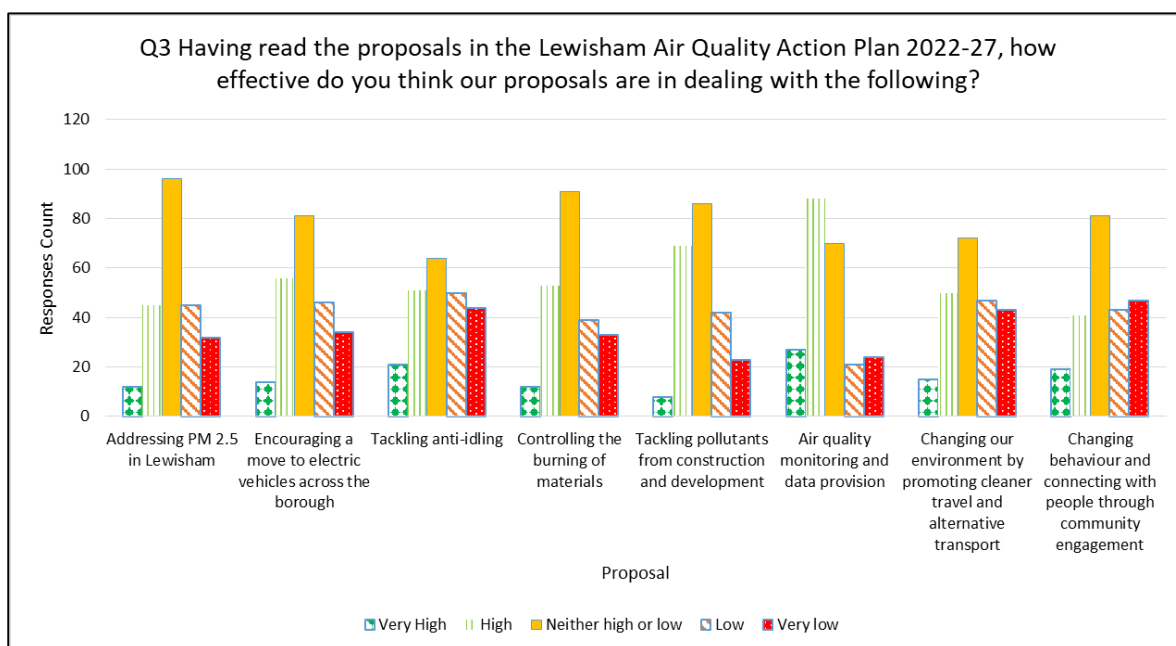
Note on Q2: Reducing pollution in and around schools, and extending school audits to other schools in polluted areas then improving walking and cycling infrastructure scored the highest as represented above.

Action in the AQAP: As stated in Pages 12-13 of the Draft AQAP, air pollution particularly affects some of the most vulnerable in society: children and older people, and those with heart and lung conditions. LBL, along with other London boroughs, will work to set out how the objective in Table 4.1 of the AQAP can be implemented and provide details setting out how the most vulnerable people will be protected. Therefore, reducing pollution in and around schools and extending school audits to other schools in polluted areas and improving walking and cycling infrastructure scored the highest will be added to our priority list. We are prioritising and completing the school air quality

plan for imminent action. The implementation of further air quality monitors, school streets, school audits and green infrastructures are imminent.

Table 3 Q3. Having read the Lewisham Air Quality Action Plan 2022–27, how effective do you think our proposals are in dealing with the following?

Action	Priority
Air quality monitoring and data provision	1
Tackling pollutants from construction and development	2
Encouraging a move to electric vehicles across the borough	3
Controlling the burning of materials	4
Addressing PM 2.5 in Lewisham	5
Tackling anti-idling	6
Changing behaviour and connecting with people through community engagement	7
Changing our environment by promoting cleaner travel and alternative transport	8



Note on Q3: Only “air quality monitoring and data provision” scored “High”. The rest of suggested actions were neither high nor low. Three main categories of meaning may be attributed to these middle point answers are as follows. The first category refers to those cases in which the respondents account for their choice in terms of (some sort of) lack of knowledge or indifference about the council’s proposals to deal with air quality. The second category includes those answers that justify mid-point choice through ambivalence or indecisiveness on the proposed actions, while the third comprises answers that argue against the main assumptions made by the council and/or formulation of the questions posed. A critical analysis of the middle answer category is outside the scope of this assessment and not imperative to meet the objective of the consultation exercise. The inconclusive nature of the answers to most

of the questions does not mean that the measures proposed are unacceptable to the general public.

Action in the AQAP: No actions needed. The findings would suggest that overall, the measure presented in the 2022-2027 AQAP would be acceptable pending further minor modifications to accommodate the comments made by the respondents.

Table 4 Q4. Please tell us if you think there is anything we have missed or should consider in relation to the above Air Quality issues

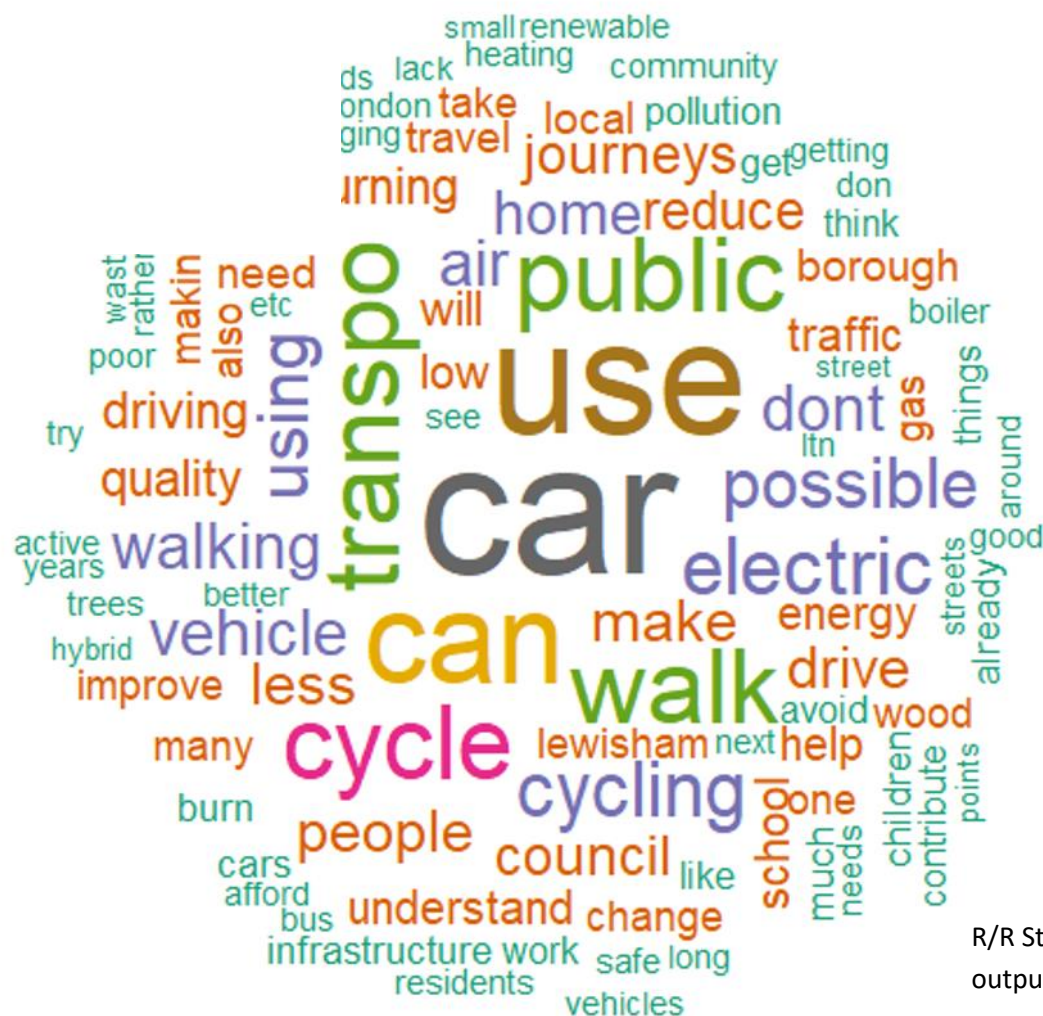
N	GLA recommended categories	Examples of Suggested omissions
1	Monitoring and other core statutory duties: maintaining monitoring networks is absolutely critical for understanding where pollution is most acute, and what measures are effective to reduce pollution and is one of a number of statutory duties	<ul style="list-style-type: none"> • Most comments related to the fact that the current monitoring regime could be improved. However, all the suggestions made were already considered by the council for implementation. • It is proposed that consideration be given to installing monitors around sensitive receptors, areas of deprivation and on our major roads where pollution is the highest. • Collaboration with other organisations like citizen science was considered of paramount important to the implementation of this plan. • Adoption of the new WHO guidance published in September 2021. • Annual report on progress- overview by independent assessors to ensure rigorous application
2	Emissions from developments and buildings: emissions from buildings account for about 15% of the NO _x emissions across London so are important in affecting NO ₂ concentrations.	<ul style="list-style-type: none"> • Most suggestions were related to development planning and requirement of air quality management and mitigation measures for all types of developments. E.g. NRMM and combustion plant like heat pumps. • It was suggested that the council should promote sustainable development to reduce air emissions.
3	Public health and awareness raising increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution	<ul style="list-style-type: none"> • Increase green infrastructure around schools • Add air quality monitoring around health care settings such as hospitals/ hospice/ homeless hostels/ care homes etc. • Improve insulation of residential properties reduces the amount of fuel for heating in winter and cooling in summer. • Produce a more detailed Strategy for mitigation for schools on main roads unable to join school streets programme (money for air filters/green screens)
4	Delivery servicing and freight: vehicles delivering goods and services are	<ul style="list-style-type: none"> • Address excessive amounts of HGV lorries and other vehicles from out of borough, Kent and the A20 driven through the borough (Brownhill Road

N	GLA recommended categories	Examples of Suggested omissions
	usually light and heavy-duty diesel-fuelled vehicles with high primary NO ₂ emissions	& South-circular) on a daily basis, promote the use of cargo bikes, which are a solution to 'last mile' deliveries. Use of these delivery vehicles benefits from improved cycling infrastructure.
5	Borough fleet actions: our fleet includes light and heavy-duty diesel-fuelled vehicles such as minibuses and refuse collection vehicles with high primary NO ₂ emissions. Tackling our own fleet means we will be leading by example.	<ul style="list-style-type: none"> • Upgrade its entire fleet of borough vehicles to electric only (this would have to go hand in hand with better EV charging infrastructure) and heat pumps the standard for council estate.
7	Localised solutions: these seek to improve the environment of neighbourhoods through a combination of measures; and	<ul style="list-style-type: none"> • Planting street trees to mitigate pollution, slow traffic, reduce urban heat islands (and use of aircon), and reduce localised flooding, foster wellbeing, encourage community engagement, encourage walking, encourage biodiversity, and bring many more benefits. • Needs to be much clearer about how to tackle specific localised air pollution such as on the South Circular.
7	Cleaner transport: road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible	<ul style="list-style-type: none"> • Some of the suggestions include, improving sustainable travel, promoting cycle storage in new developments, reducing car usage and ownership and improving road safety, improving cycling and walking infrastructures, halting the Low Traffic Neighbourhoods or redesign, take measure to discourage driving into the borough e.g. more Controlled Parking Zones and traffic enforcement actions, road closure around Schools roads, idling enforcement and banning diesel from Lewisham roads, like Deptford Church Street for example.
2.	Other	<ul style="list-style-type: none"> • Promote schemes to replace boilers and insulating homes and ensuring that new developments are well insulated with sustainable energy • More bicycle infrastructure • Improve our waste managing and street cleansing procedures • The Council has a statutory responsibility to collect waste and recycling from these same streets. I would ask that appropriate exemptions are considered and granted to services fulfilling statutory duties before any traffic restriction measures are put in place. The operational and cost implications of transport and traffic restrictions on frontline Council services need to

N	GLA recommended categories	Examples of Suggested omissions
		<p>be considered, and in some circumstances funded, before there are agreed and implemented</p> <ul style="list-style-type: none"> • Take more action on all - particularly burning materials and pollutants
	Green infrastructure	<p>Some of the suggestions include:</p> <ul style="list-style-type: none"> • Increasing tree canopy coverage with more street trees across the borough. Other London boroughs are pushing ahead with ambitious tree planting initiatives whilst Lewisham continues to cut down mature trees which could be incorporated into development e.g. Arklow Road council housing site. • Increase green space and trees in mitigating poor air quality.

Note on Q4: Table 20 presents a summary of major responses and actions taken in the draft AQAP. Responses to each response to the consultation have been appended to this report (Appendix B)

There were 141 responses to this part of the question. Responses to this question were generally in line with the overall demographics of the survey in terms of ethnicity, age, disability, religion and sexuality. Respondents were also generally aligned with the overall ward breakdown of the survey. Over 50% of issues and suggestions made were about traffic interventions and the LTN. Other issues included issues related to waste management, green infrastructures, boilers and general comments about the council's services. The word clouds analysis output carried out using R/R Studio software, for Q4 revealed traffic as the main problem in Lewisham.

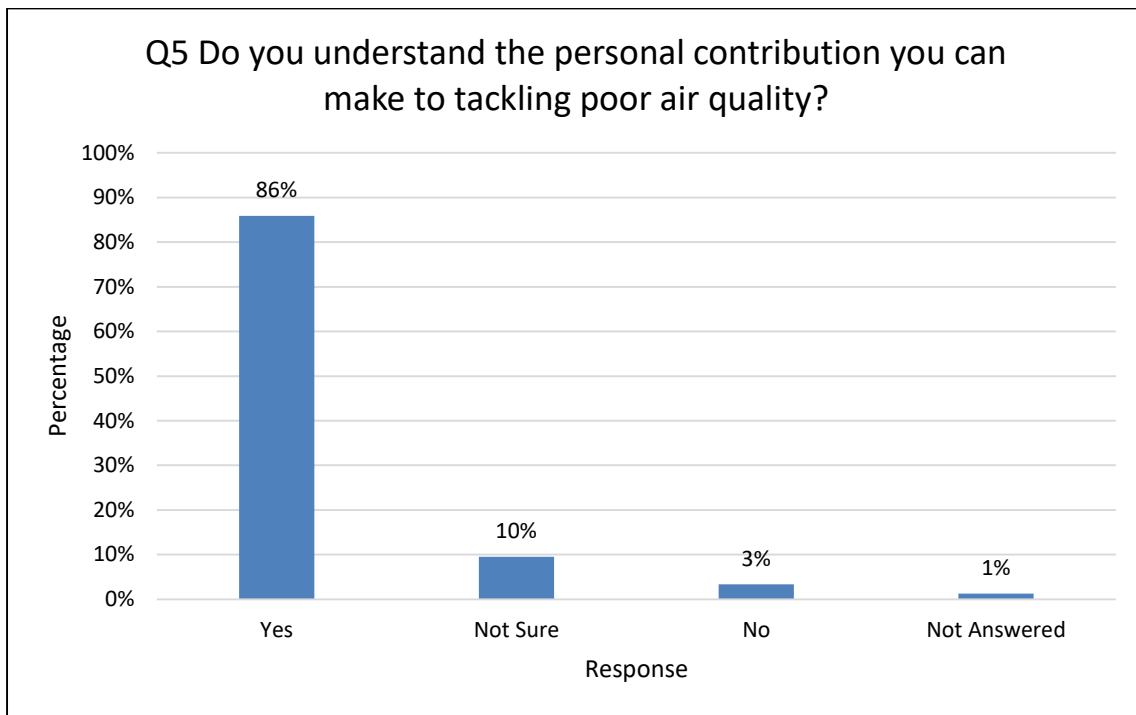


R/R Studio software output

Action in the plan: Table 20 presents a summary of major responses and actions taken to improve the draft AQAP. Responses to each response to the consultation have been appended to this report (Appendix B).

Table 5 Q5. Do you understand the personal contribution you can make to tackling poor air quality?

Response	Count of Response ID	Percentage
Yes	207	86%
Not Sure	23	10%
No	8	3%
Not Answered	3	1%



Note on Q5: There were 147 responses to this part of the question. Over 86% understand the personal contribution they can make to tackling poor air quality, which is representative of the general UK public awareness on air quality and climate change issues. The word cloud analysis carried out using R/R Studio software for Q5 corroborates with the findings from Q4 as follows.

mentioned building heating improvements, such as an electric heat pump. There was also a general awareness of popular campaigns around air quality and carbon reduction, such as not idling cars, being energy efficient and planting greenery.

Overall, responses to the question generally tended to mix air quality and climate change mitigation measures together. Respondents were aware of the most immediate and popular campaigns around air quality such as cleaner transport and building heating improvements, but felt like there were often factors limiting their ability to do these things, such as the available infrastructure and costs. There was therefore a strong emphasis on localised solutions to air quality through improving public infrastructures such as cycle paths, electric vehicle charging points, road safety and accessibility to public transportation networks. There was not a great emphasis on what the council could do to help people to understand what they can do to contribute, however the general themes of the answers show that respondents were aware of air quality and climate change mitigation strategies when they have received effective public messaging campaigns. This would suggest that the other key initiatives in the Air Quality Action Plan would benefit from public awareness campaigns.

I receive emails from you but they are easy to skim over or ignore. I think something visual in the community which connects these issues to the places I walk around each day would help me to think about the issues and to understand what I can do to help e.g. information boards, pieces of art/commissioning artists to work with messaging this to the community.

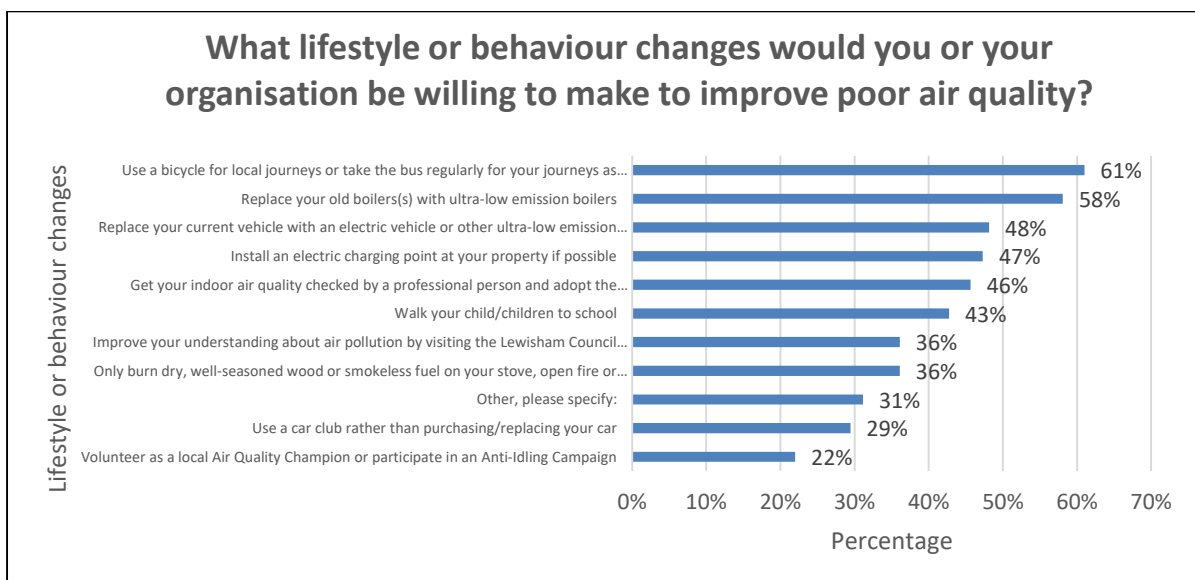
New Cross resident

Action in the plan: More promotion activities to increase awareness among the 14 % the population left is imperative. As noted in Q1 we will carry out significant promotion during the implementation of the AQAP to reach all the layers of the population.

Table 6 Q6. What lifestyle or behaviour changes would you be willing to make to improve poor air quality?

What lifestyle or behaviour changes would you or your organisation be willing to make to improve poor air quality?	Count of Response ID	Percentage
Volunteer as a local Air Quality Champion or participate in an Anti-Idling Campaign	53	22%
Use a car club rather than purchasing/replacing your car	71	29%
Other, please specify:	75	31%
Only burn dry, well-seasoned wood or smokeless fuel on your stove, open fire or barbeque	87	36%
Improve your understanding about air pollution by visiting the Lewisham Council or other relevant websites regularly	87	36%

What lifestyle or behaviour changes would you or your organisation be willing to make to improve poor air quality?	Count of Response ID	Percentage
Walk your child/children to school	103	43%
Get your indoor air quality checked by a professional person and adopt the recommendations to reduce indoor pollution	110	46%
Install an electric charging point at your property if possible	114	47%
Replace your current vehicle with an electric vehicle or other ultra-low emission alternatives	116	48%
Replace your old boilers(s) with ultra-low emission boilers	140	58%
Use a bicycle for local journeys or take the bus regularly for your journeys as much as possible	147	61%



Note for Q6: (1) Replace your old boilers(s) with ultra-low emission boilers and (2) use a bicycle for local journeys or take the bus regularly for your journeys as much as possible scored the highest. Use a car club rather than purchasing/replacing your car was the lowest. Replace your current vehicle with an electric vehicle or other ultra-low emission alternatives and install an electric charging point at your property if possible were next in the list.

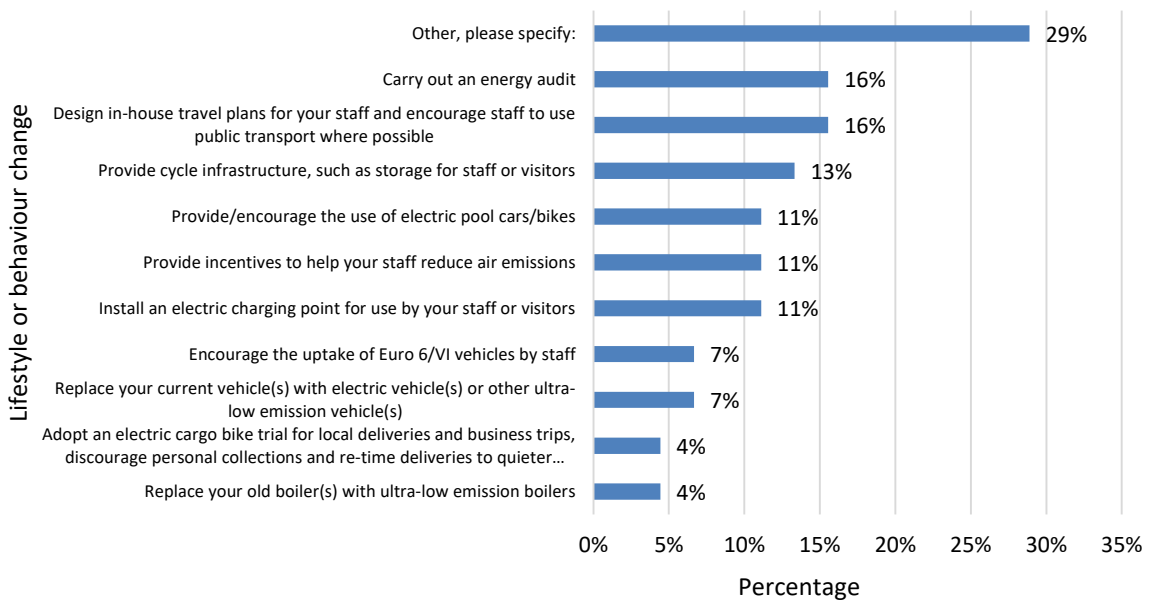
Action in the plan: Projects involving replacing old boilers and to promote active travel are being progressed as part of the transport strategy and the climate emergency plan. Lewisham's Climate Emergency Action Plan was approved by the Mayor and Cabinet in 2020 and includes a range of radical actions across the Council's corporate estate, housing, transport and green spaces intended to support delivery of the ambition for Lewisham to be carbon neutral by 2030. Tackling emission from combustion activities is part of this plan.

We aim to promote cleaner vehicle, active travel and improve relevant infrastructure as detailed in Table 4.1 of the AQAP.

Table 7 Q7. What lifestyle or behaviour changes would you or your organisation be willing to make to improve poor air quality? If your response is on behalf of a business/organisation/ institution/community group

What lifestyle or behaviour changes	Count of Response ID	Percentage
Replace your old boiler(s) with ultra-low emission boilers	2	4%
Adopt an electric cargo bike trial for local deliveries and business trips, discourage personal collections and re-time deliveries to quieter periods	2	4%
Replace your current vehicle(s) with electric vehicle(s) or other ultra-low emission vehicle(s)	3	7%
Encourage the uptake of Euro 6/VI vehicles by staff	3	7%
Install an electric charging point for use by your staff or visitors	5	11%
Provide incentives to help your staff reduce air emissions	5	11%
Provide/encourage the use of electric pool cars/bikes	5	11%
Provide cycle infrastructure, such as storage for staff or visitors	6	13%
Design in-house travel plans for your staff and encourage staff to use public transport where possible	7	16%
Carry out an energy audit	7	16%
Other, please specify:	13	29%
Total	45	

**Q7 What lifestyle or behaviour changes would you or your organisation be willing to make to improve poor air quality?
(Business/organisation/community group)**



Note on Q7: There were 13 online responses to this part of the question. Carry out an energy audit and designing in-house travel plans for your staff and encourage staff to use public transport where possible, were the highest. Only 7 representatives responded to this question. Most respondents are already doing the measures suggested.

Action in the plan: As noted in Q1 we will design projects to meet all groups including businesses and organisations.

Table 8 Q8. What can Lewisham Council do to help you make these changes?

N	GLA recommended categories	Some Examples of Suggestions made.
1	Monitoring and other core statutory duties: maintaining monitoring networks is absolutely critical for understanding where pollution is most acute, and what measures are effective to reduce pollution and is one of a number of statutory duties	As above stated. <ul style="list-style-type: none"> Suggestions were made about deploying more monitoring around sensitive receptors, public information and adoption of the WHO guideline published in 2021.
2	Emissions from developments and buildings: emissions from	As stated above and the following:

N	GLA recommended categories	Some Examples of Suggestions made.
	buildings account for about 15% of the NO _x emissions across London so are important in affecting NO ₂ concentrations.	<ul style="list-style-type: none"> • Stagger building developments where they are in close proximity. • Grants to replace boilers; advice and guidance on indoor pollution and how to tackle it."
3	Public health and awareness raising increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution	<ul style="list-style-type: none"> • More education is needed. Education and showing a benefit of the changes; more green spaces and encourage community involvement in the spaces maintenance and care; • Increase green infrastructures around schools • Encourage local businesses (perhaps by leading by example) to offer staff ways of purchasing a low or zero emission car.
4	Delivery servicing and freight: vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO ₂ emissions.	<ul style="list-style-type: none"> • Reduce HGV lorries and vehicles travelling from out of borough, through Lewisham/South circular • Reduce the amount of passing traffic/commuters due to having a lack of good employment, Schools, health services, resources etc. (Reduce the amount of people employed in Lewisham Council that live outside the borough, where possible) • consult on where new electric vehicle chargers are put and work with business to provide more local pick up places for deliveries
5	Borough fleet actions: our fleet includes light and heavy-duty diesel-fuelled vehicles such as minibuses and refuse collection vehicles with high primary NO ₂ emissions. Tackling our own fleet means we will be leading by example.	<ul style="list-style-type: none"> • "It can lead by example! Change your polluting diesel fleet to fully electric! Get staff to cycle or walk - remove council parking at council buildings etc.
7	Localised solutions: these seek to improve the environment of neighbourhoods through a combination of measures; and	<ul style="list-style-type: none"> • To prioritise tackling high traffic levels in and around the A2/New Cross • Grants to replace boilers; advice and guidance on indoor pollution and how to tackle it."
7	Cleaner transport: road transport is the main source of Air pollution in London. We need to incentivise a	<ul style="list-style-type: none"> • Make walking and cycling safer on the roads. • Introduce CPZ across the borough.

N	GLA recommended categories	Some Examples of Suggestions made.
	change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible	<ul style="list-style-type: none"> • Cycle storage, controlled parking. Get rid of the cars on our pavements and kill the rat runs. • Install charging points for electric vehicles on all residential streets. Provide improved cycling infrastructure. Connect residents with tradespeople who can check air quality and provide incentives to replace boilers. • Offer loans to business for electric delivery vehicles or cargo bikes • Subsidise electric vehicles • Make any LTN schemes work for all people and not just the privileged (. Re-think the placements of LTNs and road closures, or at least consider the impact this is actually causing. • Enforce anti - idling and take measures to reduce congestion in general • Provide more kerbside charging points. • Make driving as difficult as possible, make public transport as easy as possible • Address the traffic issue and stop cars coming into centre of or near streets to Lewisham shopping, make it all green and pedestrianised, no cars on streets where schools are, people should get trains. Plant more trees in nearby streets as they are a natural source of oxygen, and controls carbon dioxide. • More info about what air quality champion entails, and where to get smokeless fuel • More segregated cycle lanes to encourage people to cycle • There some negative comments about the ULEZ expansion, accused of causing rat runs on nearby roads like Horncastle Road and some positive comments stating that the scheme should be enforced to ensure that no buses or taxis that are not ULEZ compliant drive in the Borough.
8	Others	<ul style="list-style-type: none"> • Stop cutting down trees and building on green spaces • Strong enforcement of air quality policies • Grants, subsidies and incentives • Tell us how to avoid the dreadful air and how to protect children • small council tax discount fir front hedges

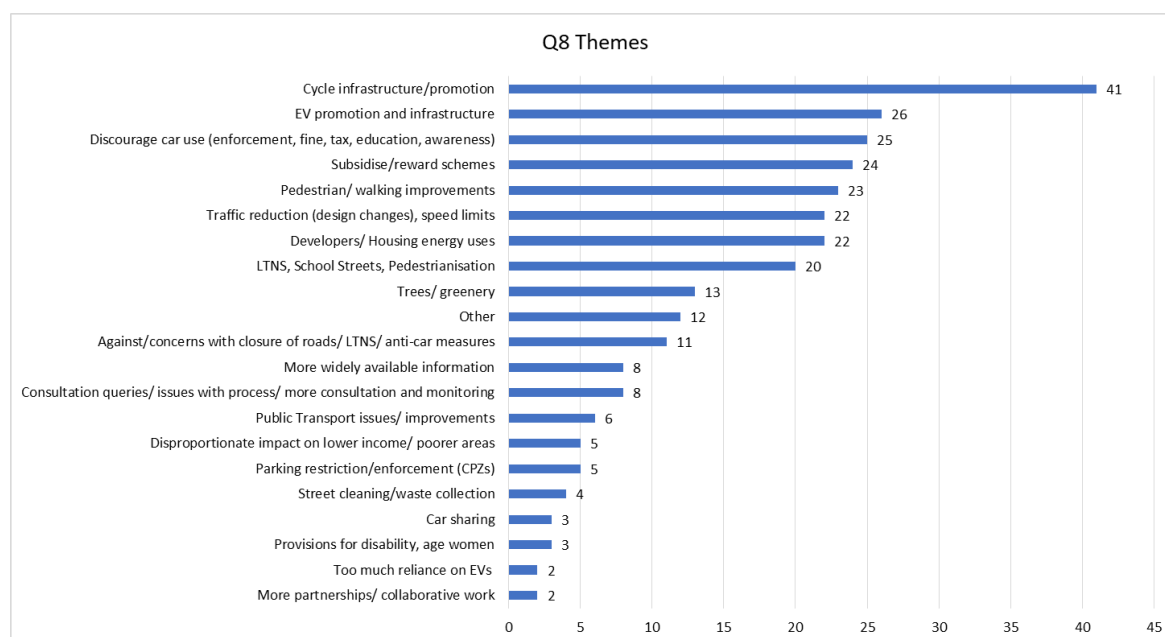
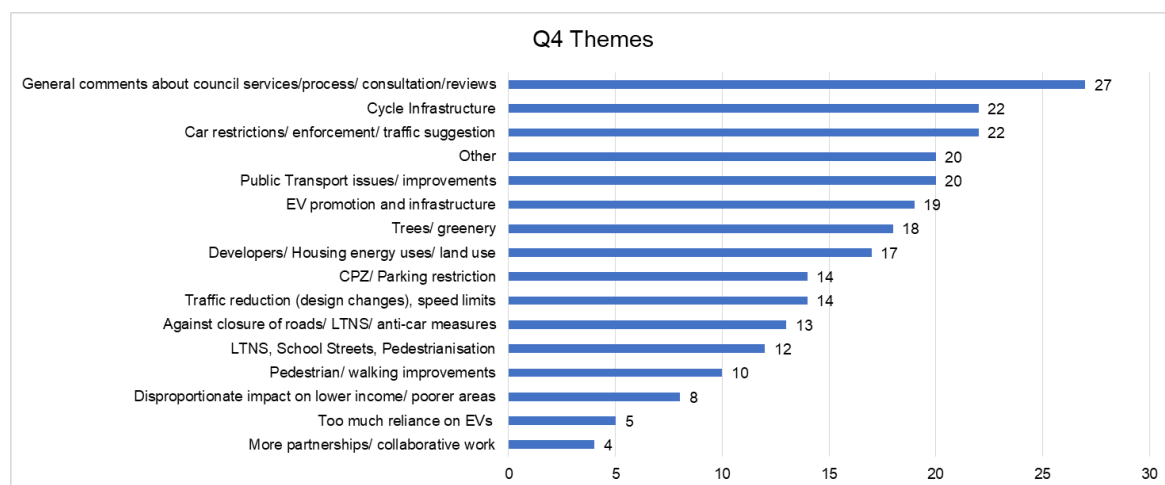
N	GLA recommended categories	Some Examples of Suggestions made.
		<ul style="list-style-type: none"> • Recycle our waste instead of burning it and encourage green transport options for all. Don't penalize those who own cars - instead those who enter the borough. • Integrate SUDS into any public realm changes. There seems to be little joined up thinking between highways, planning and the rest of the council on green initiatives. • Advise citizens on how to get finances for these expensive things • Clean the street and improve waste collection across the borough • Make residents have disposable income to cover cost of lifestyle changes

Note on Q8: There were 158 responses to this part of the question.

Improving of traffic measures, generally negative comments about the LTN, pedestrianisation scheme, road safety, increasing infrastructure for cleaner vehicles, controlled parking were the most discussed interventions. Some more generic comments were made requiring input from different teams, including Public Health, Environmental protection, Carbon resilience, Waste management and street cleansing, Planning, Parks and open space (green scene). Detailed responses/actions are presented in appendix B of this report. The word clouds analysis output carried out using R/R Studio software, for Q8 shows car use, active travel, car and vehicle use and electric car and infrastructures as the predominant words is as follows. The assessment is accordance with Q4 and Q5 as follows.

Summary of Assessment of the Specific themes Raised in Q4 & Q8:

As represented in the following figures, the public would like more infrastructure for active travel (walking and cycling) and low emission vehicles and the issues with car to be dealt with imminently.



We have considered the following measures to achieve some of the queries raised:

Walking and Cycling Infrastructure: The cycling strategy looks at where cycling in the London Borough of Lewisham (Lewisham) is at and where it aspires to take it in the near future.

Promoting Low Emission transport and infrastructure: We will increase the proportion of electric and low-emissions vehicles in Car Clubs. Also, we aim to install at least five ULEV charging points per year, subject to funding being identified

Parking enforcement: Extending our CPZs borough wide would be a key tool as part of the Councils approach to tackling the Climate Emergency and reducing the impact of the car on the environment and health.

Anti-idling: We will have Idling Action Events and workshops on air quality in schools. We are participating in the Pan London Anti-Idling Project to raise awareness and include enforcement.

LTN concerns: The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. There are mixed views about LTNs and require statutory consultation, this allows residents to engage with measures that will be introduced on their roads. Lewisham remain committed to the outcomes that LTN's achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans.

Alternatives to delivery and freight management: We are managing the impact on air quality of delivery services, prioritising loading for ultra-low emission delivery vehicles and making progress on the Council's own move to low emission vehicle use.

Table 9. Q9 what is your name and address? (This question is optional and will not be disclosed). Any personal data that you choose to share will be treated confidentially in accordance with the General Data Protection Regulations (GDPR).

Note: There were 93 responses to this part of the question.

Table 10 Q10. What is your email address? (This question is optional and will not be disclosed).

Note: There were 109 responses to this part of the question.

Equal Opportunities Monitoring

Table 11 Q11. Why are we asking you for this information?

The following monitoring questions help us to be fair and inclusive in the work that we do. All of these questions are optional and you do not have to answer them.

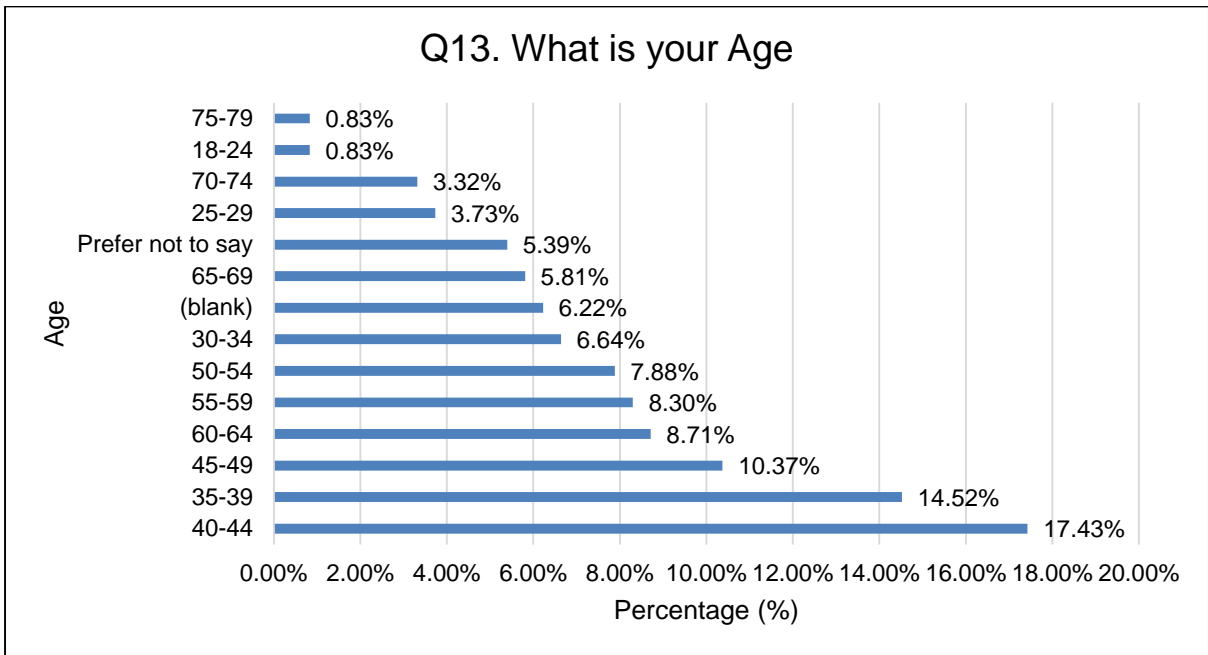
The personal data that you do provide is used to help us understand who is sharing their views and influencing our decision-making, though your identity will remain anonymous.

This data is also used to ensure that nobody is discriminated against unlawfully in the provision of our functions and services.

Any personal data that you choose to share will be treated confidentially in accordance with the General Data Protection

Table 12 Q12. What is your age?

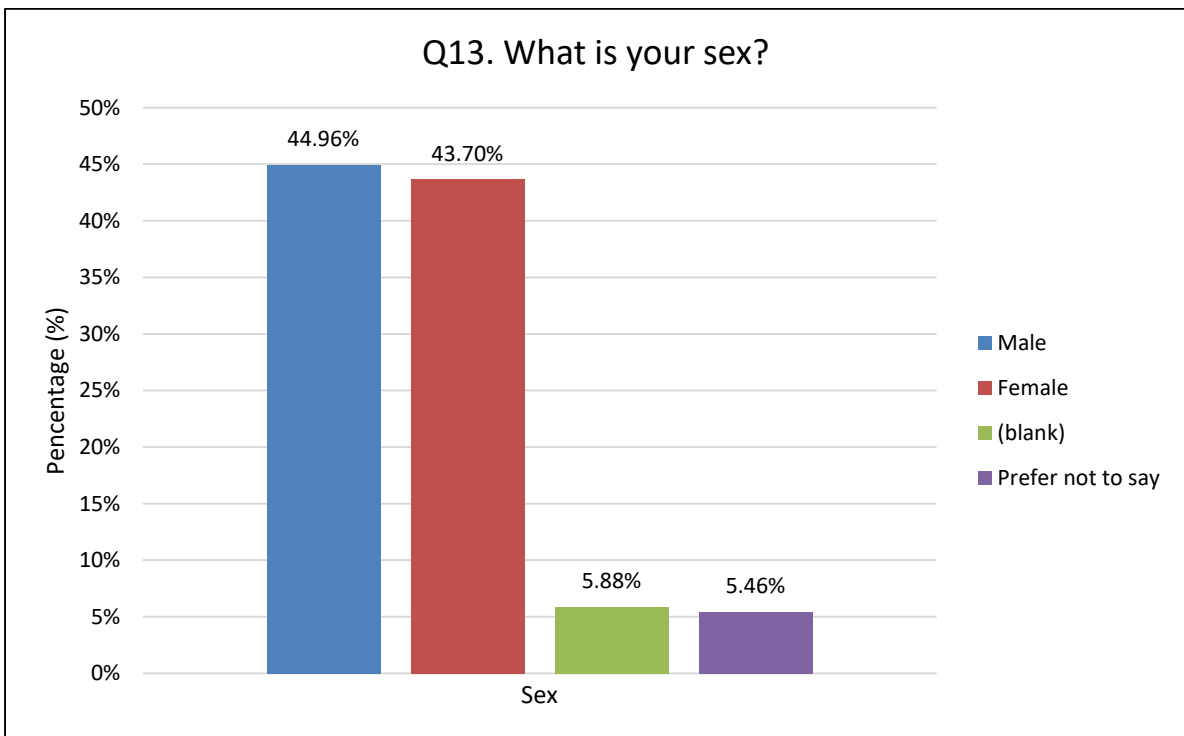
Age	Count of Response ID	Count of Response ID
40-44	42	17.43%
35-39	35	14.52%
45-49	25	10.37%
60-64	21	8.71%
55-59	20	8.30%
50-54	19	7.88%
30-34	16	6.64%
(blank)	15	6.22%
65-69	14	5.81%
Prefer not to say	13	5.39%
25-29	9	3.73%
70-74	8	3.32%
18-24	2	0.83%
75-79	2	0.83%
Grand Total	241	100.00%



1. The highest percentage of responses were from people age between 40-44 with the lowest among the youngest and the elders.

Table 13 Q13. What is your sex?

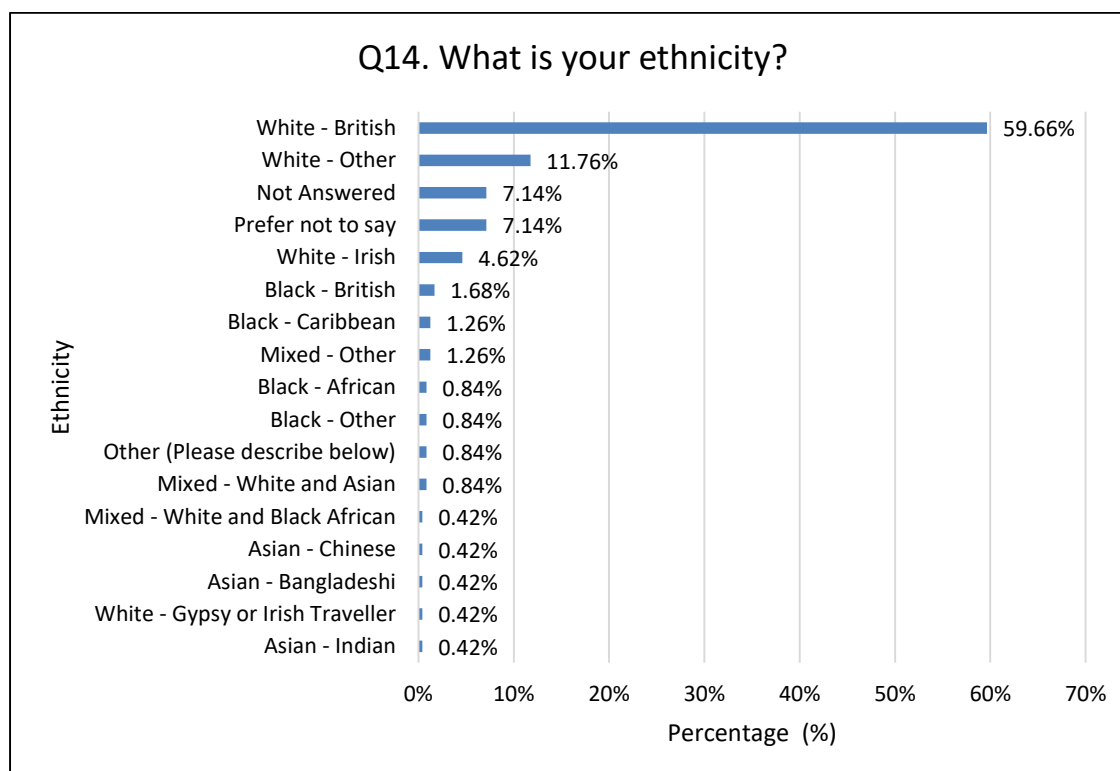
What is your sex?	Male	Female	(blank)	Prefer not to say	Grand Total
Percentage	44.96%	43.70%	5.88%	5.46%	100.00%
Count of Response ID	107	104	14	13	238



- The percentage of male respondents was slightly above that of female respondents

Table 14 Q14. What is your ethnicity?

Response	Count of Response ID	Percentage
Asian - Indian	1	0.42%
White - Gypsy or Irish Traveller	1	0.42%
Asian - Bangladeshi	1	0.42%
Asian - Chinese	1	0.42%
Mixed - White and Black African	1	0.42%
Mixed - White and Asian	2	0.84%
Other (Please describe below)	2	0.84%
Black - Other	2	0.84%
Black - African	2	0.84%
Mixed - Other	3	1.26%
Black - Caribbean	3	1.26%
Black - British	4	1.68%
White - Irish	11	4.62%
Prefer not to say	17	7.14%
Not Answered	17	7.14%
White - Other	28	11.76%
White - British	142	59.66%
Grand Total		100.00%

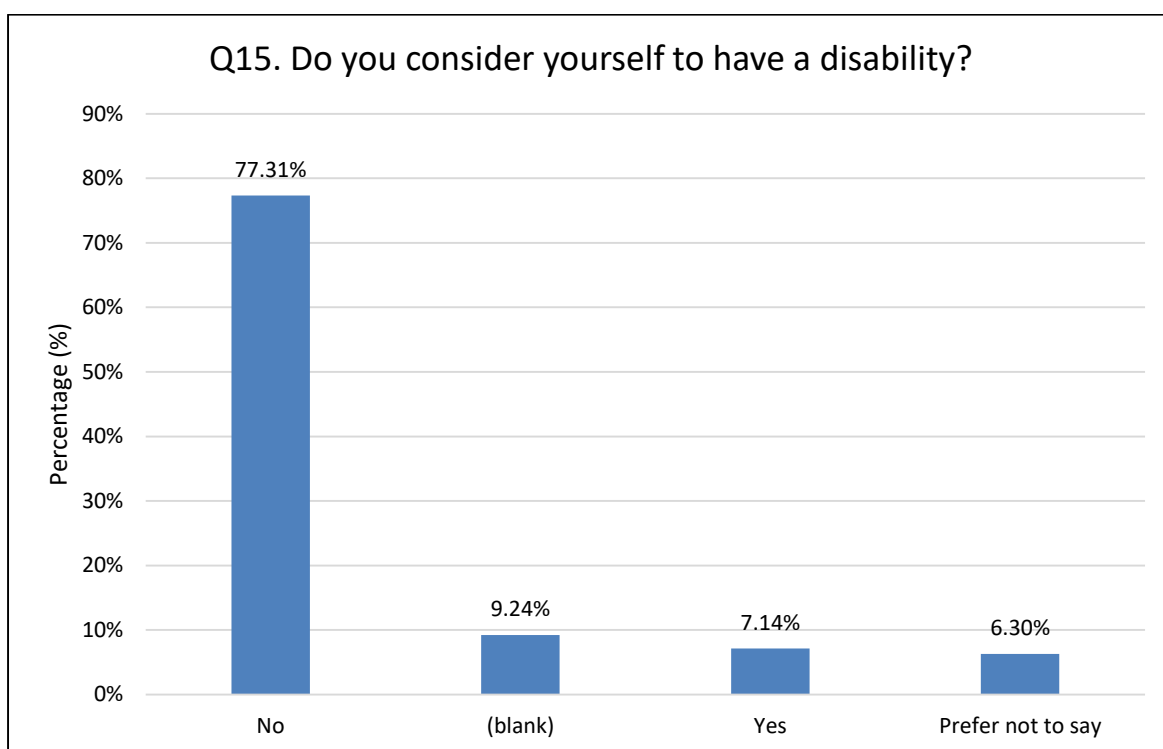


- Most respondents were white and the rest distributed among other groups. Lewisham is 53% white and 47% Black and Minority Ethnic (BME) therefore the highest respondent are likely to be from white people.

Table 15 Q15. Disability

Do you consider yourself to have a disability?

Response	Count of Response ID	Percentage
No	184	77.31%
(blank)	22	9.24%
Yes	17	7.14%
Prefer not to say	15	6.30%
Grand Total	238	100.00%



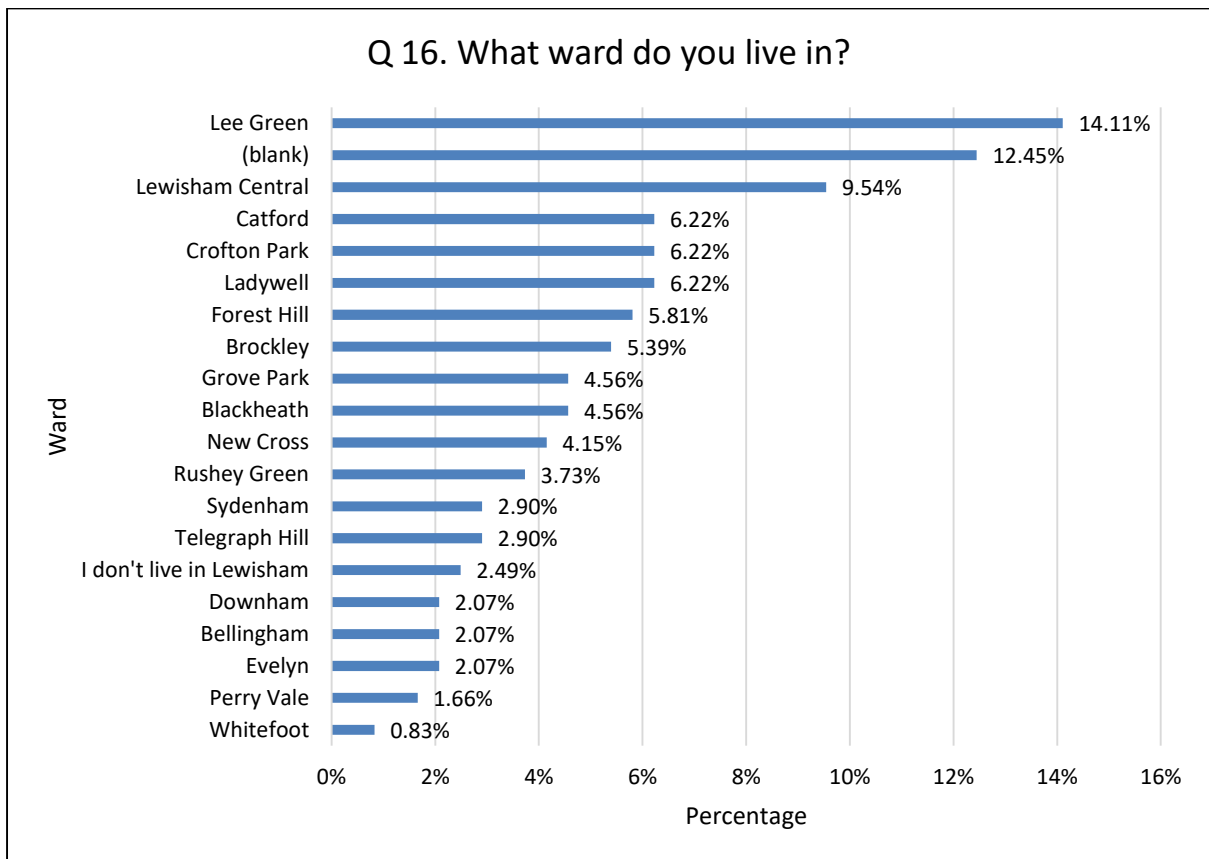
- Over 77% respondents were not disabled but 7.14% were disabled with disabilities distributed across all categories.

Do you have any access requirements?

Easy read, step-free access, accessible toilets, wheelchair access were some of requirements cited.

Table 16 Q16. What Ward do you live in??

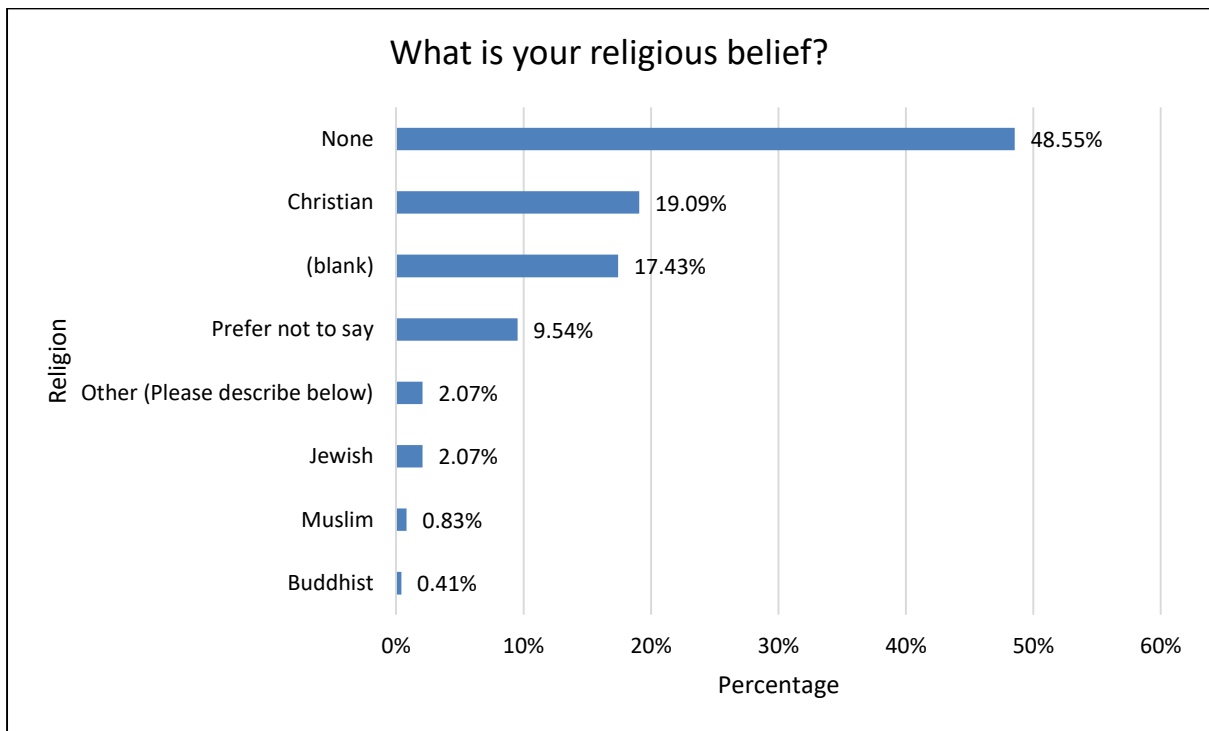
Ward	Count of Response ID	Percentage
Whitefoot	2	0.83%
Perry Vale	4	1.66%
Evelyn	5	2.07%
Bellingham	5	2.07%
Downham	5	2.07%
I don't live in Lewisham	6	2.49%
Telegraph Hill	7	2.90%
Sydenham	7	2.90%
Rushey Green	9	3.73%
New Cross	10	4.15%
Blackheath	11	4.56%
Grove Park	11	4.56%
Brockley	13	5.39%
Forest Hill	14	5.81%
Ladywell	15	6.22%
Crofton Park	15	6.22%
Catford	15	6.22%
Lewisham Central	23	9.54%
(blank)	30	12.45%
Lee Green	34	14.11%
Grand Total	241	100.00%



3. The majority-i.e. 14.11% live in Lee Green and 9.54% in Lewisham Central. 12.45% did not answer this question.

Table 17 Q17. What is your religious belief?

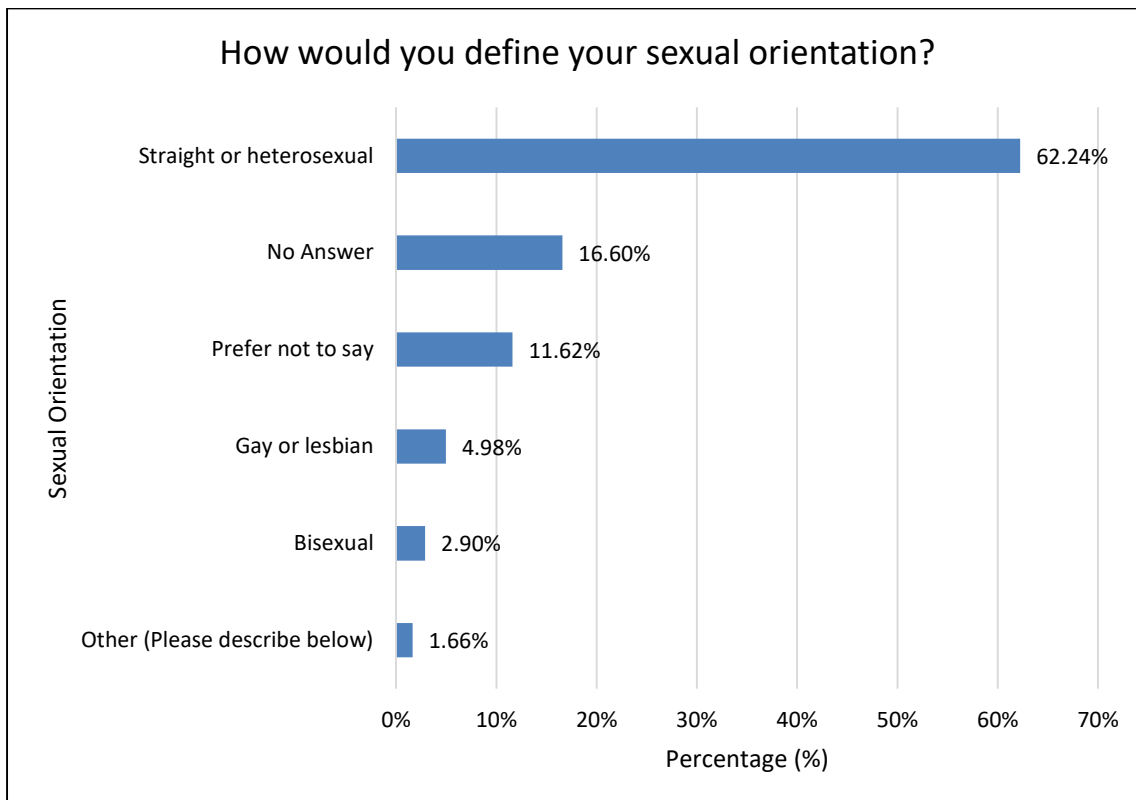
Religious belief	Count of Response ID	Percentage
Buddhist	1	0.41%
Muslim	2	0.83%
Jewish	5	2.07%
Other (Please describe below)	5	2.07%
Prefer not to say	23	9.54%
(blank)	42	17.43%
Christian	46	19.09%
None	117	48.55%
Grand Total	241	100.00%



- The majority-i.e. 48.55% were not religion believers and 19.09% were Christians.

Table 18 Q18. How would you define your sexual orientation?

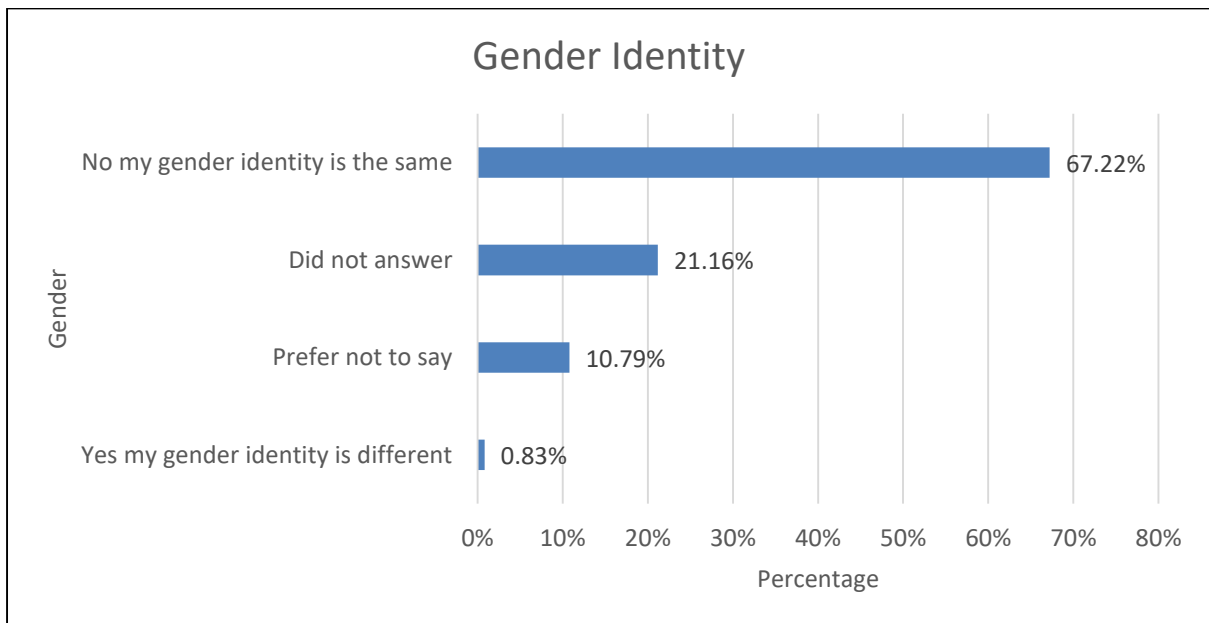
Sexual Orientation	Count of Response ID	Percentage
Other (Please describe below)	4	1.66%
Bisexual	7	2.90%
Gay or lesbian	12	4.98%
Prefer not to say	28	11.62%
(blank)	40	16.60%
Straight or heterosexual	150	62.24%
Grand Total	241	100.00%



The majority-i.e. 62.24 % of respondents were straight or heterosexual

Table 19 Q19. How would you define your Gender Identity?

Response	Count of Response ID	Percentage
No my gender identity is the same	162	0.83%
Prefer not to say	26	10.79%
Yes my gender identity is different	2	21.16%
(blank)	51	67.22%
Grand Total	241	100.00%



4. The majority-i.e. 67.22% of respondents have the same gender identity as the one they had at birth

4 **Conclusion and next stage**

Following consultation, the AQAP has been amended to include any feasible recommendations made during the consultation. Table 20 presents some of the modifications undertaken in the draft AQAP, prior to approval.

The Plan will be formally adopted by the Council and will be overseen by the Air Quality working Group. The Group will meet regularly and review the progress of each action. The Annual Status Reports published on the council webpage are produced as part of the Council’s statutory local air quality management duties. The Report will include an update on the action plan measures as well as the latest air quality data.

We will continue to work with partners to search new technologies and new methods to deal with air pollution to reduce human exposure.

Many of the actions have funding and resources allocated to them. However, some have limited resources attached and may need input from third party organisation. LBL will actively pursue alternative sources of funding to implement the actions recommended.

There are a number of existing Council strategic documents that cover different aspects of the environment and sustainability complement our draft Air Quality Action Plan 2022-27⁶. These include among others:

⁶ <https://lewisham.gov.uk/airquality>

- Our transport strategy and local implementation plan for 2019–2041⁷
- New draft Core Strategy⁸
- Lewisham’s Parks and Open Spaces Strategy⁹
- Lewisham Biodiversity Partnership’s new action plan ‘A Natural Renaissance 2021-2026’¹⁰
- New draft Waste Strategy¹¹
- New draft Flood Risk Management Strategy¹²
- Lewisham’s Climate Emergency Action Plan¹³

The following documents are still under development and are also complementary to responses presented this document and to the plan:

- Local plan (ongoing). Lewisham’s new Local Plan will set out a shared vision for the future of the borough along with the planning and investment framework to deliver this vision through to 2040
- School Air Quality Action Plan (Ongoing)
- Results of LTN consultation response¹⁴
- Parking Strategy (Ongoing)
- The cycling strategy (Ongoing)

⁷ <https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>

⁸ <https://lewisham.gov.uk/myservices/planning/policy/adopted-local-plan/core-strategy>

⁹ <https://lewisham.gov.uk/inmyarea/openspaces/parks-and-open-spaces-strategy>

¹⁰ <https://lewisham.gov.uk/articles/news/creating-a-greener-lewisham-new-biodiversity-action-plan-endorsed>

¹¹ <https://lewisham.gov.uk/myservices/wasterecycle>

¹² <https://consultation.lewisham.gov.uk/environment/local-flood-risk-managment-strategy/>

¹³ <https://lewisham.gov.uk/myservices/environment/making-the-borough-carbon-neutral-by-2030-climate-emergency-declaration>

¹⁴ <https://lewisham.gov.uk/myservices/roads-and-transport/tell-us-what-you-think-of-the-lewisham-and-lee-green-low-traffic-neighbourhood>

Table 20. Suggested modifications in AQAP Table 4.1 Action taken

Although the actions were grouped into seven categories: Monitoring and core statutory duties; Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport. We have made efforts to compile a response to each individual response as follows. Outputs/Targets/Key Performance Indicators (KPIs and further information can be found in Table 4.1.

Action		Measure description	Responsibility	Summary of Responses to the AQAP consultation Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues – Missed and Q8.What can Lewisham Council do to help you make these changes? -	Modifications carried out in the Drafts AQAP
Category	ID				
Air Quality (AQ) Monitoring	1.A	Maintaining and where possible expanding monitoring networks. Combined with other LA statutory duties, maintaining monitoring networks is critical for understanding where pollution is most acute, and what measures are effective to reduce pollution.	EP ¹⁵ / Transport	<ol style="list-style-type: none"> 1. Air quality monitoring is not taking place where it's most needed 2. There needs to be a rapid expansion of air quality monitoring to ensure equitable coverage across the borough, ensuring that every nursery and school has a dedicated monitoring device outside. The measurements should be available in real-time via an app and the website. Only then will we be truly able to assess the impact (or lack of impact) of the measures being introduced 3. where the council is unable to prioritise provision of monitoring devices, local residents should be offered the opportunity to purchase these and have them installed by the council 4. "It's good to focus on air pollution around schools but I would like to see it monitored/ addressed more around health care settings such as hospitals/ hospice/ homeless hostels/ care homes etc. 5. Congratulations on achieving a downward trend in pollution levels in Lewisham. The draft strategy is promising and The Forest Hill Society's Campaign for Clean Air SE23 welcomes these measures. However, given that tyre/break wear accounts for over half of particulate pollution, we have general concerns that the plan is too focussed on switching to electric vehicles rather than promoting a switch to active transport and the plan will therefore not achieve the new WHO PM guidelines. https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions. 6. Adopt the new lower WHO guidelines for NOx and PM_{2.5} issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly. 7. Lewisham monitoring complies with standards which involves looking at annual mean data. In addition to this, because risk to health is cumulative, Lewisham should also look closely at the daily highs and lows to give a more detailed picture to residents about actual exposure and times and when to avoid roads e.g. What is risk of exposure at rush hour/school pick up times when people are out and about? Share this data in strategy and reports. 	<ol style="list-style-type: none"> 1. Our air quality monitoring regime is reviewed each year to represent better the site settings and the objectives of the monitoring. Any suggestions about air quality monitoring should be directed to Environmental Protection inbox- no change to the AQAP. 2. There is a plan to install diffusion tubes in all schools where air quality is predicted to exceed the air quality objective. Air quality forecast can be access vis our website- no change to the AQAP 3. Residents can purchase their own monitor an installed is they so want. 4. There are plans to install monitors around all sensitive receptors and deprived areas as detailed in "further information"-no change to the AQAP 5. Lewisham will work toward achieving the new WHO guidance and monitor pollution in areas with high deprivation– the draft AQAP to be changed to accommodate the new guidance 6. As noted in 5 above 7. Resident can check pollution daily air pollution concentration via our website. No action needed 8. Partnership with citizen science will be considered¹⁶. This action will be included the AQAP. 9. Trends of the 2020 AQM results are considered as an anomaly due to the pandemic during all air quality assessment – no changes of the AQAP 10. Response to this question will be included in the LTN/transport/highway respond to be issued in addendum of this report. 11. As above noted 12. As above noted 13. Yearly Annual report on progress are reviewed independent consultants, checked and appraised by GLA/DEFRA prior to publication on our website.

¹⁵ EP=Environmental Protection Team

¹⁶ https://earthwatch.org/research/research-focus-areas?gclid=EAlaIqobChMI0IryoNeu9QIVE4xoCR1IzgojEAAYASAAEgIQnvD_BwE

Action		Measure description	Responsibility	Summary of Responses to the AQAP consultation Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues – Missed and Q8.What can Lewisham Council do to help you make these changes? -	Modifications carried out in the Drafts AQAP
Category	ID				
				<p>8. Consider partnering with Dustbox to undertake” “citizen science” community science monitoring (University of Cambridge/Goldsmiths) to improve picture of PM_{2.5}. They have already undertaken monitoring in Forest Hill and Deptford/New Cross. https://dustbox-logbook.citizensense.net/</p> <p>9. Treat 2020 AQM results as an anomaly due to the pandemic: e.g. NO₂ rates declined at roadside by 25% from 45.3 to 34.0 between 2016-2019, rather than the quoted 43% from 45.3 – 23.5 between 2016-2020 which gives an overly optimistic picture.</p> <p>10.No monitoring of pollution on roads with extra traffic dumped on them by LTNs</p> <p>11.Road closures/LTNs-----have been 'strategically' placed around the borough in areas that does not have the highest levels of pollution (or the poorest air quality) - Most road closures/LTNs E.G. Lee green and School road have caused traffic to be pushed onto main/central roads, such as the south circular/Brownhill Road and Lewisham high street,-----afield)</p> <p>12.The pollution coming from the South Circular and the other main roads, which are also residential, often by the poorer residents of the borough, was made much worse by the LTN. The monitoring of air pollution on these roads was inadequate, and the whole process has become overly politicised.</p> <p>13.Annual report on progress- overview by independent assessors to ensure rigorous application</p>	The “Love Clean Air” website presents all air quality data and industrial processes for Lewisham. Please refer to the following link for all the monitors in Lewisham and other boroughs located to the south of London https://lovecleanair.org/local-air/air-quality-map/#.YeFnrf3KnPk
AQ Monitoring	1.A. 1	NO₂ diffusion tubes	EP/ Transport	As above noted.	As above noted. We will install more diffusion tubes in the most deprived areas across the borough.
AQ Monitoring	1.A. 2	Borough’s automatic monitors	EP/ Transport	As above noted.	As above noted – no change to the draft AQAP
AQ Monitoring	1.A. 3	Real time trialling monitoring using Sensors There are uncertainties associated with	EP/ Transport	As above noted.	As above noted – no change to the draft AQAP

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		these new technologies, which have not yet been validated for regulatory usage. ¹⁷			
AQ Monitoring	1.A.4	Addressing current WHO targets for PM2.5 especially at a minimum.	All	Adopt the new lower WHO guidelines for NOx and PM _{2.5} issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly.	We will work toward achieving the new WHO guidance as detailed in the previous section- references to the new Who will be included in the AQAP.
Core statutory duties	1.B			As above noted.	As above noted – no change to the draft AQAP
Core statutory duties	1.B.1	Annual Status Report (ASR)	Environmental Protection/ Transport	As above noted.	As above noted – no change to the draft AQAP. The data for 2020 will be excluded for further air quality assessment because the decrease is due to the pandemic and the relevant restriction in traffic imposed by the government.
Core statutory duties	1.B.2	Update AQAP every five years at a minimum and follow LLAQM guidance	EP/ Transport	As above noted.	As above noted – no change to the draft AQAP
Emissions from developments and buildings	2	Ensuring emissions from construction are minimised	Planning/ EP /Transport	1. Why are only 'Most' major planning applications now subject to air quality and dust conditions? Why not all? What is the percentage that are not and what is the rationale for excluding these? Why Minor sites are not also included now that they too are subject to the Mayor's NRMM LEZ? Nine unit minors in particular, and especially where these are contiguous, are very significant contributors to poor AQ. Why are Civil and Infrastructural projects not also subject to special restrictions on the NRMM in use, either in overarching procurement contracts or otherwise. Are the generators and NRMM used in the set-up of events, festivals or film shoots subject to requirements for the emissions stage deployed? Would the model planning condition applied to sites in regard to Dust and AQ be a useful appendix to the AQAP?	We will adopt air quality mitigation measures for all developments. We are compiling a Local Plan that will address all the issues relevant to sustainable development.

¹⁷ Please refer to the guidance under development by Defra's independent Air Quality Expert Group (AQEG)
<https://uk-air.defra.gov.uk/library/aqeg/pollution-sensors.php>

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				<p>2. "New developments should be insulated to passive haus standards with sustainable energy like ground source, green roofs and green space</p> <p>3. Enforce existing planning regulations"</p> <p>4. I would encourage you to be bolder. For instance we are seeing the first examples of municipalities making heat pumps the standard for new builds. Houses are set to become the biggest source of emissions in the borough and the council should start to set the tone, beginning with your own estate but also to new developments. Residents will then gradually follow suit when boilers need replacing. There also doesn't appear to be firm commitments to active travel or anything about promoting cycle storage in new developments. I would also like to see a strategy for increasing tree canopy coverage with more street trees across the borough (building on the work done by the Brockley Society for example). This has the added benefits of flood protection and lowering temperatures during heat waves.</p> <p>5. The amount of construction taking place, building high-rise flats is excessive and increasing poor air quality."</p> <p>6. "Making retro-fitting a priority over demolition and building.</p> <p>7. Encourage tree-planting."</p> <p>8. More robust regulations for developers to enforce not "encourage" change. E.g. Remove all car parking in new developments apart from electric/exemptions for disabled use. Ensure all developments are subject to air quality conditions, not "almost all".</p> <p>9. Bravo on improving council buildings but more is needed for private residences</p> <p>10. Constructing new buildings creates more pollution than refurbishing/retrofitting existing ones. I would therefore like to see Lewisham reflect this in the decisions it makes on planning applications. And if new buildings have to be built at all, low carbon construction materials should be used - e.g. timber instead of concrete.</p> <p>11. Promoting the use of electric vehicles is all very well, but unless the electricity is generated 100% renewably, pollution is still being created somewhere. People need to be using less energy overall (as the current energy crisis illustrates), so I'd like to see less emphasis on electric cars and more emphasis on using public transport.</p> <p>12. Switching to 100% renewable electricity in council buildings is a good start, but it would be good if Lewisham residents could be encouraged to do this in their own homes too."</p>	

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				13. More robust regulations for developers to enforce not “encourage” change. E.g. Remove all car parking in new developments apart from electric/exemptions for disabled use. Ensure all developments are subject to air quality conditions, not “almost all”. 14. Also, a big omission is the role of electric bikes and scooters.	
Emissions from developments and buildings	3	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	Planning/ EP	As above noted	As above noted.
Emissions from developments and buildings	4	Reducing emissions from CHP and enforcing CHP air quality policy. Ensure smaller developments use ultra-low NOx Boilers or other zero carbon low emission options.	Planning	No comment made on this.	No changes to the draft AQAP.
Emissions from developments and buildings	5	Enforce Air Quality Neutral policy	Planning/ EP/transport/Climate Resilience	No comment made on this	No changes to the draft AQAP.
Emissions from developments and buildings	6	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new and existing developments	Planning	<ol style="list-style-type: none"> 1. Seems to be low consideration of green infrastructure or green spaces, parks and planting to help improve air quality as well as provide nicer, greener, cleaner areas 2. "New developments should be insulated to passiv haus standards with sustainable energy like ground source, green roofs and green space 3. Produce a more detailed Strategy for mitigation for schools on main roads unable to join school streets programme (money for air filters/green screens) 4. -Green screens for homes facing main roads. 5. Properly look after already mature trees. Properly look after the assets the council already has. 6. Encourage tree-planting." 	Further measure are being considered in the new Strategy for Parks & Open Spaces. We are investing in green spaces across the borough including new green spaces such as Charlottenberg Park in New Cross, as well as the transformation of Beckenham Place Park and the introduction of the Greening Fund that allows local community groups to bid up to £40,000 for green infrastructure ¹⁸ .

¹⁸ <https://lewisham.gov.uk/inmyarea/openspaces/parks/beckenham-place-park>

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				<p>7. "Stop cars coming into centre of or near streets to Lewisham shopping, make it all green and pedestrianised, no cars on streets where schools are, people should get trains. Plant more trees in nearby streets as they are a natural source of oxygen, and controls carbon dioxide.</p> <p>8. Offer advice and support to my local nursery to plant and maintain an effective green barrier.</p> <p>9. Stop cutting down trees and building on green spaces</p> <p>10. Education and showing a benefit of the changes; more green spaces and encourage community involvement in the spaces maintenance and care;</p> <p>11. Support street "greening".</p>	
Emissions from developments and buildings	7	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced.	Environmental Protection /Crime Enforcement Regulation (CER) /Food and safety	<p>1. The Council needs to grow a pair. The reason things are so rubbish here is because you don't punish people for doing the wrong thing. You can basically do what you want knowing that the council will do nothing about it, that includes, speeding drivers, HGVs ignoring road signs, fly tipping, burning rubbish in your garden, parking massive cars on the pavement, idling all day and night, dog crap EVERYWHERE, parks left in disrepair, streets with rubbish everywhere, public spaces used and abused by the general public. People do these things because there is no repercussions."</p> <p>2. "Most of these proposals are way, way too weak - only a £300 fine for breaking the law on burning materials? Businesses won't even blink at that, and see it as a minor inconvenience. You will only 'promote' sustainable transport to building developers, and 'consider' enforcement action against polluters?! Come on! The time for 'considering' and 'promoting' is over - polluters must pay, and in amounts that force them to change their behaviour.</p> <p>3. BURNING:</p> <ul style="list-style-type: none"> - Communicate Burning Restrictions better. Educate better. Enforce better. People in Forest Hill area regularly burn garden waste and use wood burning stoves and outdoor stoves/fire pits as well as allotments. This is especially inappropriate in areas around busy roads. - Consider reducing cost for garden waste collections to make it more viable for people to compost their garden waste rather than burn it." - Communicate Burning Restrictions better. Enforce better. - The Smoke control measures are pointless and ineffective. So many people have bonfires and have installed wood burners - the 	<p>The borough of Lewisham is a smoke control area. This means you can't emit smoke from a chimney unless you're burning an authorised fuel or using an exempt appliance. Reference should be made to "Rules for chimneys, bonfires, open fires and wood burning stoves" available as follows https://lewisham.gov.uk/myservices/environment/air-pollution/rules-for-chimneys--bonfires-and-open-fires</p> <p>All new developments should ensure that air quality is considered when installing domestic burners. All stoves need to be Defra approved as a minimum. Stoves should comply with the 'EcoDesign Ready' specifications introduced by The Stove Industry Alliance. A list of compliant stoves can be found on the HETAS website HETAS, Ecodesign Compliant Stoves & Boilers. Website: https://www.hetas.co.uk/ecodesign-compliant-stoves/</p> <p>All home owner should be made aware of the Government's goals in the 2019 Clean Air Strategy relating to emissions in the home. In particular, the following government goals should be taken into account:</p> <ul style="list-style-type: none"> • Legislate to prohibit the sale of the most polluting fuels. From February 2021 the government has proposed a mandatory certification scheme demonstrating that wood sold in volumes

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				<p>only way to stop or control this is through effective enforcement. Same with vehicle idling - this is a major problem across the borough and the only way to tackle it is enforcement through fines and reduction of parking bays on high streets.</p> <p>- The burning of fires in peoples gardens is epidemic, this should be completely banned, no exceptions. Nobody polices this and it is terrible what it does to air quality during the summer months. You should make brown bins free and available to all properties to help avoid this."</p> <p>4. Recycle our waste instead of burning it and encourage green transport options for all. Don't penalize those who own cars - instead those who enter the borough.</p> <p>5. Lewisham Council also needs to do more to tackle the burning of garden waste. I have made several complaints to the Council about neighbours burning their garden waste (including plastic waste) and nothing has been done about it."</p> <p>6. Lewisham Council also needs to do more to tackle the burning of garden waste. I have made several complaints to the Council about neighbours burning their garden waste (including plastic waste) and nothing has been done about it."</p> <p>7. Completely ban wood-burning stoves. It is absurd to suggest that some WBSs are ""clean"" or that owners of WBSs don't burn heavily polluting materials. Some wealthy residents want their WBSs, but Lewisham Council should not be pandering to their wishes."</p>	<p>under 2m³ is dry (less than 20% moisture) and a ban on the sale of all bagged traditional house coal. The new Air Quality (Domestic Solid Fuels Standards) (England) Regulations also came out in 2020. Suppliers and retailers of fuels identified as being in breach of the legislation (e.g. fuel incorrectly labelled, uncertified fuel) could be fined for selling unauthorised fuel. This could be either a £300 fixed penalty fine for each offence identified, or a more substantial fine issued by the courts depending on the severity of the offence. Lewisham Council Crime Enforcement and Regulation Service (CER) officers were trained to enforce this regulation.</p> <ul style="list-style-type: none"> • Ensure that only the cleanest stoves are available for sale by 2022; • Work with consumer groups, health organisations and industry to improve awareness of non-methane volatile organic compounds (NMVOC) build-up in the home, and the importance of effective ventilation to reduce exposure; • Consult on changes to Building Regulations standards for ventilation in homes and other buildings, to help reduce the harmful build-up of indoor air pollutants. <p>No further changed to the draft report. Further details will be provided in LBL Local plan (ongoing).</p>
Emissions from developments and buildings	8	Promoting and delivering energy efficiency and zero carbon retrofitting projects in workplaces and homes, including through using the GLA RE:NEW and RE:FIT programmes, where appropriate, to replace old boilers /top-up loft	Climate Resilience/GLA /	<p>1. Also, what about dealing with the air pollution from boilers, and aiding the transition to better heating? This is a major problem coming, not far now, and residents will need help from the council and the government."</p> <p>2. Produce A "How to" guide/one stop shop on your webpage for private homeowners- e.g. publish average costs, endorse trusted providers in Lewisham. Make it easy for the people who can afford it to make improvements/ boiler switches.</p> <p>3. Improved insulation of residential properties reduces the amount of fuel for heating in winter and cooling in summer. Flat roof tops with poor insulation exacerbate this as do buildings with lots of glass windows. I'd like to see a pledge where no new builds have lots of glass windows without some measures to mitigate the heat that comes through the glass. As climate increases I think we need to look more to the Mediterranean approach where by screening is outside the glass. I'm speaking from my own current circumstances."</p>	The comments have been noted. This will be incorporated in Lewisham's Climate Emergency Action Plan.

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		insulation in combination with other energy conservation measures.		<p>INSULATION/BUILDING IMPROVEMENTS:</p> <p>4. Bravo on improving council buildings but more is needed for private residences</p> <p>5. A new scheme within Lewisham to inspire home owners to undertake improvements to their private residences. The last scheme had very low uptake. There is general confusion about whether it is still available.</p> <p>6. -Produce A “How to” guide/one stop shop on your webpage for private homeowners- e.g. publish average costs, endorse trusted providers in Lewisham. Make it easy for the people who can afford it to make improvements/ boiler switches.</p> <p>7. Communicate Burning Restrictions better. Enforce better.</p> <p>8. I'd like more info on heat pumps and more help to buy one affordably. Could the council organise something like the collective bidding process for solar panels?</p> <p>9. Subsidise replacement greener types of heating. Maintain a good bus service. Install more charging points for electric vehicles.</p> <p>10. Grants to replace boilers; advice and guidance on indoor pollution and how to tackle it."We would need a financial incentive to upgrade our boiler, which is already low emission. "Provide advice on energy-efficient boilers and provide grants to incentivise residents to upgrade old/inefficient appliances.</p> <p>11. As a school, the large infrastructure projects such as changing boilers or installing charging points would need to be funded by capital grants.</p> <p>12. "- negotiate bulk discounts with trusted suppliers e.g. if X% of residents on a given road can replace their boilers to be low emissions, the whole road will have a discount on supply/install</p> <p>13. Lewisham needs to start a campaign to get people to install low emission boilers and give funding support to encourage this. "Reductions for outlay for these provisions, including Wi-Fi so less travel is needed. Even 10% off a boiler etc.</p> <p>14. Events, festivals, that preach the zero Carbon message</p> <p>15. Lewisham Council has allowed the management company of multiple blocks to continue installing gas boilers in council owned properties. What a waste of money and lack of forward thinking."</p>	

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Emissions from developments and buildings	8.1	Develop and implement strategies for decentralised energy that convert gas heating to low and zero carbon alternatives including heat networks, and upgrade existing large combined heat and power communal heating to cleaner technology alternatives.	Climate Resilience Team/Planning	No comment made on this.	No changes to the draft AQAP.
Emissions from developments and buildings	8.2	Introduce a requirement for a minimum EPC rating for privately rented sector HMOs covered by both the mandatory and additional licensing schemes. Introduce a requirement for any works covered by the Disabled Facilities Grant or discretionary	Private Sector/Housing (Environmental Health Residential)	No comment made on this.	No changes to the draft AQAP.

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		housing improvement grants to meet level D EPC rating in privately owned accommodation.			
Emissions from developments and buildings	9	Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches.	Planning/EP/transport/Energy/Climate Resilience/GLA/ TfL	Please refer to action 2.	Please refer to action 2.
Emissions from developments and buildings	9.1	Installation of residential electric charge points on new developments	Planning/Parking/Transport	<ol style="list-style-type: none"> 1. The council is ideally placed to find a solution to charging vehicles parked on the street. 2. Commitment to installing electric car charging points across the borough - this is key to getting people to switch to EVs 3. Upgrade its entire fleet of borough vehicles to electric only (this would have to go hand in hand with better EV charging infrastructure). 4. There is an unfortunate lack of focus on concrete development of active travel infrastructure, and attention to EV charging, which, while important should be a last resort in sorting out air pollution. 5. Provide more kerbside charging points. 6. Advise how I can charge an electric vehicle at home when I have no drive and need to park on the street. This could be clear policy on long cables, or some sort of charging infrastructure along the kerb or at lighting columns. 7. Subsidise installation of charging points and purchases of electric cars 	No changes to the draft AQAP. Comments noted and already considered in the draft plan.
Public health and awareness raising	10	Public Health department taking shared responsibility for borough air quality issues and Implementation of Air Quality Action Plans/ we will	Environmental Protection/Public Health	No comment on this action	No changes to the AQAP

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		ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in our local authority area; what is being done, and what is needed.			
Public health and awareness raising	10.1	<p>The Council's political leadership will champion the issue of air quality inside and outside of the borough.</p> <p>Our current Air Quality Champion, Cllr Louise Krupski was appointed in May 2018, and has actively been engaging with the community, schools, and construction companies to promote actions to help reduce air pollution across the borough.</p>	Members of the Council, as designated	<ol style="list-style-type: none"> 1. I think more education is needed 2. Education and showing a benefit of the changes; more green spaces and encourage community involvement in the spaces maintain ace and care; 3. Lower costs, subsidise/reward and better educate 	Comment noted. No action needed because LBL is aware of issues, which have been considered during the design of the plan.
Public health and	11	Engagement with businesses/Public Health Teams	Public health /EP	No specific action on this measure	No action needed in the AQAP

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awareness raising		<p>will be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers).</p> <p>The support will be via the DsPHs when projects are being developed.</p>			
Public health and awareness raising	11.1	<p>Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population</p> <p>Strengthening coordination with Public Health by ensuring that at least one Consultant grade public health specialist within the borough has air quality responsibilities</p>	Public Health/Environmental Protection	No specific action on this measure.	No action needed in the AQAP

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		outlined in their job profile. Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans			
Public health and awareness raising	11.2	Engagement with businesses – Delivery and Servicing Plans (DSP) delivered through Planning process	EP/ Public Health/ Transport/ Planning	<ol style="list-style-type: none"> 1. All 'incentives' are pointless when nothing is being done regarding excessive amounts of HGV lorry's and other vehicles from out of borough, Kent and the A20 driven through the borough (Brownhill road & South-circular) on a daily basis. 2. There is also no mention of cargo bikes, which are a solution to 'last mile' deliveries. Use of these delivery vehicles benefits from improved cycling infrastructure. 3. There need to be more specifics about getting people out of cars for short local journeys. There is also no mention of cargo bikes, which are a solution to 'last mile' deliveries. Use of these delivery vehicles benefits from improved cycling infrastructure. 4. Covid has brought a huge surge to online shopping and there are no plans to try to decrease delivery vans such as reinventing shopping areas or Amazon style lockers for say whole roads/blocks of flats to share to tackle single delivery issues 5. Banning HGVs from LBL roads 6. Final mile delivery collection points 7. Find out at-risk groups and have a strategy to protect vulnerable workers who spend a lot of time on the road e.g. Bus drivers/delivery drivers. 8. offer loans to business for electric delivery vehicles or cargo bikes" 9. I would like to use my bike for small trips to the supermarket but it's too much trouble and hard work. The nearest bike lock ups are a bit too far away for me with my disability. I rely on a weekly van delivery instead but would like to reduce this. 	<p>Comments noted and forwarded to the relevant services. No changes to the draft AQAP. Comments noted and already considered in the draft plan.</p> <ol style="list-style-type: none"> 1. Lewisham supports the ULEZ and supports the expansion of the ULEZ to cover the entire Borough 2. There have been cargo bike schemes in the Borough but last mile deliveries are something to consider as mentioned in 16. 3. As above. Lewisham are promoting the switch to lower emission vehicles and reducing freight movements. 4. As above. 5. See answer 1 6. See answer 2 7. Not part of AQAP but could be picked up by Lewisham 8. Financial incentives are not offered by Lewisham 9. Cycle infrastructure it to be improved, including cycle hangars.
Public health and awareness raising	11.3	Raise awareness on the impact of indoor air quality on human health	Environment protection/Public Health	<ol style="list-style-type: none"> 1. Grants to replace boilers; advice and guidance on indoor pollution and how to tackle it." 2. Offer a free indoor air quality assessment to all residents on an annual basis 3. "-negotiate bulk discounts indoor air quality professionals" 	Comment noted and already considered in the draft plan.

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Public health and awareness raising	12	Supporting a direct alerts service such as Lewisham App or AirText, and promotion and dissemination of high pollution alert services	Environmental Protection/ Public health / Communication	<ol style="list-style-type: none"> 1. I think more education is needed 2. Education and showing a benefit of the changes; more green spaces and encourage community involvement in the spaces maintenance and care; 3. Lower costs, subsidise/reward and better educate 4. Those who are already interested in checking air quality alerts, or have signed up to a community-focussed app (airtext?) have already taken steps towards making changes. 	Comment noted and already considered in the draft plan
Public health and awareness raising	12.1	Engaging with communities through the work of the Borough of Culture 2022 ¹⁹ (BoC) and monitoring number of bids for: a call to action on climate change/working together to deliver change.	Public Health	No specific action on this measure.	No action needed in the AQAP.
Public health and awareness raising (School)	13	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme	Transport/ Public Health	No specific action on this measure	No action needed in the AQAP
Public health and awareness	14	Complete and adopt the draft LBL Air Quality	EP/all	1. "Our school is situated right next to Lewisham Centre which is used as a cut through for people driving to the centre. It makes things very dangerous for the children of our school and we can see very little being done about it."	The comments made will be considered and actioned in the redesign of the School Air Quality action plan. No changes to the draft AQAP.

¹⁹ <https://www.london.gov.uk/what-we-do/arts-and-culture/current-culture-projects/london-borough-culture/london-borough-culture-winners-2022-and-2023>

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raising (schools)		<p>School Action Plan</p> <p>School specific actions are included in the draft LBL action plan.</p>		<p>2. "Nowhere do you say other than schools the criteria you will use for selecting where the new monitors will go.</p> <p>3. I ask the Council to prioritise this corridor for the benefit of its 500+ residents. The corridor is over 1 Kilometre long and is crossed daily by countless families and children on their way to school and nursery. At present there is only one crossing where pedestrians have right of way over cars."</p> <p>4. I also hear about lots of parents who drive their kids to school. I think children, once they reach an appropriate age, should feel safe to walk or cycle to school, and this should be encouraged by the Lewisham council, and appropriate infrastructure should be built. Most journeys to school by car are under 2 miles, and it's an almost daily thing.</p> <p>5. Stop moving all traffic on to main roads, people live on these roads and many schools and widely used amenities are on main roads.</p> <p>6. There needs to be a rapid expansion of air quality monitoring to ensure equitable coverage across the borough, ensuring that every nursery and school has a dedicated monitoring device outside.</p> <p>7. I missed where 'school superfine' is clearly defined. "It's good to focus on air pollution around schools but I would like to see it monitored/ addressed more around health care settings such as hospitals/ hospice/ homeless hostels/ care homes etc. "You need targeted proactive enforcement at schools and other hot-spots.</p> <p>8. "Given that air pollution is killing people, the measures in the proposed plan seem like too little too late. We don't allow people to smoke in workplaces (certainly not schools or nurseries), but there's a sense that it's fine to drive wherever you like, to idle with the engine running, despite the fact that these are really selfish and anti-social behaviours.</p> <p>9. Well done on the excellent School Streets programme.</p> <p>10. Produce a more detailed Strategy for mitigation for schools on main roads unable to join school streets programme (money for air filters/green screens)</p> <p>11. Organise "Walking bus" groups for school travel.</p> <p>12. Think that council should have been tougher on schools such as St Philip Neri when there new-build appeared to disregard the pollution children would be exposed to by having main entrance on busy road. They also removed a screen of trees which would have offset some of the pollution."</p> <p>13. More notices at schools and nurseries to tell people they will be fined for leaving their car idling</p> <p>14. I have already taken steps towards making changes. I am in frequent contact with people who are completely uninterested in improving air</p>	

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				<p>quality (or other aspects of their local area), I don't know if this is through ignorance or disenfranchisement, but if you work out a way to engage this section of the population then you will surely see a shift in people's adoption of positive air quality practices. E.g. Frequent idling awareness/walk to school campaigns at the school gates. Identifying 'park and stride' options for schools (this would also work towards Lewisham's drive to reduce obesity and increase activity in children).</p> <p>In this I would also include the work on School Streets. This is a good initiative wish I would wish to see rolled out to all schools - including considering naming and shaming, as a last resort, those that do not engage. Getting very many more getting parents and children to walk to school, especially primary school should be a feasible objective.</p> <p>"Please reconsider school streets running. That should all be closed at the same time.</p> <p>15. "It's good to see this air pollution plan being drawn up, and I welcome the great progress made with school streets.</p> <p>16. In addition, I would welcome information about how anti-idling measures will be enforced. I took part in the schools workshop at Coopers Lane, and regularly ask people to stop idling, but have seen little difference in the rates of idling. A traffic officer rotating around schools monitoring for idling would be very helpful. I have now submitted several instances of idling to the idling enforcement team but not had any feedback.</p> <p>17. Promote cycling and walking in schools.</p> <p>18. Lewisham council has reopened my road in The LTN causing higher traffic, speeding and size of vehicle (data by you confirms this). This is on a residential street with 2 schools The Major and staff has never responded, so to declare a climate and pollution emergency is a sick joke when you are activity poisoning residents and children by your actions. Shameful!</p> <p>19. As a school, the large infrastructure projects such as changing boilers or installing charging points would need to be funded by capital grants.</p> <p>20. A principle of all transport policy should be to protect pedestrians and residents from harm. Exposing pedestrians, residents and school children to high-levels of pollution is a known harm.</p> <p>21. Reintroduce lee LTN & LTNs across the borough especially on school streets and in the centre of Lewisham (high street).</p>	

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				22. Make all primary schools have School streets with NO vehicles allowed on them during drop off/ pick up.	
Delivery servicing and freight	15	Update local authority procurement policies to include a requirement for suppliers with large fleets to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation and incorporate the use of the Social Value tool kit for the delivery of additional economic, social and environmental benefits that can be created from the 4 objectives and associated KPIs.	Procurement and Commercial Services	No specific action on this measure. "	No action needed in the AQAP.
Delivery servicing and freight	16	Reducing emissions from deliveries to local businesses and residents	Procurement Team	See point 12 about education. <ul style="list-style-type: none"> • Nothing to support helping residents to move to electric vehicles as you don't want cars. • To encourage electric vehicle adoption, the biggest issue will be how to charge cars at home when many properties do not have a driveway. Even if cables were laid across pavements, there is no guarantee that cars will be close enough to home for the cable to reach. The council is ideally placed to find a solution to charging vehicles parked on the street. • Making large electric/hybrid vehicles noisier would aid cycle safety as the ears are the best way of detecting vehicles approaching from behind, and allow some prediction of driver behaviour from changes in engine noise. 	No changes to the draft AQAP. Comments noted and already considered in the draft plan. A shift to electric vehicles is encouraged through the ongoing expansion of our electric vehicle charging network. The Low Emission Vehicle Charging Strategy aims to ensure that everyone in the borough is no further than 500m from an electric vehicle charge point.

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				<ul style="list-style-type: none"> residential and commercial parking permits for vehicles other than hybrid/electric should be increased significantly to encourage changes in behaviour and car ownership, and to subsidise introduction of a more robust air quality monitoring network" Promoting the use of electric vehicles is all very well, but unless the electricity is generated 100% renewably, pollution is still being created somewhere. People need to be using less energy overall (as the current energy crisis illustrates), so I'd like to see less emphasis on electric cars and more emphasis on using public transport. Commitment to installing electric car charging points across the borough - this is key to getting people to switch to EVs Electric and other cargo bikes - other London boroughs are idling much more than Lewisham right now. Lewisham should commit in its strategy to learn from the best, in this any other areas - no need to re-invent the wheel best - so out council becomes a leader in its own right" <p>Provision of EV charging won't help with the thousands of cars commuting into Lewisham every day because it is one of the easiest and cheapest places in inner London for commuters to park. Borough wide CPZ coverage is critical to stop Lewisham being used as a giant free car park.</p>	
Delivery servicing and freight (Borough)	16.1	Feasibility study of borough-wide freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/ or encourage businesses to participate in these.	Transport/ Procurement and EP	No comments made.	No change to the AQAP
Borough fleet actions	17	Increasing the number of hydrogen, electric,	Fleet (S.G.M Environment)	<ul style="list-style-type: none"> It can LEAD BY EXAMPLE! Change your polluting diesel fleet to fully electric! Get staff to cycle or walk - remove council parking at council buildings etc. 	No changes to the draft AQAP. Comments noted and already considered in the draft plan. Lewisham Fleet will be 100% compliant with ULEZ by 2025. The whole fleet will be zero emission by 2030.

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		<p>hybrid, bio-methane and cleaner vehicles in the boroughs' fleet.</p> <p>Accelerate uptake of new Euro VI vehicles in borough fleet.</p>		<ul style="list-style-type: none"> .Upgrade its entire fleet of borough vehicles to electric only (this would have to go hand in hand with better EV charging infrastructure). Houses are set to become the biggest source of emissions in the borough and the council should start to set the tone, beginning with your own estate but also to new developments. 	
Borough fleet actions	17.1	Reducing emissions from Council fleets by Smarter Driver Training, or equivalent, for drivers of vehicles in borough fleet i.e. through training of fuel efficient driving and providing regular re-training of staff.	Fleet (S.G.M Environment)	No comments made.	No change to the AQAP
Localised solutions	18	Expanding and improving green Infrastructure across the borough and in localised areas with high level of pollution (e.g. around the south circular for example)	Parks & Regeneration/ Planning	Most comment relate to increasing green Infrastructure around schools, areas of high level of pollution on major route... etc.	No action needed in the plan because this was already under consideration.

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Localised solutions	19	Low Emission Neighbourhoods (LENs) or/and Business Low Emission Neighbourhood (BLEN)	EP/Transport	<ul style="list-style-type: none"> There is not enough emphasis on inappropriate vehicles using narrow roads through and cut through. Keeping large trucks on the main roads is vital to keep congestion on residential streets. Speed monitoring, speed enforcement, improved pedestrian crossing and creating roads that are more suited to pedestrians and cyclists needs more focus so that pedestrians can travel safely through residential areas including Brockley. The Council has made no effort to reopen Brockley Train station or increase the capacity of other overcrowded public transport services because it always just says this is TFL's responsibility." I would also like to see a strategy for increasing tree canopy coverage with more street trees across the borough (building on the work done by the Brockley Society for example). This has the added benefits of flood protection and lowering temperatures during heat waves. 	<p>Low Emission programmes will be considered pending the availability of the right level of funding.</p> <p>No changes to the draft AQAP.</p> <p>There are many mixed views on LTNs across the Borough, comments noted and already considered in the draft plan.</p> <p>Lewisham remains committed to the outcomes that LTNs aim to achieve, reducing the number of unnecessary car journeys and reducing through traffic from using local roads, and we will continue to explore how best to achieve them.</p> <p>Speed enforcement is undertaken by the Police.</p>
Localised solutions	19.1	Work with all the relevant organisations to improve air quality on strategic roads such as the South Circular and other major roads around.	GLA/TFL/Transport/EA	<p>Some comment include the following.</p> <ul style="list-style-type: none"> roads coming off the south circular are far too busy, side roads are congested with traffic seeing cars idling for some time due to congestion, the constant honking of horns to push traffic over the lights then adds to noise pollution, parked cars on Sydenham Rise creates even more traffic as 363 Bus cannot get through then creates more noise pollution with honking of the horns, cars and motor bikes speeding up and the down this road creates noise pollution" Impact of traffic reduction measures on surrounding streets, particularly near the South Circular (which is often a traffic jam) "I live in Forest Hill and the pollution here is mainly from car passing through Forest Hill either directly around the South Circular but also the side roads are magnets for traffic and rat-running. The stretch of the South Circular by the Station between Perry Vale and Devonshire is effectively an intersection connecting 4 routes, however the road isn't laid out to deal with the 10000s of vehicles that use the stretch every day so there is always standing traffic waiting to turn in and out of these roads. You can often taste the pollution here. 	<p>No changes to the draft AQAP.</p> <p>Comments on points raised in Q4 & Q8: <u>South Circular improvements:</u> TfL is the highway authority for the South Circular. It may be useful to consider such schemes around the South Circular as part of the Healthy Streets Approach or to look at the measures of success built into Green Infrastructure proposals. <u>Effects of the ULEZ:</u> The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough. <u>Work with TfL:</u> We will seek to maintain and strengthen links with others, including the GLA, where it is of benefit to bringing improvement to the residents of Lewisham.</p>

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				<ul style="list-style-type: none"> • By introducing ulez to south circular you have made my Road Horncastle Road a rat run as it runs parallel and all vehicles large and small use it 24/7 now; can you please address this before someone gets run over • The proposals contain an overall lack of ambition. Heavy traffic, rat running, parking on pavements etc. remain a constant threat to the health of borough residents. The South Circular, particularly on Catford Bridge, are horrendously congested and polluted. The area has high footfall due to the stations and accommodation but the pavements are narrow and very close to the busy road. • I live on the South Circular (Honor Oak Park, SE23 3LH) and the traffic is choking. One simple fix has not been adopted. Many roads off the South Circular (e.g. Grierson Road) are blocked to traffic. This means anybody who wants to access that road can't just turn left, but has to drive in a circle (all on the South Circular) to access it. You are literally drawing all of the traffic onto the busy, choked up, main thoroughfare - if you opened the side roads (which have been blocked to traffic for at least ten years), there would be far less traffic idling on the main road emanating petrol and diesel fumes. This particular main artery into and out of London was never such a congestion problem until all the side roads were blocked pushing all (even local traffic) onto the South Circular. • "Reduce HGV lorry's and vehicles travelling from out of borough, through Lewisham/South circular • Work with TfL to improve cycle facilities and cycle safety along the length of the South Circular across the borough - at the moment it is very sporadic and this puts me off cycling more regularly along the South Circular, which forms the majority of my daily commute." - address the chronic traffic on the south circular" 	
Cleaner transport: Policy	20.0	<p>Ensuring that transport and Air Quality policies and projects are integrated.</p> <p>Ensure that the Head of Transport has been fully briefed on the Public Health duties and</p>	EP	<p>Communication between Lewisham and TfL and surrounding Boroughs is needed.</p> <p>Measuring Air Quality is good but appropriate measures are required to reduce air quality issues.</p>	<p>No changes to the draft AQAP.</p> <p>Communication with TfL and neighbouring Boroughs is a priority for Lewisham.</p> <p>There will be effective communication between those monitoring air quality and those managing traffic and travel.</p>

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		the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough.			
Cleaner transport: Zoning	20.1	Lobbying/working with TfL on: Speed control measures on more Strategic TFL roads/ Low Emission Zones. E.g. lowering the legal speed limit to 20mph in built up residential areas.	TfL/GLA	There should be a Borough wide 20mph speed limit. Enforcement of speed limits should increase. Reducing speed limits with reduce vehicle emissions. There should be more partnerships and collaboration.	No change to the AQAP. Comments noted and already considered in the draft plan. A borough-wide 20mph speed limit came into effect in September 2016, not including roads managed by TfL. Speed limit enforcement is undertaken by the Police, Lewisham will liaise with the Police to highlight areas of poor compliance. We will seek to maintain and strengthen links with others, including the GLA, where it is of benefit to bringing improvement to the residents of Lewisham.
Cleaner transport: Programme	21	Discouraging unnecessary idling by taxis and other vehicles and carry out a Council wide anti-idling campaign discouraging unnecessary idling around all venerable receptors.	Environmental Protection/ Transport Enforcement / Communication	Greater communication is needed to discourage anti-idling. Idling should be enforced on all roads. Fines should be issues for idling vehicles. There needs to be repercussions for idling vehicles. LTNs have increased idling. Congestion increases idling. Anti-idling campaigns will only be successful if there is legislation to support it.	No changes to the draft AQAP. Comments noted and already considered in the draft plan. We will have Idling Action Events and workshops on air quality in schools. We are participating in the Pan London Anti-Idling Project to raise awareness and include enforcement. Parking is carrying out enforcement on anti-idling via Civil Enforcement Officers (CEOs)

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		Idling Action Events/workshops and enforcement around schools.			
Cleaner transport: Programme	21.1	Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs.	Transport/ Planning	Work with car clubs to increase the number of bays and electric/hybrid vehicles available. Lewisham should start a car club scheme. Mandate more parking for car clubs.	No changes to the draft AQAP. The Borough has several car club bays provided by Zipcar, but more emphasis from Lewisham could encourage electric vehicles in the car club.
Cleaner transport: Programme	21.2	Working with TFL to promote car scrappage schemes or other retrofit technologies.	Transport/TfL	No comments	No changes to the draft AQAP.
Cleaner transport: Programme	22	Pedestrianisation: Temporary car free days and pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives.	Transport / Environmental Protection	Schools not included in the School Streets should be named. Cameras should be installed at School Streets.	No changes to the draft AQAP. A LBL School specific action plan will be compiled and adopted in due course. The aim is to increase more School Streets, at least three more per year subject to the right level of funding.
Cleaner transport: Infrastructure	22.1	Pedestrianisation / Traffic calming measures/Road system redesign.	Transport /TfL	Provisions should be made for elderly and people with disabilities. Pedestrian walking infrastructure needs to be improved. Pavement parking restricts people walking. People need to feel safe to walk. More road closures are required to prevent rat running. All road should be open and LTNs removed. Lewisham Town Centre should be pedestrianised.	No changes to the draft AQAP. Comments noted and already considered in the draft plan. Environmental and Equality reports are produced before schemes are implemented, with the view to install measures that are not to the detriment of anyone. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. There are mixed views about LTNs and require statutory consultation, this allows residents to engage with measures that will be introduced on their roads. Lewisham committed to the outcomes

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					that LTNs aim to achieve and we will continue to explore how best to achieve them Lewisham Town Centre pedestrianisation is not being considered currently. Parking on pavements is an issue across the Borough and greater investigation is required.
Cleaner transport: Infrastructure	22.2	Pedestrianisation/ Lee Green Low Traffic Neighbourhood (LTN)	Transport / Environmental protection	More LTNs should be implemented. All LTNs should be removed. The roads outside of the LTNs are impacted with more traffic and worse air quality. More should be done to reduce cars. Discourage car use.	No changes to the draft AQAP. There are mixed views on LTNs across the Borough, comments noted and already considered in the draft plan. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. There are mixed views on LTNs and require statutory consultation, this allows residents to engage with measures that will be introduced on their roads. Lewisham are committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them. Impacts of LTNs are assessed, including air quality, traffic flow and speeds.
Cleaner transport: Policy	23	Using parking policy to reduce pollution emissions and adoption of low charges at existing parking meters for zero emission cars. There will be emissions based parking for Short Stay Parking and for motorcycles.	Transport/ Parking Enforcement	Comments broken down in the below.	No changes to the draft AQAP.
Cleaner transport: Traffic management	23.1	Emissions based parking for Short Stay Parking and for motorcycles.	Transport/ Parking Enforcement	Higher polluting vehicles should pay more to park in Lewisham Phase in charges for larger vehicles that emit the most particulate matter. Charge oversized vehicles more for parking.	No changes to the draft AQAP. Comments noted and already considered in the draft plan.

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					The new Parking Strategy include a proposed charge for emissions-based parking.
Cleaner transport: Traffic management	23.2	Controlled Parking Zone Extension for Climate Change Emergency.	Transport/ Parking Enforcement	CPZs should be extended to cover more of the Borough. There should be more CPZs.	No changes to the draft AQAP. Comments noted and already considered in the draft plan. Extending our CPZs borough wide would be a key tool as part of the Councils approach to tackling the Climate Emergency and reducing the impact of the car on the environment and health.
Cleaner transport: Traffic management	23.4	Enhanced parking enforcement for Safer Lewisham and to improve walking and cycling.	Transport/ Parking Enforcement	Vehicles parking on the pavement was raised by many respondents, they would like to see less pavement parking. Parking should be reduced to encourage more walking and cycling.	No changes to the draft AQAP. Comments have been referred to Lewisham Parking Department. Parking on pavements is an issue through the Borough and greater investigation is required. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, this includes parking enforcement.
Cleaner transport: Infrastructure	24	Installation of Ultra-Low Emission Vehicle (ULEV) infrastructure. The installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV ²⁰). This action is not related to new development	Planning/ Parking/ Transport	Residents would like an increase in ULEV infrastructure and subsidies for installing charging points at home and across the Borough. There is too much reliance on EV, more emphasis should be put on walking and cycling	No changes to the draft AQAP. Comments noted and already considered in the draft plan. No subsidies for charging points considered at this time. We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. We will work with partners, i.e., Blue Point and TfL to continue increasing the number of electric vehicle charging points accessible to residents and businesses within the borough. We will build on the work already undertaken in relation to encouraging cycling and walking, this is a key element for Lewisham.
Cleaner transport: Programme	24.1	Continue campaigns to promote the	Parking/ Transport/ Environmental	Comments raised regarding how EV charging is in different types of properties, including blocks of flats	No changes to the draft AQAP. Residents can be referred to Lewisham EV website for information.

²⁰ Office for Low Emission Vehicles (OLEV)

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		use of electric charge points within the borough.	Protection/Communication		We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location.
Cleaner transport: Infrastructure	25	Provision of infrastructure to support walking and cycling	Transport/Planning	This highest percentage of comments were to increase walking and cycling infrastructure across the Borough.	No changes to the draft AQAP. Details of each scheme for walking and cycling infrastructure is not fully included in the AQAP. The transport strategy and the cycling strategy will include detail of infrastructure across the Borough.
Cleaner transport: Policy	25.1	Update of Cycling Strategy and policies for the borough.	Transport	Reference should be made to LTN1/20 which is the new cycling guidance	No changes to the draft AQAP. New Cycling Strategy to include a reference to LTN1/20 and other standards, guidance and best practice as appropriate
Cleaner transport: Infrastructure	25.2	Increasing cycle parking on street and in new developments in line with London Plan Standards.	Planning/Transport	Increasing cycle parking facilities across the Borough. Cycle parking to include spaces for cargo bikes.	Modification to the AQAP – Cargo cycle parking to be implemented a part of the Clean Air Villages 4 (CAV4) ²¹ project. There is a commitment in the AQAP to install at least one hangar per ward every year. A total of 26 new cycle hangars are to be installed in the near future. Cargo cycle parking should be researched further but not required in the AQAP.
Other	26	General	Various	Other general comments were as follows. 1. Recycle our waste instead of burning it and encourage green transport options for all. Don't penalize those who own cars - instead those who enter the borough. 2. Clean the street and improve waste collection across the borough 3. "Provide advice on energy-efficient boilers and provide grants to incentivise residents to upgrade old/inefficient appliances. 4. Lewisham Council has allowed the management company of multiple blocks to continue installing gas boilers in council owned properties. What a waste of money and lack of forward thinking."	The comments made have been forwarded to the relevant services for consideration in their specific strategies.

²¹ <https://crossriverpartnership.org/projects/clean-air-villages-4/>

Appendix A Air Quality Action Plan Communication Plan and questionnaire

A1 COMMUNICATION PLAN

The following communication plan was produced by our communication team prior to external consultation.

Campaign objectives

- Lewisham Council is producing a new Air Quality Action Plan which will outline its policies and ambitions to improve air quality in the borough over the next five years.
- The Council has a statutory duty to engage and consult with residents and local businesses on its action plan
- Over and above that statutory duty, we want to reach out and get the views of as many local people as we can.
- Engaging with residents and businesses about our plan is a core part of the AQAP and is necessary for it to involve local people and, with their support, succeed.
- The AQAP is a core part of the Council's ambitious plans to be carbon neutral by 2030, as laid out in Lewisham's Climate Emergency Action Plan.

Audience insight

- The consultation is aimed at the wider population of Lewisham, as well as local businesses, organisations, stakeholder groups, voluntary groups, environmental groups and activists and health professionals
- Knowledge and concerns about air quality have increased in recent years as the environment and worries about climate change have moved to the front of people's political and social agendas.
- This is a positive move as the public needs to support the changes needed to be made by governments, other administrations, businesses and individuals to stop the damage to our climate.
- On air quality, people now have a greater understanding of how this issue affects all our lives, especially those most vulnerable, and that ignoring this issue is no longer an option.

Strategy

- The Council has produced a comprehensive draft AQAP for 2021 -2026. This will replace the current five year AQAP, which covers the period up to 2021

- The new action plan outlines what improvements have been made over past five years and details what further actions the Council and its partners like the GLA plan for the coming years.
- A condensed version of the document and its contents, coupled with a questionnaire will be produced as the front facing document of the consultation.
- The condensed document is designed to be more accessible to ordinary people, to focus on the key elements of the AQAP and provide readers with a simple and accessible way of giving us their input.
- Both documents will be available online with the option of print copies for those with no or limited internet access.

Implementation

- Create online page for consultation on AQAP
- Print up supporting copies of consultation and make available at libraries and care homes (suggest print run of 250 copies)
- Press release to local newspapers, with follow up calls to key journalists to encourage coverage.
- Use resident e-newsletter to spread message (readership 35,000): this can be used more than once during six week lifetime of consultation
- Use other e-newsletter, council blogs to encourage residents, businesses, etc.
- Use staff e-newsletter to engage with council workers (also Intranet/Yammer)
- Posters up in libraries to support take up
- Social media posts across Facebook, Instagram, Twitter, etc., across life of six week campaign
- Specially adapted e-newsletters focused at and sent to key stakeholders and groups
- Encourage stakeholder groups, such as schools, health faculties, etc., to take up the consultation message and cascade use on their own media channels
- Use internal communications to inform cllrs directly
- Article in Lewisham Life magazine (depending on LL publication date)
- Reach out to local bloggers
- Cascade via Safer Neighbourhood Team Panels
- Engage with eco-groups in borough
- Mumsnet Lewisham or local mothers' group
- Local voluntary organisations using Lewisham Local

- Make posters available for care homes, churches, community centres, youth groups, crèche centres, etc..
- Cascade via CCG to health services
- Liaise with Lewisham Homes to get message out to tenants using their print, email and online channels

Audiences

- All LBL staff
- All residents and workers/visitors
- Local MPs and Council Members
- Environment Agency and DEFRA
- All neighbouring local authorities
- Local nurseries, primary schools, secondary schools, colleges and universities
- Hospitals, pharmacies all health professionals
- South London Cluster Group
- Local businesses
- Chamber of Commerce and Enterprise
- Community groups
- Volunteering organisations
- Charities
- Environmental groups and churches
- Family and parent groups
- Youth clubs

Evaluation

inputs	Outputs	Outtakes	Outcomes	Organisational Impact
Social media and press coverage of consultation	No. of articles or broadcasts or sharing of SM	Awareness of issues	Advocacy by third parties	Uptake of consultation
Publishing and publicising online consultation	No. of residents and business owners filling in consultation	Increased awareness of AQAP 2021/26	Greater engagement of public	Enhanced mandate of the council's AQAP going forward

Publicising and providing hard copies of consultation	No. of hard to reach residents	Ensuring that LBL is opening consultation to as many local people/ businesses as possible	Greater engagement	Increasing council's mandate to tackle AQ on behalf of our residents
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Timeline

Timing	General activity: key milestones
September/ October	AQAP consultation launches Wednesday 1 September 2021 AQAP Team will bring process of compiling responses
	AQAP consultation closes Wednesday to 6 October 2021 AQAP Team will complete incorporating responses into AP
20 July 2021	Lewisham Health Protection Committee: AQAP Consultation Briefing
25 November 2021	Sustainable Development Select Committee: AQAP Consultation Briefing
11 February 2022	Mayor of London Greater London Authority approval
31 March 2022	Lewisham Health Protection Committee: Final AQAP briefing
31 May 2022	AQ Strategic Board / Working Group Meeting: Final AWAP briefing
08 June 2022	Executive Management Team (EMT): Final AQAP briefing
20 June 2022	Sustainable Developments Select Committee: Final AQAP briefing
21 June 2022	Cabinet Briefing
6 July 2022	Lewisham Mayor and Cabinet approval
Autumn/Winter 2022	Publication:
2022 – April 2027	Implementation, monitoring and reviews after: Autumn/Winter

A2. QUESTIONNAIRE/SURVEY QUESTIONS

Q1 Are you completing this questionnaire as:

- a resident
- a business owner
- on behalf of a business/organisation/institution/community group/authority
- regular visitor to Lewisham
- worker in Lewisham
- a political representative
- other, please specify:

Q2 the four key priority areas within the Air Quality Action Plan are:

- Communications and raising public health awareness
- Minimising emissions from new developments and buildings
- Expanding the Council's Sustainable Transport Infrastructure
- Collaboration with the GLA and other London Boroughs on Air Quality initiatives to reduce pollution across the borough

There are seven additional priority actions within the plan.

Please indicate which of these you think should be the highest priority for Lewisham Council? Seven is 'lowest priority' and one is 'highest priority'

- a) Reducing pollution in and around schools and extending school audits to other schools in polluted areas

Highest priority

Lowest priority

1 2 3 4 5 6 7

- b) Improving walking and cycling infrastructure

1 2 3 4 5 6 7

- c) Installing Ultra-Low Emission Vehicle (ULEV) infrastructure

- | | | | | | | | |
|----|--|----------|----------|----------|----------|----------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| d) | Promoting and enforcing Smoke Control Zones | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| e) | Promoting and delivering energy efficiency retrofitting projects in workplaces and homes | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| f) | Regular Car Free days/temporary road closures in high footfall areas | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Q3 Having read the Lewisham Air Quality Action Plan 2022–27, how effective do you think our proposals are in dealing with the following?

- | | | | | | |
|----|--|----------|----------|--------------------------|----------|
| a) | Addressing PM2.5 in Lewisham | | | | |
| | High effectiveness | | | Low effectiveness | |
| | 1 | 2 | 3 | 4 | 5 |
| b) | Encouraging a move to electric vehicle(s) across the borough | | | | |
| | 1 | 2 | 3 | 4 | 5 |
| c) | Tackling anti-idling | | | | |
| | 1 | 2 | 3 | 4 | 5 |
| d) | Controlling the burning of materials | | | | |
| | 1 | 2 | 3 | 4 | 5 |
| e) | Tackling pollutants from construction and development | | | | |
| | 1 | 2 | 3 | 4 | 5 |
| f) | Air quality monitoring and data provision | | | | |
| | 1 | 2 | 3 | 4 | 5 |
| g) | Changing our environment by promoting cleaner travel and alternative transport | | | | |
| | 1 | 2 | 3 | 4 | 5 |
| h) | Changing behaviour and connecting with people through community engagement | | | | |
| | 1 | 2 | 3 | 4 | 5 |

Q4 Please tell us if you think there is anything we have missed or should consider in relation to the above Air Quality issues

Q5 Do you understand the personal contribution you can make to tackling poor air quality?

Yes No Not sure

If yes, please specify, otherwise please tell us what we can do to help you understand how you can contribute.

Q6 what lifestyle or behaviour changes would you be willing to make to improve poor air quality?

Please tick all that apply:

If you are responding as an individual

- Replace your current vehicle with an electric vehicle or other ultra-low emission alternatives
- Install an electric charging point at your property if possible
- Walk your child/children to school
- Use a bicycle or walk for local journeys or take the bus regularly for your journeys as much as possible
- Volunteer as a local Air Quality Champion or participate in an Anti-Idling Campaign
- Use a car club rather than purchasing/replacing your car
- Only burn dry, well-seasoned wood or smokeless fuel on your stove, open fire or barbeque
- Get your indoor air quality checked by a professional person and adopt the recommendations to reduce indoor pollution
- Replace your old boiler(s) with ultra-low emission boilers
- Improve your understanding about air pollution by visiting the Lewisham Council or other relevant websites regularly
- other, please specify:

Q7 If your response is on behalf of a business/organisation/ institution/communitygroup

Please tick all that apply:

- Replace your current vehicle(s) with electric vehicle(s) or other ultra-low emission vehicle(s)
- Install an electric charging point for use by your staff or visitors
- Provide cycle infrastructure, such as storage for staff or visitors
- Provide incentives to help your staff reduce air emissions
- Design in-house travel plans for your staff and encourage staff to use public transport where possible
- Replace your old boiler(s) with ultra-low emission boilers
- Encourage the uptake of Euro 6/VI vehicles by staff
- Provide/encourage the use of electric pool cars/bikes
- Adopt an electric cargo bike trial for local deliveries and business trips, discourage personal collections and re-time deliveries to quieter periods
- Carry out an energy audit
- other, please specify:

Q8 what can Lewisham Council do to help you make these changes?

Q9 what is your name and address? (This question is optional). Any personal data that you choose to share will be treated confidentially in accordance with the General Data Protection Regulations (GDPR).

Q10 what is your email address? (This question

Equal Opportunities Monitoring

Q11. Why are we asking you for this information?

The following monitoring questions help us to be fair and inclusive in the work that we do. All of these questions are **optional** and you do not have to answer them.

The personal data that you do provide is used to help us understand who is sharing their views and influencing our decision-making, though your identity will remain anonymous.

This data is also used to ensure that nobody is discriminated against unlawfully in the provision of our functions and services.

Any personal data that you choose to share will be treated confidentially in accordance with the General Data Protection

Q12. What is your age?

Q13. What is your sex?

- Male
- Female
- Prefer not to say
- Other

Q14. What is your ethnicity?

Q15. Disability

These questions relate to disability. Disability is defined in the law as a physical or mental impairment which has a sustained and long-term adverse effect on a person's ability to carry out normal day to day activities. This includes health conditions such as HIV, cancer and multiple sclerosis.

Do you consider yourself to be a disabled person?

- Yes
- No
- Prefer not to say

Do you have any access requirements?

- Yes
- No

If yes, please describe

Question 16: What is your religious belief?


Question 17: How would you define your sexual orientation?

Question 18: Is your gender identity different from the gender you were assigned at birth?

Question 19: If you live in Lewisham, which w

Appendix B Summary of Detailed responses /Suggested actions

B1- Statutory response to the AQAP consultation

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
<p>Climate Action Lewisham</p> <p>05 October 2021</p>  <p>CONSULTATION LEWISHAM AQP_0311</p>	<p>MONITORING</p> <ul style="list-style-type: none"> • Adopt the new lower WHO guidelines for Nox and PM2.5 issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly. • Treat 2020 AQM results as an anomaly due to the pandemic: for example NO2 rates declined at roadside by 25% from 45.3 to 34.0 between 2016-2019, rather than the quoted 43% from 45.3 – 23.5 between 2016-2020 which gives an overly optimistic picture. • Lewisham monitoring currently complies with standards which involves looking at annual mean data. In addition to this, because risk to health is cumulative, Lewisham should also look closely at the daily highs and lows to give a more detailed picture to residents about actual exposure and times and when to avoid roads e.g. what is risk of exposure at rush hour/school pick up times when people are out and about. Share this data in strategy and reports. • Consider partnering with Dustbox to undertake "citizen science" community science monitoring (University of Cambridge/Goldsmiths) to improve picture of PM 2.5. They have already undertaken monitoring in Forest Hill and Deptford/New Cross. https://dustbox-logbook.citizensense.net/ 	<ul style="list-style-type: none"> • Bullet points 1 and 2 described in the response are already incorporated in our draft air quality action plan therefore, no further action will be considered. • With reference to real time air quality monitoring, LBL real time monitoring data is already available via our website at https://lewisham.gov.uk/myservices/environment/air-pollution/check-air-quality-levels. Residents can also sign up to air quality alerts and forecasts. Example of tools include airText and Lewisham Air at https://lewisham.gov.uk/myservices/environment/air-pollution/download-our-air-quality-app. Defra's national Daily Air Quality Index (at https://uk-air.defra.gov.uk/air-pollution/daqj) provides air quality forecast for schools and other vulnerable receptors like care homes. The Greater London Authority (GLA) is also currently reviewing all air quality alert and forecasting tools. Recommendations to London boroughs will be made in due course. • Consideration will be given to partnering with Dustbox as suggested. <p>Action in the AQAP: no further modifications needed regarding bullets points 1-3. We have included a statement about working in partnership with Dustbox in Table 4.1, Action 1 of the plan.</p>
	<p>TRANSPORT</p> <p>Work with TfL to ensure the provision of regular train services which have declined since the pandemic. If people have to wait double the time for trains (e.g. the Catford/Orpington Train & Victoria Loop Line) they will inevitably drive instead. This is devastating for people who do not drive and rely on these services.</p> <p>Prioritise rolling out clean buses on the busiest roads e.g. A2 and A205, A21.</p>	<p>TfL are responsible for London Overground services so Lewisham would need to liaise with TfL and other operators regarding the decline in regular train services. Lewisham are re-establishing the public transport liaison committee with a meeting held in January 2022. The issue of frequency and timetabling was raised and further work is being undertaken by operators as we emerge from the pandemic. However the financial impacts and reduced demand may mean that the operators are not keen to provide more services.</p> <p>The ULEZ means that buses need to adhere to low emissions, however this is under TfL remit. TfL's 9000 strong bus fleet meet or exceed the cleanest Euro VI emission standards.</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	Assess how successful enforcement of idling has been since 2020.	<p>Lewisham will undertake Idling Action Events/workshops and enforcement around schools. Lewisham will report back to the GLA on review and outcome of the campaign to discourage idling.</p> <p>All parking enforcement team now wear hi-vis jackets with 'anti-idling' campaign icon daily. At the point of engine idling, CEOs will first approach motorists and ask to switch off the engine or move. If after 5 minutes of the observation period, the motorists do not comply, the CEO will enforce by issuing a PCN.</p>
	Consider council Tax reduction or a bonus or other financial incentives for households choosing to give up existing cars. This could be sponsored by car hire schemes or ULEZ income.	Given the financial climate, a Council Tax reduction of financial incentive is not something that Lewisham are looking at for now, however Lewisham recognise that road transport is the main source of air pollution in London. We need to encourage a change to walking, cycling and ultra-low emission vehicles (such as electric cars) as far as possible. Also TfL did offer an incentive related to ULEZ, but this has come to an end.
	Idling – Educate council staff and Lewisham homes drivers and public services staff such as police, who can be idling offenders.	<p>Lewisham will undertake Idling Action Events/workshops and enforcement around schools. In addition engaging and training for fleets (both borough and commercial); school assemblies and workshops to create anti-idling banners; development and implementation of a wider communications/advertising strategy to raise awareness and further increase outreach for the campaign; a research project investigating the impacts of idling and behaviour change.</p> <p>Public health has been working closely with the environmental protection team on anti-idling work with the pan-London project on anti-idling project being funded by the Mayor of London.</p>
	Roadworks- consolidate roadworks and make them more efficient to reduce standstill/idling traffic. Fine companies who do not complete work on time. Consider the effect on air quality when issuing work permits.	The Lewisham Permit Scheme allows Lewisham to coordinate works on the Highway, Lewisham are proactive in trying to have collaborative work between promoters to reduce overall disruption. The Permit Scheme also allows Lewisham to fine works promoters who overrun their allotted time period.
	ULEZ	
	Push for London Mayor to implement expansion of the ULEZ to outer London.	Lewisham supports the expansion of the ULEZ to outer London and to cover the entire Borough of Lewisham.

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	<p>Be clear and transparent about where money raised from ULEZ is going.</p> <p>Produce a strategy on how to reduce air pollution south of the A205 if monitoring demonstrates that the ULEZ leads to short or long term increases in that area.</p> <p>Phase in charges for SUVs and larger vehicles which produce the most particulate matter</p> <p>Initiate other road user charges: price per journey.</p>	<p>Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham, but this is a TfL scheme and all money raised is collected and spent by TfL. TfL state that “TfL don't make a profit and we are committed to reducing our costs. Any money received from the ULEZ will be reinvested into improving the transport network, including cycle ways, buses and Tube, and helping to improve London's air quality”.</p> <p>It is too early to tell if the ULEZ has affected air pollution south of the A205, monitoring will dictate how Lewisham need to proceed and if there are any knock-on effects.</p> <p>Lewisham is meeting the current objectives for Particulate Matter (PM10) and is meeting all of the national objectives other than for Nitrogen Dioxide (NO2). For PM2.5 the legal objective is not as strict as the World Health Organisation (WHO) recommended guideline limit. In the London Environment Strategy, the Mayor has committed to meeting the WHO health-based guideline limits across London by 2030. LBL exceeds WHO guideline PM2.5 limits, and a key area of focus will be to meet this 2030 target.</p> <p>There are no plans for charges for SUVs and larger vehicles currently, other than the ULEZ which should help to deter the larger vehicles. Our emission based parking charges proposal²² incorporate measures to address this issue.</p> <p>The Congestion charge and ULEZ are the only road user charges in operation at the moment both of which are operated by TfL. Please refer to the TFI website²³ for updates on new proposals.</p>
	<p>SUVs (electric/euro 6/which meet ULEZ standards)</p> <p>Don't let tyre break wear become the diesel scandal problem of the future.</p> <p>Run or contribute to a campaign with London Mayor to make SUVs an unfashionable choice in Lewisham/ London –“Car obesity”.</p>	<p>Comment noted.</p> <p>We are unaware of such a London Mayor campaign, but if there was one, then Lewisham would support this.</p> <p>Lewisham supports the Mayor's objective to work with European institutions, other European cities, and city networks to ensure that trans-boundary pollution affecting London is minimised and ensuring strong source</p>

²² <https://lewisham.gov.uk/articles/news/emissions-based-parking-charges-aim-to-improve-air-quality>


²³ <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	Stop the sale of poor quality tyres	control measures and regulations are adopted at EU level. Also real-world driving emissions testing, type-approval process arrangements, tyre and brake wear, and new emission standards (for example Euro 7).
WALKING AND CYCLING INFRASTRUCTURE		
	Prioritise walking and cycling over electrification as this is more important in reducing PM pollution because of the tyre break wear issue. Run a public awareness campaign on this as it is a little-known fact.	The following interventions have been welcomed within Lewisham: Encourage and promote the reduction of the number of trips made by road and encourage walking, cycling and public transport where possible, as laid out in the Mayor's Transport Strategy. Reducing car use is one of the best ways to cut emissions. Sustainable Travel Towns studies show that car driver distance could be reduced by five to seven per cent, which can provide large reductions in NOx/PM emissions.
	Publish a list of improvements required for cycling and walking infrastructure across the borough and put an action plan in place to implement them. Some planning has been on the table for a very long time with no progress.	A priority for Lewisham is improving walking and cycling infrastructure: we will build on the work already undertaken in relation to encouraging cycling and walking. Three quietway routes have been delivered apart from Southend Lane and the Waterlink Way Bridge, the programmes of which have now been paused until further notice due to the COVID-19 outbreak. Some elements of the Deptford Parks Liveable Neighbourhood have been delivered. However, some elements have had to be scaled back and the programme is now on hold until further notice due to the funding constraints resulting from the COVID-19 outbreak. Pedestrianisation of Prince Street and Scawen Road (outside Francis Drake School) have been installed as well as 4 x Copenhagen crossings on Crook Road, Avignon Road, Kezia Street and Etta Street.
	Enact more enforcement of existing 20mph zones; 20MPH on ALL Lewisham roads	Lewisham are lobbying/working with TfL on: Speed control measures on more Strategic TFL roads/ Low Emission Zones. E.g. lowering the legal speed limit to 20mph in built up residential areas. Speed limit enforcement is undertaken by the Police.


Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
LTNS		
	<p>Some LTN measures were retracted in 2020/21. As the council's main strategy to increase active transport, and improve walking infrastructure they should be reinstated and rolled out further. If there are no plans for more LTNS, CAL would like to know the Council's alternative strategy for reducing traffic, making the streets slower and safer and encouraging the switch to active travel?</p>	<p>Lewisham are committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them All information on LTNs can be found on the Lewisham website at https://lewisham.gov.uk/my services/roads-and-transport/our-traffic-reduction-programme-healthy-neighbourhoods</p>
SCHOOLS, NURSERIES, CARE HOMES		
	<p>We are very pleased with the success of the excellent School Streets programme and heartily commend the Council on their leadership and successful implementation. It has improved the lives of countless families around the borough. We recommend that the Council:</p> <ul style="list-style-type: none"> • Produce a more detailed Strategy for mitigation for schools on main roads unable to join school streets programme (money for air filters/green screens). • In high areas of pollution, offer monitoring and mitigation advice for care homes and more Nurseries. • Organise "Walking bus" groups for school travel. 	<p>The suggestions made about monitoring are already being implemented. We are installing other 20 diffusions around vulnerable receptors across the borough including schools, nurseries, care homes and Lewisham Hospital.</p> <p>Please read in the previous responses related to transport interventions.</p>
GREENING		
	<ul style="list-style-type: none"> • Resolve bottlenecks for schemes like Street Trees for Living by funding and recruiting more Council Tree officers. • Undertake a council led (alongside the volunteer led) initiative to do more greening- this could be funded privately by crowdfunding/sponsorship from estates agents etc but undertaken by council to fast-track and support projects like parklets. The waste strategy, open for consultation until mid-October, has also highlighted parklets and planters as being a possible deterrent to fly tipping, and we gave two brief case studies of micro-community groups keen to 	<p>More resource would always be welcome to resolve bottlenecks by funding and recruiting more Council Tree Officers but this has to be balanced against the fact that the Council faces unprecedented budgetary pressures as a result of cuts and COVID.</p> <p>Green Scene have developed innovative partnerships with external organisations such as Street Trees for Living and with community groups to do more Greening and so existing resources go further. The Councils Greening fund that is now into its second phase is one such initiative that supports community projects on land managed by Greenscene. Greenscene will continue to seek further such opportunities and partnerships.</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	implement parklets but who have blocks of resources, permission or organisation.	
DEVELOPMENTS		
	<ul style="list-style-type: none"> • More robust regulations for developers to enforce not “encourage” change. E.g. Remove all car parking in new developments apart from electric/exemptions for disabled use. Ensure all developments are subject to air quality conditions, not “almost all”. 	LBL is compiling the Local Plan that will incorporate all the suggestions made. All developments will have air quality conditions moving forward.
INSULATION/BUILDING IMPROVEMENTS:		
	<p>We applaud Lewisham’s progress improving council buildings but more is needed for private residences. We suggest:</p> <ul style="list-style-type: none"> • A new scheme within Lewisham to inspire home owners to undertake improvements to their private residences. The last national scheme had very low uptake. There is general confusion about whether it is still available. • Produce A “How to” guide/one stop shop on your webpage for private homeowners- e.g publish average costs, endorse trusted providers in Lewisham. Make it easy for the people who can afford it to make improvements/ boiler switches. 	<p>Based on analysis of EPC data the cost of bringing Lewisham’s owner occupier housing stock up to the standard needed to meet the ambition to be net zero carbon is potentially in the region of £900m. This is significantly more than the estimates made by the consultants Aether as part of the trajectory study for Lewisham’s Climate Emergency Action Plan.</p> <p>The Council has access to a database of EPCs developed by Parity Projects Pathways tool https://parityprojects.com/services/pathways/ The tool has existing and modelled EPCs for 132,678 Lewisham properties. Ignoring entries where tenure cannot be reliably estimated 46% of the stock is owner occupier. Just over 1% of these properties have an EPC rating of B or above, the level needed in order to meet energy demand without carbon. Drawing on various industry estimates and the work of the Retrofit London project https://www.londoncouncils.gov.uk/our-key-themes/environment/climate-change/retrofit-london-housing-action-plan, the average cost per dwelling to get a London domestic property to EPC B is approximately £15,000. This is the basis for the £900m estimate above, e.g. the cost of investment needed across the borough’s owner occupier housing stock is 60,000x£15,000=£900,000,000.</p> <p>It is not possible nor would it be equitable to non-home owners for the public sector to meet this cost. Our role instead is to work collaboratively across the sector and with others at a regional and national level to find ways to redirect funding including expenditure by home owners to make this happen. One such partnership that the Council has been actively involved in seeking to do just this is the UK Cities Climate Commission https://cp.catapult.org.uk/project/uk-cities-climate-investment-commission/</p> <p>Through our fuel poverty advice service https://lewisham.gov.uk/myservices/environment/environment/energyefficiency/energy-efficiency-at-home/help-</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
		<p>for-vulnerable-residents-to-stay-warm-and-healthy, the Council is supporting low income and vulnerable residents to access the Government's Local Authority Delivery Funding that supports investment in retrofit and zero carbon heating in owner occupier and private rental sector properties. This funding can be up to £10,000 for an owner occupier property with no requirement to match fund. Qualification for the funding is based on a household income of less than £30,000 and properties below EPC C.</p> <p>The Council's website includes practical information for residents about actions they can take to cut carbon emissions https://lewisham.gov.uk/my services/environment/environment/energyefficiency/energy-efficiency-at-home/help-for-vulnerable-residents-to-stay-warm-and-healthy. The pages include links to other sources of expert advice on home energy efficiency and retrofit. However creating a comprehensive one stop shop is beyond the scope of current resources and there are in any case existing resources that will do this job. Lewisham Council is working with one such example Eco Furb https://www.ecofurb.com/ and we expect to do more promotion of this service over 2022.</p>
BURNING:		
	<ul style="list-style-type: none"> • Communicate Burning Restrictions better. • Enforce the ban better. 	<p>Table 4.1 category "Emissions from developments and buildings" Action 7 details the actions being considered by the council to deal with burning of materials. The measures include training Lewisham Council officers on enforcement of the new Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020. Suppliers and retailers of fuels identified as being in breach of the legislation (e.g. fuel incorrectly labelled, uncertified fuel) could be fined for selling unauthorised fuel. This could be either a £300 fixed penalty fine for each offence identified, or a more substantial fine issued by the courts depending on the severity of the offence.</p> <p>Our Environment Crime Team will enforce any issues related to burning waste. Planning enforcement officers will deal with burning of material on construction site. Construction Management Plan (CMP) conditions will be used to manage and enforce burning on construction site.</p>
FUNDING		
	<p>The problem with implementing all of these initiatives will be a lack of money, as stated in the summary plan. We suggest: Consider introducing voluntary environment contributions for businesses and residents to enable the council to start implementing more popular measures like greening, freeing up council money to be spent on less visible measures.</p>	<p>We totally agree that funding is needed for major interventions. However, we will take simple and cost effective actions like raising public awareness and carrying and promoting actions to induce behaviour change to improve air quality. We will also work with businesses to investigate other sources of funding.</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
<p>Environment Agency (EA)</p> <p>5 October 2021</p>  <p>Lewisham 05.10.2021 AQ.pdf</p>	<p>General comments.</p> <p>Continue to raise awareness with residents and businesses on the need to adapt to climate change e.g. impacts of longer drier summers on air quality and the need to adapt and promote urban greening in new development and retrofitting in existing developments</p> <p>Ensuring high environmental standards at waste management sites supported with modern infrastructure and high environmental standards to prevent pollution such as dust or mud and high standards of fire prevention measures.</p> <p>Multi agency partnership working and joined up working and enforcement actions to secure high environmental standards and prevent any poor compliance with planning and permitting regimes.</p>	<p>The comments have been noted. LBL agree with the recommendations and messages detailed in the response. These are already incorporated in the report. Where not directly relevant to air quality, for example, waste management procedures, the suggestions made have been referred to the right department for incorporation in their service specific strategies.</p> <p>Action in the AQAP: no further modifications needed.</p> <p>Lewisham declared a Climate Emergency in Feb 2019 and have a target to be Carbon Neutral by 2030. The Climate Emergency Action Plan has five sections to achieve carbon neutral are Leading by example, Sustainable Housing, Decarbonised Transport, Greener, Adaptive Lewisham, Inspiring, Learning and Lobbying.</p> <p>This can be found at https://lewisham.gov.uk/myservices/Environment/making-the-borough-carbon-neutral-by-2030-climate-emergency-declaration, where residents and businesses can find all information regarding Lewisham and Climate Change.</p> <p>Lewisham will also assess the greening opportunities in pollution hotspots and Focus Areas and seek funding to deliver this, in addition to greening and improving clean air routes away from busy roads.</p> <p>The Lewisham Waste Management Strategy sets out the Council's six priorities to reduce waste, improve air quality, and protect the environment for future generations. The priorities are Leading the way forward, Shaping services to follow the waste hierarchy, Working together for an improved local environment, Using waste as a resource following the circular economy principles, Reducing carbon emissions, Decreasing energy waste and improving air quality, Adding social value.</p> <p>Lewisham is also part of the Pan London Non Road Mechanical Machinery (NRMM) project which aims to reduce emissions from construction sites. Almost all major planning applications are now subject to Non Road Mobile Machinery, air quality and dust conditions.</p> <p>Lewisham is part of the Cross River Partnership (CRP) coordinated series of Clean Air Villages (CAV) 29. This Defra funded project promotes air quality-related behaviour change from a wider community perspective, including residential and commercial transport and travel.</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	<p>The action plan should reference the need to manage Non Road Mobile Machinery (NRMM) across Lewisham e.g. bulldozers, forklifts, generators, mobile cranes, mobile crushers etc. Non-Road Mobile Machinery (NRMM) London City Hall</p> <p>Raise awareness with residents and businesses to report environmental incidents to our 24-hour incident hotline https://www.gov.uk/report-an-environmental-incident</p> <p>Sharing information and evidence on air quality and agreeing joint actions to resolve air quality issues for businesses, landlords and all organisations involved.</p> <p>Continue to raise awareness and encourage residents and businesses to sign up for air quality alerts and air quality forecasts https://uk-air.defra.gov.uk/</p>	<p>Lewisham have 24 Environmental offences which require a fixed penalty if contravened, they can be found on the Lewisham website https://lewisham.gov.uk/myservices/environment/enforcement-action</p> <p>Lewisham is part of the Pan London Non Road Mechanical Machinery (NRMM) project which aims to reduce emissions from construction sites. Almost all major planning applications are now subject to Non Road Mobile Machinery, air quality and dust conditions.</p> <p>Lewisham is part of pan-London project MAQF NRMM Zone enforcement – to inspect construction sites in every borough, to ensure they are using the cleanest construction equipment. The Enforcement Team within Lewisham will increase the number of enforcement visits/actions.</p> <p>NRMM used in construction currently accounts for approximately seven per cent of NOx and eight per cent of PM10 emissions in London. Therefore, regular enforcement (education) ensures those operators who comply see the benefits in continuing to do so.</p> <p>Residents can raise Environmental incidents direct to Lewisham through the Lewisham website https://lewisham.gov.uk/organizations/environmental-services. <u>However there is an opportunity to add the EA 24-hour incident hotline to the Lewisham website.</u></p> <p>Lewisham will work in partnership across the Council with neighbouring authorities, with partners such as the GLA, TfL and DEFRA, with community groups and volunteering organisation to effectively use the following local levers to tackle air quality issues within our control.</p> <p>LBL will add the DEFRA information regarding residents and businesses signing up for air quality alerts and forecasts to the Lewisham website.</p>
<p><u>Catford</u> <u>Active Travel</u> <u>27 September</u> <u>2021</u></p>	<p>We feel this report makes no mention of any measures to reduce traffic or to actively increase levels of walking and cycling in the borough and this is a hugely missed opportunity.</p>	<p>Reducing car use is one of the best ways to cut emissions. Sustainable Travel Towns studies show that car driver distance could be reduced by five to seven per cent, which can provide large reductions in NOx/PM emissions.</p>


Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
 Catford Active Travel response to Lewisham		<p>The Lewisham Transport Strategy and Local Implementation Plan, 2019 – 2041, sets out a range of policies and projects to achieve the transport objectives, which includes objectives relating to active travel, reducing the volume of traffic and levels of car ownership.</p> <p>The Cycle Strategy which feeds into the AQAP clearly prioritises a shift away from car use. It aims to increase cycling numbers from 600,000 to 1,500,000 by 2026.</p> <p>We will continue using our planning powers to enforce air quality measures, reduce emissions, increase energy efficiency and adoption of Planning Policy that is encouraging car-free developments.</p> <p>STARS project continues to be a priority in Lewisham. The school travel plan mode share will be monitored and comparative data from previous years will be made. Use will be made of TFL City Planning guides and routes with higher walking potential will be considered for additional work and focus.</p>
	<p>We believe the council could do more to reduce car journeys on borough roads.</p>	<p>We agree with the comment on implementing measures to encourage active travel aims to reduce car journeys and encouraging a shift away from car ownership.</p> <p>The Lewisham Transport Strategy and Local Implementation Plan, 2019 – 2041, sets out a range of policies and projects to achieve the transport objectives, which includes objectives relating to active travel, reducing the volume of traffic and levels of car ownership.</p> <p>The Cycle Strategy which feeds into the AQAP clearly prioritises a shift away from car use. It aims to increase cycling numbers from 600,000 to 1,500,000 by 2026.</p>
	<p>We believe that given sufficient time, LTNs can lead to permanent behavioural change as residents see how journeys can be made quickly and safely on foot or by bike. We would like to see LTNs rolled out to every area of the borough so more residents can gain from the benefits that come from reduced vehicle traffic on their streets</p>	<p>The Healthy Neighbourhood Programme continues to be a key part of the Council's Transport Strategy and will be delivered, subject to funding. Lewisham committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them.</p> <p>All information on LTNs can be found on the Lewisham website at https://lewisham.gov.uk/myservices/roads-and-transport/our-traffic-reduction-programme-healthy-neighbourhoods.</p>

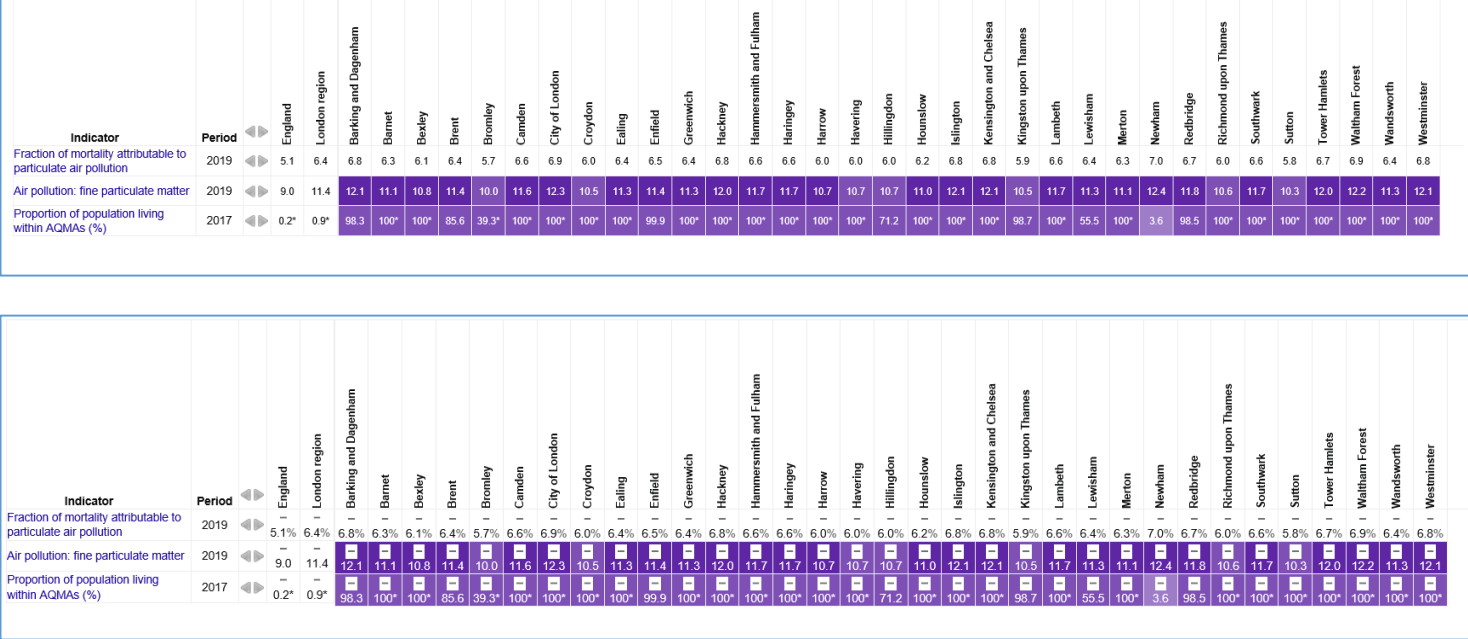
Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	Unless people "feel safe walking and cycling into the town centre, people will choose to drive in.	<p>Agree with comments. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Lewisham's corporate priority is to build safer communities, where every resident feels safe and secure living here as we work together towards a borough free from the fear of crime. One of LBL priorities²⁴ is making Lewisham greener. Everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.</p> <p>Lewisham was one of the London boroughs which implemented the School 'Superzone' pilot project²⁵ to create a healthier and safer environment for children within 400m radius around schools to protect children's health.</p>
	Non-drivers can feel like second class citizens as they try to make their way through the borough. Even our pavements are filled with cars, making walking challenging for anyone with children or with mobility issues.	<p>CPZs are looking to improve the parking situation. Residents are encouraged to report parking issues to 020 8787 5397 or via email to LewishamParking@nslservices.co.uk</p> <p>Parking on pavements is an issue through the Borough and greater investigation is required.</p>
	We want to see more space given over to walking and cycling, and for a network of safe, secure and continuous cycle lanes to encourage residents to leave their cars at home. We want to see the recent temporary scheme on the A21 upgraded into a permanent, segregated cycle lane and extended to meet up with Cycleway 4 in Deptford, thus providing Catford residents with a safe and separate way of cycling into central London.	<p>Agree with comments. Walking and cycling is key to active travel and Lewisham is proactive in making walking and cycling safer for all.</p> <p>The Lewisham Transport Strategy and Local Implementation Plan, 2019 – 2041, sets out a range of policies and projects to achieve the transport objectives, which includes objectives relating to increasing active travel, reducing the volume of traffic and levels of car ownership.</p> <p>The Cycle Strategy feeds into the AQAP and states that "Liveable Neighbourhoods making spaces available for people to enjoy some parts of the streets without motor vehicles, particularly near schools, will help those on foot or on cycle and those that live on the streets". Lewisham is also implementing a range of other measures, such as school streets, across the Borough to provide more space for walking and cycling.</p> <p>The A21 is a scheme that is led by TfL, it is still currently in place under a temporary order and TfL are considering the next steps.</p>
	We hope that the council will use cargo bikes as often as possible as these vehicles not only reduce pollution, but also they reduce congestion. A network of cycle routes as suggested above would also encourage local businesses to use cargo bikes for making local deliveries.	<p>Lewisham do not currently use cargo bikes for Council business, but it is an opportunity to look into for the Council and the potential benefits it could bring.</p> <p>Lewisham have a plan for a number of cycle routes through the Borough, which is set out in the Cycling Strategy and Transport Strategy</p>


²⁴ <https://lewisham.gov.uk/mayorandcouncil/corporate-strategy/our-priorities>

²⁵ https://www.london.gov.uk/sites/default/files/superzones-_final.pdf

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	Simply replacing petrol and diesel vehicles with electric ones is no solution. An article published by Oxford University this summer estimates that even if all vehicles sold today were electric it would take 15 to 20 years to achieve full electrification.	It is recognised that not every journey can be made on foot or by bike, and where car use is necessary, a shift to electric vehicles is encouraged through the ongoing expansion of our charging network
	Electric cars will do nothing to reduce the congestion that blights Catford town centre and makes it a less pleasant place to be or address road safety concern. Electric vehicles need charging points and these can often block pavements. They also release particles from brakes and tyres that cause pollution, and the extra weight of these vehicles will lead to more damage to road surfaces, thus making cycling less attractive as the road surface becomes uneven and broken. The lack of physical activity is also a growing concern In Catford Specifically:	We will locate electric vehicle charging points in a way that does not interfere with people walking or with disabled people. Lewisham follows the London's electric vehicle charge point installation guidance.
	Borough fleet actions: replace larger vehicles with (cargo) e-bikes when possible to reduce the motor traffic in the area.	Lewisham is not currently looking to replace larger fleet vehicles with cargo e-bikes, but it is an opportunity to look at for the Council. Lewisham cargo bike scheme introduced in 2020 for pharmacies delivery.
	Localised solutions: analyse the car parking space in use in CPZ areas and where possible reallocate parking space to trees and parklets.	CPZs are looking to improve the parking situation, so we encourage residents to request CPZs and each request will be investigated. All information on CPZs in the Borough can be found at https://lewisham.gov.uk/myservices/parking/permits/controlled-parking-zones-and-operating-times
	Work with TfL to bring forward the A21 healthy street and Catford Bridge cantilevered cycling bridge.	The A21 is a scheme that is led by TfL, it is still currently in place under a temporary order and TfL are considering the next steps. The Catford Bridge is a future aspirational project that is included in our Catford Town Centre Framework, designed to extend the width of Catford Road (over the bridge on the southern side of the road) to create a cantilever that could provide segregation for cyclists. The programme for implementation is currently unknown.



Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	Roll out Low Traffic Neighbourhoods along the A21 corridor (Rushey Green / Hither Green West).	Comment noted. We are considering the future programme of healthy neighbourhoods and are updating the metrics as stated in the Transport Strategy.
	Avoid installing chargers in the pavement and install them on parking bays as part of parklets / tree planting.	We will locate electric vehicle charging points in a way that does not interfere with people walking or with disabled people. Lewisham follows the London's electric vehicle charge point installation guidance.
	Install a cycle hub in the Catford stations area to enable multi-modal sustainable transport, leveraging the Waterlink Way route.	Lewisham is currently working on a proposal to undertake a combination of improvements to Public Realm between Catford and Catford Bridge stations, utilising S106 funds for this purpose. This project is one of a suite of Phase 1 projects to kick-start the full regeneration programme for Catford. The scheme does propose the incorporation of around 72 spaces for covered cycle parking provision with CCTV surveillance. We are currently nearing the end of RIBA stage 3 and are finalising details with stakeholders including TfL before we submit a Planning Application for the scheme which we aim to do in 2022.
	Set a target to reduce the cycle hangar waiting list (>2000 people at the moment). Prioritise areas where neighbours do not have space in their front garden to safely park their bikes.	<p>There is a programme for the installation of more cycle hangars across the Borough. Internal reporting and LiP yearly report on increase in parking/110 bike hangars installed across the borough with at least one hangar in every ward. Sheffield stands are being installed in early 2022 (Aug 20 installation delayed due to COVID-19) at all stations in the borough to meet demand.</p> <p>13 extra bike hangars added in 2020 equating to 78 new spaces.</p>
	Make sure all traffic-light controlled junctions have a pedestrian phase ("green man") and all main roads have regular traffic light controlled pedestrian crossings.	TfL are the traffic signal authority. It is understood that the Mayor of London has made a commitment to ensure all traffic-light controlled junctions have a pedestrian phase, subject to funding. This is not a specific target for Lewisham, but is something that Lewisham would support, but would suggest it is linked to collisions and healthy neighbourhoods.
<p>Public Health England (PHE) 21 September 2012</p>  <p>Public health England.pdf</p>	<p>As outlined in our 2019 review of interventions to improve outdoor air quality and health, we recommend that evaluation is embedded in the design of interventions from their outset and to systematically gather evidence of their impact and effectiveness</p> <p>You may find the public health air quality indicators for Lewisham useful in terms of strengthening the public health case for local action.</p>	<p>LBL is to work with other stakeholders to follow the recommendations outlined in PHE 2019 review of interventions to improve outdoor air quality and health published in 2020. LBL will also work with other stakeholders to embed evaluation in the design of interventions from their outset and to systematically gather evidence of their impact.</p> <p>A summary of public health air quality indicators for London authorities is shown below. For Lewisham, the values and trends of indicators are currently 6.4, 11.3 and 55.5% respectively for fraction of mortality attributed to particulate air pollution, fine particulate matter both for the year 2019 and proportion of population living within AQMAs (%) in 2017 respectively. This data will be incorporated in the final AQAP.</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
		 <p>The image contains two identical data tables. Each table has three rows of indicators and 34 columns representing different geographical areas. The indicators are: 'Fraction of mortality attributable to particulate air pollution' (2019), 'Air pollution: fine particulate matter' (2019), and 'Proportion of population living within AQMAs (%)' (2017). The columns represent: England, London region, Barking and Dagenham, Barnet, Bexley, Brent, Bromley, Camden, City of London, Croydon, Ealing, Enfield, Greenwich, Hackney, Hammersmith and Fulham, Haringey, Harrow, Havering, Hillingdon, Hounslow, Islington, Kensington and Chelsea, Kingston upon Thames, Lambeth, Lewisham, Merton, Newham, Redbridge, Richmond upon Thames, Southwark, Sutton, Tower Hamlets, Waltham Forest, Wandsworth, and Westminster.</p>
	<p>Page 13 makes reference to the health costs of air pollution to the UK. Information on obtaining local authority cost estimates using the Air pollution: a tool to estimate healthcare costs is available here.</p>	<p>A tool to estimate healthcare costs provided will be used to estimate the health cost of air pollution and the AQAP updated accordingly.</p>
	<p>We welcome the wide range of departments involved in producing the AQAP. However, to further improve air quality and to support wider action to promote health and wellbeing, we would recommend engaging with your local Health and Wellbeing Boards (in conjunction with public health).</p>	<p>With reference to the comment made about engaging with your local authority Public Health Department to strengthen the public health case for local action on air quality within the AQAP, as detailed in Table 4.1, Category “Public health and awareness raising” Action 11, LBL Public Health department play a major part in all the actions taken by the borough to deal with air quality. For example, Action 1.1 - the director of Public Health have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population. The Director of Public Health signs off Statutory Annual Status Reports and all new Air Quality Action Plans and also chairs the Air quality working group meeting and the board meeting.</p>
	<p>We noted outdated information when referring to air pollutions role in health and inequalities; and would advise that you do a consistency check against the information contained in PHE’s edition of health matters. For example, since the Committee on the Medical Effects of Air Pollutants (COMEAP) 2010 report (referenced on page 12), the Committee has published revised estimates for mortality figures.</p>	<p>A consistency check has been made against the information contained in PHE’s edition of health matters at https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution#:~:text=matters-air-pollution-,Summary,leading%20to%20reduced%20life%20expectancy.</p> <p>With reference to Page 12: The revised estimates for mortality figures have been updated with the new publication²⁶ available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/734799/COMEAP_NO2_Report.pdf</p>

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		<p>All the information have been updated as necessary.</p> <p>As detailed in Table 1.4 Category “Emissions from developments and buildings”, Actions 8 to 9.1, we will use planning tools to ensure that all new developments are air quality neutral at the minimum and also integrate air quality in the design stage. Our Local plan will incorporate all the adopted mitigation needed to limit further deterioration of air quality across the borough.</p>
	<p>We would encourage working with key partners such as the Greater London Authority (GLA) to ensure that any new developments are designed and built, as far as possible, to improve local air quality and reduce the extent to which the public are exposed to poor air quality.</p> <p>The AQAP includes a number of awareness raising measures. We welcome their consideration and would recommend consultation with stakeholders to ensure cohesive messaging.</p>	<p>As stated above, LBL will work with all stakeholders to reduce air pollution across the borough.</p> <p>Action in the AQAP - we will review the information provided and incorporate in the final AQAP. Specific sections name “Borough Wide Interventions to deal with Air Pollution” and “Air Pollution and Inequalities in Lewisham” have been incorporated in section 1 of the AQAP to address the comments made by PHE.</p>
<p><u>Lewisham Cyclists 05 September 2021</u></p>  <p>LC response to Lewisham Air Quality</p>	<p>We believe the order is incorrect as the council should enable active travel (walking and cycling) as first priority, followed by sustainable public transport, and then ultra-low emissions / electric vehicles last when other means of transportation are not available or feasible.</p> <p>Where the Council chooses to support the uptake of ultra-low emission vehicles we believe that it should be focusing much more on the prioritisation of smaller shared-use low emission vehicles. There is a clear need to reduce the number of vehicles parked across the borough thereby releasing essential road space for wider pavements and improved cycling infrastructure.</p> <p>We would like to highlight that charging points have recently been installed on Lewisham pavements in locations where ample</p>	<p>Reducing car use is one of the best ways to cut emissions. Sustainable Travel Towns studies show that car driver distance could be reduced by five to seven per cent, which can provide large reductions in NOx/PM emissions.</p> <p>Lewisham fully supports active travel; the reduction of emissions is a priority to achieve targets of carbon neutral by 2030. The reduction in emissions and active travel can actively help each other with road traffic changing to ultra-low emissions and the increase in cycling/walking infrastructure.</p> <p>Lewisham will update the existing parking strategy to include air quality considerations, this includes enhanced parking enforcement for Safer Lewisham and to improve walking and cycling and discouraging the use of cars by parking enforcement should encourage walking and cycling and reduce vehicle emissions.</p> <p>We are implementing a parking policy that will allow higher parking fees to be charged for vehicles that cause more pollution.</p> <p>We review sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location, we introduce</p>

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	<p>carriageway space was available, reducing the amount of space for pedestrians, wheelchair users and others with limited mobility.</p>	<p>site feasibility criteria that will be considered and applied. This includes factors such as sufficient power distribution, minimum distances from specific utilities, and ensuring that adequate footway clearances are maintained. Ward Members and residents will be consulted on the locations prior to installation. Any 7kw or 50kw points will require planning consent.</p> <p>Information can be found at https://lewisham.gov.uk/myservices/roads-and-transport/sustainable-transport/our-long-term-strategy-for-low-emission-vehicles</p>
	<p>We urge the council to adopt the updated 2021 World Health Organisation Air Quality guidelines as recently set out. We believe this is crucial in order for the council to meet a number of the stated aims as set out in both this draft plan and also the Council Climate Emergency Action Plan.</p>	<p>Lewisham Council will commit to identifying the WHO recommended levels alongside the current UK limits when publishing air quality data. Lewisham also follows the London Environment Strategy but refers to the WHO guidelines when publishing records. The Mayor's commitment is to meet the WHO targets by 2030 which Lewisham are aligned to.</p>
	<p>Emissions from developments and buildings #6: the K.P.I says "Numbers of proposals or projects where green infrastructure is used or enhanced to provide low exposure walking and cycling routes". There is no mention of secure cycle parking and adherence to the London or Local Plan (id 9.1 has a target for charging points). We believe new developments are an opportunity to create new walking and cycling routes or improve existing ones, but needs to be done as part of an integral plan to avoid a piecemeal or "tokenistic" approach.</p>	<p>Lewisham is ensuring that exposure in amenity spaces is considered at the design stage and as part of the Air Quality assessment for new development and redevelopment proposals. Also via the planning process, we will recommend, one Electric Vehicle charging point per dwelling with dedicated parking or one charging point per 10 spaces (unallocated parking) for all new residential developments. For commercial development, 10% of parking spaces to be provided with Electric Vehicle charge points.</p> <p>Additionally Lewisham is increasing cycle parking on street and in new developments in line with London Plan Standards. Cycle parking is already being provided but will be increased year on year.</p>
	<p>Delivery servicing and freight: the document doesn't mention electric cargo bikes and we urge the Council to use their existing contracts and frameworks to enable zero emissions cargo bike operations from Logistics Providers currently providing services in neighbouring boroughs.</p>	<p>There is a cargo bike scheme in place within the Borough but not currently utilised by the Council. Therefore, there is an opportunity to research the use of electric cargo bikes for use by the Council.</p>
	<p>Lewisham Cyclists understands that some existing underutilized facilities within its own estate, or those of partners, could be adapted to allow logistics providers to set up last-mile Delivery Hubs for cargo bikes. As an example of best practice Waltham Forest set up a Zero Emission Delivery service in 2016 with funding from the Mayor's Air Quality Fund.</p>	<p>There is an opportunity for Lewisham to look into allowing logistic providers to set up last mile delivery hubs for cargo bikes and learn from neighbouring boroughs (The Cross River Partnership, working on behalf of the Central London Sub Regional Transport Partnership (CLSRTP) are currently using last mile delivery hubs).</p>

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	<p>No specific provision has been made for parking of electric cargo bikes. Lewisham Cyclists are calling upon the council to use their existing contracts and frameworks to provide more on carriageway residential cycle parking for both regular cycles and cargo bikes.</p>	<p>Electric cargo bikes provides an opportunity for Lewisham to expand the cycle parking in the Borough.</p>
	<p>Borough fleet actions: there is no mention of bicycles or cargo e-bikes. Incentives for the transition from motor vehicles to (electric) bikes could be established. Monitoring the mileage of the vehicles should also include the electric or low emission fleet so unnecessary trips are avoided.</p>	<p>There is no plan for fleet bicycles or cargo e-bikes, but this is an opportunity for Lewisham to research. Lewisham recognised the need to reduce emissions within its own fleet, as set out in AQAP to lead by example and increase the number of ULEV in council owned fleet by 80% by 2022 and the whole fleet will be zero emission by 2030.</p> <p>As the lead authority for the Department for Environment, Food & Rural Affairs funded Cleaner Air Villages that support businesses in reducing pollution and congestion, public health officers led the liaison with Lewisham Hospital in deliveries and in Deptford High Street for use of cargo bikes. 1-2-1 business engagement took place in Lewisham Town Centre. It was anticipated, following a workshop due to be held in March 2020 (discussed below), further 1-2-1 meetings would take place to discuss business' involvement in the solution for this village. Unfortunately, both the workshop and any potential 1- 2-1s were impacted by the COVID-19 lockdown.</p>
	<p>Localised solutions (#18) mentions promotion of walking and cycling in the context of green spaces. We believe there is scope for more ambition to make green spaces safely accessible for walking and cycling with wider paths and better connectivity to existing infrastructure. Targets should be in line with those set out in the council's own Transport Strategy, Parks and Open Spaces Strategy and Borough Cycle Strategy.</p>	<p>This AQAP is an opportunity to build on the success of our achievements and make Lewisham a cleaner, healthier, and greener borough. The Parks & Open Spaces Strategy feeds into the AQAP as does the Cycling Strategy, therefore the targets are aligned.</p> <p>Green infrastructure can provide a source of social, environmental and mental health Benefits through active travel and wellbeing. More than one fifth of the borough is green space and this includes an 8km long network along the Rivers Thames, Ravensbourne, Quaggy and Deptford Creek.</p> <p>Lewisham parks are among the best in the United Kingdom as 15 green spaces have been recognised by the Green Flag Award Scheme. They include Blackheath, Brookmill Park, Deptford Park and Ladywell Fields. Lewisham Council has been awarded £4.9 million from the Heritage Lottery Fund to improve Beckenham Place Park. Plans include an education centre, restored lake and new sports facilities.</p>
	<p>We would also ask the council to deliver on its targets set out in Vision Zero by also reconsidering the decision to not pursue FORS Gold Accreditation (Table B1) for its own Council fleet operations. We believe that fleet operations should be following the best practice available in order to meet Vision Zero aims as set out in the Council's own Transport and Cycle Strategies.</p>	<p>The Council is not pursuing FORS accreditation at this time. We're investing in fleet management systems and IT at the moment (financial constraints allowing) to raise standards and improve effectiveness but we are not yet in a position to seek FORS accreditation.</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	<p>Cleaner transport: infrastructure (#22.1 and #25): we call the council upon setting up specific targets that can be measured in terms of infrastructure built to LTN1/20 standards. . The target for #25.2, one cycling hangar per ward is extremely low considering the lengthy waiting list and lack of secure parking being one of the major factors preventing people from cycling. Again as a reference Waltham Forest included a target of installing 8 cycle hubs in their borough, next to stations.</p> <p>We would also like the council to negotiate with TfL to bring the Santander Bike hire scheme to the Borough to provide active travel connectivity to new developments like Convoys Wharf, Deptford Timberyard, Lewisham Gateway, the Catford Masterplan and new developments along the A21 Corridor as detailed in the A21 Framework.</p>	<p>LTN1/20 could be referenced into the cleaner transport section of the AQAP.</p> <p>LTN1/20 was published after the Lewisham Cycle Strategy so that's why there is no reference. But the principle applies to all new cycle infrastructure to follow Government guidance and standards.</p> <p>Cycle hangars provide spaces for a minimum of 6 bikes, the target of one per ward is a minimum and can be exceeded. There are currently 29 pending installations at this current time.</p> <p>Lewisham is exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial.</p>
<p><u>Natural England on 1st September 2021</u></p>  <p>366313 Natural England Response Let</p>	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p>	<p>The comments made have been noted and no further action is needed.</p>
<p><u>Residents</u></p>		
 <p>David Ford response.pdf</p>	<p>Mentions the lack of enforcement and monitoring for air pollution</p>	<p>Lewisham is part of pan-London project MAQF NRMM Zone enforcement – to inspect construction sites in every borough to ensure they are using the cleanest construction equipment. The Enforcement Team within Lewisham will increase the number of enforcement visits/actions.</p> <p>Lewisham will participate in the Pan London Anti-Idling Project to raise awareness and include enforcement with enforcement officers to issue fines for idling offences. Also 100% of complaints about idling will be followed up with enforcement visit.</p>

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
		<p>For monitoring, there are five real time monitoring sites which can be found at the Lewisham website https://lewisham.gov.uk/myservices/environment/air-pollution/check-air-quality-levels</p> <p>NRMM used in construction currently accounts for approximately seven per cent of NOx and eight per cent of PM10 emissions in London therefore, regular enforcement (education) ensures those operators who comply see the benefits in continuing to do so.</p>
	ULEZ is just a means of funding TfL	Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham, but this is a TfL scheme and all money raised is collected and spent by TfL. TfL state that “TfL don't make a profit and we are committed to reducing our costs. Any money received from the ULEZ will be reinvested into improving the transport network, including cycleways, buses and Tube, and helping to improve London's air quality”.
	We have higher pollution that ever before on the south circular. Pavements are not wide enough, constrained by planters.	CPZs are looking to improve the parking situation. Planters on the pavement should have received a licence and been investigated to allow adequate space for pedestrians and non-motorised users pass unobstructed.
	Diesel emitting locomotives on the railway, long overdue replacing. These do no feature in the AQAP.	TfL are responsible for London Overground services so Lewisham would need to liaise with TfL and other operators regarding the decline in regular train services. Lewisham are re-establishing the public transport liaison committee with a meeting held in January 2022. The issue of frequency and timetabling was raised and further work is being undertaken by operators as we emerge from the pandemic. However the financial impacts and reduced demand may mean that the operators are not keen to provide more services.
	Leegate development is removing trees and TPOs are being removed from trees in the area.	The Leegate Regeneration is redistributing public spaces to provide wider pavements that create extra room for new tree planting, helping to extend the treeline from the south and east towards the junction. This is part of a detailed landscaping and tree planting strategy. Details can be found at https://www.leegate-regeneration.co.uk/wp-content/uploads/2021/11/Leegate-Shopping-Centre-Community-Consultation-Document.pdf
	Collaborate with adjoining Boroughs, TfL, government and the people of the Borough	Collaborating with GLA and other London Boroughs is a priority for Lewisham. This consultation is allowing the people of Lewisham to contribute to the AQAP for the Borough they live in.
Paper responses Three (1-3)	<p>Respondent 1</p> <p>(a) Stop cutting down trees and building on green spaces</p> <p>(b) Strong enforcement of air quality policies</p> <p>(c) Grants, subsidies and incentives</p> <p>Respondent 2</p>	As above noted. Several campaign on air quality related issues will follow this plan and any query can be directed to the Environmental Protection at EnvironmentalProtection@lewisham.gov.uk .

Respondent	Comments or Further measures suggested:	Responses from LBL: Thank you for your response to LBL 2022-2027 AQAP consultation.
	(a) Tell us how to avoid the dreadful air and how to protect children	

Statutory response (DDF)

Climate Action Lewisham, 05 October 2021



This is the submission of Climate Action Lewisham, a local environmental group, to the council air quality action plan consultation. Submitted in September 2021.

Congratulations on achieving a downward trend in pollution levels in Lewisham. The draft strategy is promising and CLIMATE ACTION LEWISHAM welcomes these measures. Given that tyre/break wear accounts for 60-70% of particulate pollution, we have general concerns that the plan is too focussed on switching to electric vehicles rather than promoting a switch to active transport and the plan will therefore not achieve the new WHO PM guidelines . <https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions>

We recommend that the action plan include the further measures below:

MONITORING

- Adopt the new lower WHO guidelines for Nox and Pm2.5 issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly.
- Treat 2020 AQM results as an anomaly due to the pandemic: for example NO2 rates declined at roadside by 25% from 45.3 to 34.0 between 2016-2019, rather than the quoted 43% from 45.3 – 23.5 between 2016-2020 which gives an overly optimistic picture.
- Lewisham monitoring currently complies with standards which involves looking at annual mean data. In addition to this, because risk to health is cumulative, Lewisham should also look closely at the daily highs and lows to give a more detailed picture to residents about actual exposure and times and when to avoid roads e.g. what is risk of exposure at rush hour/school pick up times when people are out and about. Share this data in strategy and reports.
- Consider partnering with Dustbox to undertake "citizen science" community science monitoring (University of Cambridge/Goldsmiths) to improve picture of PM 2.5. They have already undertaken monitoring in Forest Hill and Deptford/New Cross. <https://dustbox-logbook.citizensense.net/>

TRANSPORT

- Work with TFL to ensure the provision of regular train services which have declined since the pandemic. If people have to wait double the time for trains (e.g. the

Catford/Orpington Train & Victoria Loop Line) they will inevitably drive instead. This is devastating for people who do not drive and rely on these services.

- Prioritise rolling out clean buses on the busiest roads e.g. A2 and A205, A21.
- Assess how successful enforcement of idling has been since 2020.
- Consider council Tax reduction or a bonus or other financial incentives for households choosing to give up existing cars. This could be sponsored by car hire schemes or UI income.
- Idling – Educate council staff and Lewisham homes drivers and public services staff as police, who can be idling offenders.
- Roadworks- consolidate roadworks and make them more efficient to reduce standstill/idling traffic. Fine companies who do not complete work on time. Consider the effect on air quality when issuing work permits.

ULEZ

- Push for London Mayor to implement expansion of the ULEZ to outer London
- Be clear and transparent about where money raised from ULEZ is going.
- Produce a strategy on how to reduce air pollution south of the A205 if monitoring demonstrates that the ULEZ leads to short or long term increases in that area.
- Phase in charges for SUVs and larger vehicles which produce the most particulate matter.
- Initiate other road user charges: price per journey.

SUVs (electric/euro 6/which meet ULEZ standards)

- Don't let tyre break wear become the diesel scandal problem of the future.
- Run or contribute to a campaign with London Mayor to make SUVs an unfashionable choice in Lewisham/ London –“Car obesity”.
- Stop the sale of poor quality tyres.

WALKING AND CYCLING INFRASTRUCTURE

- Prioritise walking and cycling over electrification as this is more important in reducing PM pollution because of the tyre break wear issue. Run a public awareness campaign on this as it is a little-known fact.
- Publish a list of improvements required for cycling and walking infrastructure across the borough and put an action plan in place to implement them. Some planning has been on the table for a very long time with no progress.
- Enact more enforcement of existing 20mph zones; 20MPH on ALL Lewisham roads.

LTNS

- Some LTN measures were retracted in 2020/21. As the council's main strategy to increase active transport, and improve walking infrastructure they should be reinstated and rolled out further. If there are no plans for more LTNS, CAL would like to know the Council's alternative strategy for reducing traffic, making the streets slower and safer and encouraging the switch to active travel?

SCHOOLS, NURSERIES, CARE HOMES

We are very pleased with the success of the excellent School Streets programme and heartily commend the Council on their leadership and successful implementation. It has improved the lives of countless families around the borough. We recommend that the Council:

- Produce a more detailed Strategy for mitigation for schools on main roads unable to join school streets programme (money for air filters/green screens).
- In high areas of pollution, offer monitoring and mitigation advice for care homes and more Nurseries.
- Organise "Walking bus" groups for school travel.

GREENING

- Resolve bottlenecks for schemes like Street Trees for Living by funding and recruiting more Council Tree officers.
- Undertake a council led (alongside the volunteer led) initiative to do more greening- could be funded privately by crowdfunding/sponsorship from estates agents etc but undertaken by council to fast-track and support projects like parklets. The waste strategy, open for consultation until mid-October, has also highlighted parklets and

planters as being a possible deterrent to fly tipping, and we gave two brief case studies of micro-community groups keen to implement parklets but who have blocks of resources, permission or organisation.

MAIN ROAD RESIDENTS, EMPLOYEES AND USERS

- Address the concerns of people living on main roads. Communicate the theory behind LTNS better, including the time required to see results. Devise a strategy to address pollution on main roads to compensate for any short term/long term, additional traffic from LTNs.
- Find out at-risk groups and have a strategy to protect vulnerable workers who spend a lot of time on the road e.g. Bus drivers/delivery drivers.
- Offer green screens for homes facing main roads.

DEVELOPMENTS

- More robust regulations for developers to enforce not “encourage” change. e.g. Remove all car parking in new developments apart from electric/exemptions for disabled use. Ensure *all* developments are subject to air quality conditions, not “almost all”.

INSULATION/BUILDING IMPROVEMENTS:

We applaud Lewisham’s progress improving council buildings but more is needed for private residences. We suggest:

- A new scheme within Lewisham to inspire home owners to undertake improvements to their private residences. The last national scheme had very low uptake. There is general confusion about whether it is still available.
- Produce A “How to” guide/one stop shop on your webpage for private homeowners- e.g publish average costs, endorse trusted providers in Lewisham. Make it easy for the people who can afford it to make improvements/ boiler switches.

BURNING:

- Communicate Burning Restrictions better.
- Enforce the ban better.

FUNDING

The problem with implementing all of these initiatives will be a lack of money, as stated in the summary plan. We suggest:

- Consider introducing voluntary environment contributions for businesses and residents to enable the council to start implementing more popular measures like greening, freeing up council money to be spent on less visible measures.

Written

Climate Action Lewisham

info@climateactionlewisham.org

www.climateactionlewisham.org

<https://www.facebook.com/climateactionlewisham>

<https://twitter.com/ActionLewisham>

<https://www.instagram.com/climateactionlewisham/>

September 2021

Environment Agency (EA), 5 October 2021

creating a better place
for people and wildlife



London Borough of Lewisham
Environmental Protection
9 Holbeach Road
Catford
SE6 4TW

Date: 5 October 2021

London Borough of Lewisham - Draft Air Quality Action Plan 2022–2027


Thank you for consulting the Environment Agency on the draft Air Quality Action Plan.

Managing air quality requires ongoing partnership working and targeted interventions based on the latest evidence, good practice, and monitoring data. Our key messages are:

- Continue to raise awareness with residents and businesses on the need to adapt to climate change e.g. impacts of longer drier summers on air quality and the need to adapt and promote [urban greening in](#) new development and retrofitting in existing developments. We welcome the reference to delivering a Greener Environment (page 12) to help manage air quality. We support the ongoing partnership working to deliver river restoration and improved river corridors for people and wildlife across Lewisham. Increasing amounts of Green Infrastructure through your new Local Plan policies will help deliver multiple social, economic and environmental benefits and can help manage flood risk, air quality, pollution and improve the [state of the urban environment](#).
- Ensuring high environmental standards at waste management sites supported with modern infrastructure and high environmental standards to prevent pollution such as dust or mud and high standards of fire prevention measures.
- Multi agency partnership working and joined up working and enforcement actions to secure high environmental standards and prevent any poor compliance with planning and permitting regimes.
- The action plan should reference the need to manage Non Road Mobile Machinery (NRMM) across Lewisham e.g. bulldozers, forklifts, generators, mobile cranes, mobile crushers etc. [Non-Road Mobile Machinery \(NRMM\) | London City Hall](#)
- Raise awareness with residents and businesses to report environmental incidents to our 24-hour incident hotline <https://www.gov.uk/report-an-environmental-incident>
- Sharing information and evidence on air quality and agreeing joint actions to resolve air quality issues for businesses, landlords and all organisations involved.
- Continue to raise awareness and encourage residents and businesses to sign up for air quality alerts and air quality forecasts <https://uk-air.defra.gov.uk/>

We hope our response is helpful, if you have any questions or require more information please let me know. We look forward to continuing to work in partnership with you to deliver environmental protection and enhancement.

Yours faithfully


Sustainable Places Team Leader
South London

customer service line 03708 506 506
[gov.uk/environment-agency](https://www.gov.uk/environment-agency)

Environment Agency – our role in Air Quality

We have a number of duties related to air quality.

1. We ensure that the industrial facilities we regulate comply with the Environmental Permitting Regulations, thus contributing to compliance with:
 - UK requirements such as the UK Air Quality Strategy, the Countryside and Rights of Way Act and the Natural Environment and Rural Communities Act; and
 - EU requirements on the UK such as Air Quality Directives, Habitats Directive, the National Emissions Ceiling Directive and the Industrial Emissions Directive.
2. We support local authorities in improving local air quality, particularly through providing technical guidance on behalf of Defra to local authorities in respect of industrial facilities they regulate.
3. We coordinate ambient air quality monitoring for incidents that may have a significant impact on air quality.
4. We were not generally responsible for assessing or monitoring ambient air quality until April 2016 when we took on the contract management of the latter in the form of the ten monitoring networks that were formally managed by Defra.

Our Commitments.

The Environment Agency is committed to working with local authorities and to play our part fully in Local Air Quality Management (LAQM). We have found that several sectors we regulate under the Environmental Permitting Regulations have the potential to affect air quality negatively. Nationally some individual installations in these sectors have already been found to contribute significantly and we have been working with the affected local authorities for some time to implement the necessary improvements. Installations we regulate may be covered by freestanding Air Quality Action Plans or ones, which are transport-related and incorporated into Local Transport Plans.

Preferred Positions in the Air Quality Action Plan.

In principle any air quality action plan should;

1. Have a clear commitment to meeting the relevant air quality standards;
2. Clearly state the current status of air quality within the borough.
3. Clearly report on the progress against targets set out in any previously published Air Quality Action Plans (if appropriate).
4. Where the borough does not meet the relevant air quality standards, they should clearly detail what mitigation measures will be used to ensure compliance with air quality standards in the shortest possible time period. It should ensure that compliance is not just 'possible' but 'likely'.
5. Make clear what other organisations the borough is working with to implement mitigation measures required in 2 above and what they have agreeing to deliver.
6. Include basic costs require to implement the required mitigation standards and compare against the level of funding available.
7. Take steps to ensure the measures in the Mayor of London's SPGs on sustainable design and construction or similar document to an equal or higher standard are implemented into the air quality action plan; In particular this should include;
 - a) Require all new buildings be constructed and designed in a manner that minimises emissions of pollutants to the air both during construction and demolition and post-construction, making new development 'air quality neutral' or better;
 - b) In the case of a major development, include an air quality assessment as set out in Mayor of London's SPGs on sustainable design and construction or similar document to an equal or higher standard, that considers the potential impacts of pollution from the major

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- development and on neighbouring areas during construction and operation, including development related traffic and the potential for exposure to pollution levels above
- c) Implement any policies on transport which pertain to improving air quality.
 - d) Require any waste transfer stations to be in a building, enclosed on all vertical sites with small access and egress points covered by doors which default closed when not in use and an air extraction and filtration system to collect particulates.
 - e) Require all industrial sites that use non road going mobile machinery to meet the latest NRMM standards on the date of purchase.
8. Contribute to achieving EU established health-based standards and objectives for the relevant air pollutants (particularly NO₂, PM₁₀, and PM_{2.5}).
 9. Take steps to ensure measures in the Mayor of London's London Environment Strategy (LES) (See the chapter on Air Quality proposals) are fully adopted by your Air Quality Action Plan.

General – Air quality has a significant role to play in the health and wellbeing of communities and the prospects of the natural environment, reducing both life expectancy and biodiversity in heavily polluted areas, and otherwise impacting upon the perception of the quality of life and amenity offered by the area.

We suggest that any new air quality action plan adheres to the principles in the Mayor of London's policy for air quality neutrality, as well as the relevant SPGs and helps to bring local air quality below EU limit values for local pollutants and in particular PM₁₀, PM_{2.5} and NO₂, as expressed in the EU Air Quality Directive and implemented in the UK through the 2010 air quality regulations.

Traffic – There is a significant incidence of poor air quality within and adjacent to the borough and in most cases this is directly attributable to emissions from road traffic. For this reason air quality action plans must work in partnership with transport policies and the borough's own fleet procurement policies.

Developments – Any new development, particularly in air quality 'hotspots', will need to consider how they mitigate the impacts of poor air quality. During construction, the main air quality effects from development are anticipated to result from emissions of oxides of nitrogen (NO_x) and fine particulate matter and dust (PM₁₀ and PM_{2.5}) emanating from an increase in road traffic, and from traffic management schemes. Therefore mechanisms for minimising air pollution will need to be closely tied into the transport policies in the London Plan and London Environment Strategy.

Major developments planned within the borough will need to significantly mitigate their emissions and thus contribute towards improving local air quality. This is particularly the case where they include potentially new sources of emissions such as biomass boilers, combined heat and power plants, and increased traffic-generated emissions. The effects on air quality during construction will also need to be managed, both in terms of that generated from traffic, and from the treatment and processing of material from demolition and excavation.

Non-Road Mobile Machinery (NRMMs) Construction and demolition works should be required to meet or exceed the requirements set out in the Mayor of London's published supplementary planning guidance on Sustainable Design and Construction, and on the Control of Dust and Emissions during Construction and Demolition. This includes Non-Road Mobile Machinery used on these sites.

Waste Management Sites – The borough's waste management sites are a potential source of fine particulate emissions to air. Those sites which mitigate the potential effects of air pollution by enclosing processes within buildings tend to be less polluting and enclosure is now recognised as best practice for such sites. Consequently we recommend that any new

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air quality strategy and planning policies should require the further enclosure of existing waste handling sites, and expect new waste developments to be fully enclosed within buildings to minimise health impacts and contribute towards air quality neutrality.

Regional Approach to Local Air Quality - It is recognised that the London Boroughs will need to work with others on the implementation of the measures necessary to address poor air quality as the matter is not confined to one planning authority area, and development is often governed by separate regulatory regimes and legislation, such as building regulations and environmental permitting. We are pleased to note that the London Boroughs regularly participate in the Air Quality Cluster Group with representatives from adjacent boroughs, the Environment Agency and the Greater London Authority.

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Catford Active Travel's response to Lewisham Council's 2022 – 2027 draft Air Quality Action Plan (AQAP)

About Catford Active Travel

Catford Active Travel (CAT) is a group made up of residents living in and around Rushey Green. Our aims are to encourage walking, cycling and inclusive travel in SE6 and around, and to create healthier local travel environments in and around Catford through community-led solutions.

Our response

Catford Active Travel is supportive of any measure that improves the air quality for people in Lewisham, as we recognise the damage to health poor air quality creates. We are pleased to see the council recognises this and plans to reduce pollution emitted in the borough.

However, despite the proven correlation between motor traffic and air pollution, we feel this report makes no mention of any measures to reduce traffic or to actively increase levels of walking and cycling in the borough and this is a hugely missed opportunity.

Page 27 of the draft plan clearly shows that over half the NOX emissions (Figure 6a, NOX Emissions by source and vehicle type (from the LAEI 2016)) comes from road transport (55%) while figure 6b shows that over half of these emissions comes from petrol cars (25%) and diesel cars (30%). Therefore reducing the levels of car traffic in the borough can make a significant improvement to air quality in the borough. This is acknowledged in action area 7, which states that road transport is the main source of air pollution in London.

We accept that a large amount of car traffic is made up of journeys that start or end (or both) out of the borough and use roads managed by TfL. However, we believe the council could do more to reduce car journeys on borough roads.

We welcomed the creation of the Lewisham & Lee Green Low Traffic Neighbourhood. By filtering streets to prevent vehicle journeys that rat-run through residential areas, space is created for residents who want to walk and/or cycle but who feel it is too dangerous or unpleasant. We believe that given sufficient time, LTNs can lead to permanent behavioural change as residents see how journeys can be made quickly and safely on foot or by bike.

We would like to see LTNs rolled out to every area of the borough so more residents can gain from the benefits that come from reduced vehicle traffic on their streets. We would be happy to work with the council to explore areas of Catford that could benefit from reduced motor vehicle traffic.

We welcome promises to make the new Catford town centre as green as possible; in particular plans to remove the Thomas Lane car park will help reduce the number of motorised vehicle journeys into the town centre. However, unless people feel safe walking and cycling into the town centre, people will choose to drive in.

It's worth noting that more than half of Lewisham residents don't own a car (0.7 cars per household). However, roads in the borough are prioritised in favour of car drivers, including giving much of the pavement over to car parking. Non-drivers can feel like second class citizens as they try to make their way through the borough. Even our pavements are filled with cars, making walking challenging for anyone with children or with mobility issues.

Therefore, we want to see more space given over to walking and cycling, and for a network of safe, secure and continuous cycle lanes to encourage residents to leave their cars at home. We want to see the recent temporary scheme on the A21 upgraded into a permanent, segregated cycle lane and extended to meet up with Cycleway 4 in Deptford, thus providing Catford residents with a safe and separate way of cycling into central London. We believe that by giving people safe and direct routes for walking and cycling, people will feel confident to walk and cycle more, thus taking many car journeys, especially journeys of less than three miles, off the road and reducing air pollution as a result.

In addition, we note that Lewisham council aims to reduce their own fleet of diesel powered vehicles. We hope that the council will use cargo bikes as often as possible as these vehicles not only reduce pollution, but also they reduce congestion. A network of cycle routes as suggested above would also encourage local businesses to use cargo bikes for making local deliveries.

Further to this point, CAT believes that by simply replacing petrol and diesel vehicles with electric ones is no solution. An article published by Oxford University this summer estimates that even if all vehicles sold today were electric it would take 15 to 20 years to achieve full electrification. That would make it impossible to meet the objectives of the air quality action plan and the net-zero commitment by the council. Electric cars will do nothing to reduce the congestion that blights Catford town centre and makes it a less pleasant place to be or address road safety concern. Electric vehicles need charging points and these can often block pavements. They also release particles from brakes and tyres that cause pollution, and the extra weight of these vehicles will lead to more damage to road surfaces, thus making cycling less attractive as the congestion is also a growing concern.

We would like to propose the following changes to the Air Quality Action Plan, with special focus on Catford:

- **Delivery Servicing and Freight:** the council should consider establishing a cargo bike delivery hub in unused space in the shopping centre car park. This will help local businesses transition to low carbon deliveries and reduce motor traffic in the area, enabling more people to walk and cycle.
- **Borough fleet actions:** replace larger vehicles with (cargo) e-bikes when possible to reduce the motor traffic in the area.
- **Localised solutions:** analyse the car parking space in use in CPZ areas and where possible reallocate parking space to trees and parklets.
- **Cleaner transport infrastructure:**
 - Work with TfL to bring forward the A21 healthy street and Catford Bridge cantilevered cycling bridge.
 - Roll out Low Traffic Neighbourhoods along the A21 corridor (Rushey Green / Hither Green West).

- Avoid installing chargers in the pavement and install them on parking bays part of parklets / tree planting.
- Install a cycle hub in the Catford stations area to enable multi-modal sustain transport, leveraging the Waterlink Way route.
- Set a target to reduce the cycle hangar waiting list (>2000 people at the mo Prioritise areas where neighbours do not have space in their front garden to safely park their bikes.
- Make sure all traffic-light controlled junctions have a pedestrian phase ("green man") and all main roads have regular traffic light controlled pedestrian

To sum this up, active travel not only improves air quality but provides health, safety, and enjoyment benefits. Bold action is needed as the climate emergency looms upon us, fortunately technology and infrastructure designs that are required exists today, just needs the vision and the firm commitment to make it happen

Public Health England (PHE), 21 September 2012

TO: Environmental Protection
Cc: Chemicals.london; [REDACTED]
Subject: OFFICIAL: PHE Response_Lewisham 2022-2027 draft Air Quality Action Plan

OFFICIAL

Dear Environmental Protection Team,

Thank you for the opportunity for Public Health England (PHE) to comment on the draft Air Quality Action Plan (AQAP) for Lewisham Council.

PHE's approach to improving air quality

PHE's position is that pollutants, such as nitrogen dioxide (NO₂) and particulate matter (PM), are non-threshold pollutants. There is no known level of exposure below which health impacts don't occur. This means that any improvement in air quality, even below Air Quality Objective Levels and Standards, is associated with benefits to people's health. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities in exposure and maximise co-benefits (such as by increasing active travel and physical exercise or improving the design and quality of greenspaces). It is important that local authorities keep working to reduce levels of air pollution not only in Air Quality Management Areas (AQMAs) but across the wider local authority area. As outlined in our [review of interventions to improve outdoor air quality and health](#), we recommend that evaluation is embedded in the design of interventions from their outset and to systematically gather evidence of their impact and effectiveness.

Bespoke comments

- You may wish to consider engaging with your local authority public health department to develop the public health case for local action on air quality within the AQAP.
 - You may find the [public health air quality indicators](#) for Lewisham useful in developing and strengthening the public health case for local action.
 - Page 13 makes reference to the health costs of air pollution to the UK. Information on obtaining local authority cost estimates using the *Air pollution: a tool to estimate healthcare costs* is available [here](#).
- We welcome the wide range of departments involved in producing the AQAP. However, to improve air quality and to support wider action to promote health and wellbeing, we would recommend engaging with your local Health and Wellbeing Boards (in conjunction with public health).
- We noted outdated information when referring to air pollution's role in health and inequality. We would advise that you do a consistency check against the information contained in PHE's [health matters](#). For example, since the Committee on the Medical Effects of Air Pollutants (COMEAP) 2010 report (referenced on page 12), the Committee has published revised estimates of [mortality figures](#).
- We would encourage working with key partners such as the Greater London Authority (GLA) to ensure that any new developments are designed and built, as far as possible, to improve air quality and reduce the extent to which the public are exposed to poor air quality.
- The AQAP includes a number of awareness raising measures. We welcome their inclusion and would recommend consultation with stakeholders to ensure cohesive messaging.

Many thanks again for sharing the consultation with us for comments.

Kind regards

Lewisham Cyclists 05 September 2021



Lewisham Cyclists response to Lewisham Air Quality Action Plan.

05 September 2021

About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 2500 supporters of whom over 700 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local parks; and we speak up for a greener, healthier, happier and better-connected capital.

General comments on Lewisham Air Quality Action Plan 2022-2027

We welcome the publication of an updated Air Quality Action Plan and share with the council their goal to improve air quality in the borough and address the climate emergency. We appreciate the recent work the council have done in promoting walking and cycling, enforcing anti-idling, implementing school streets across the borough, and rolling out their first Low Traffic Neighbourhood.

Unfortunately, the lack of progress in safe cycling infrastructure, with only 300 metres of new segregated cycle lanes being built on council roads since 2016, pales in comparison with neighbouring boroughs. Lewisham is now well behind comparable Boroughs that have successfully enabled significant improvements in cycle lanes, traffic filters, contraflows and hangers, all of which are essential facilities to enable residents to make more sustainable active travel choices. We would also like the council to urgently address the long waiting list for secure parking space in cycle hangars. This is currently reflected in the Healthy Streets Scorecard, where [Lewisham is ranked as one of the worst boroughs in Inner London overall](#).

Comments on the Lewisham Air Quality Priorities for 2022-2027

Priority 3 ("Expanding the Council's Sustainable Transport Infrastructure") says "LBL is prioritising the reduction of emissions from road traffic and to that end supports the necessary infrastructure required to support the uptake of ultra-low emission vehicles, and also to facilitate cycling, walking and the use of public transport".

We believe the order is incorrect as the council should enable active travel (walking and cycling) as first priority, followed by sustainable public transport, and then ultra-low emissions / electric vehicles last when other means of transportation are not available or feasible. Although the

focus of this document is air quality, the council shouldn't forget broader issues caused by motor vehicles such as inactivity, congestion, and road safety as well as inequality. Various urban transport studies have conclusively shown that active travel investments are the best value investment, in terms of relatively modest cost, for significant benefits including physical and mental health, reducing congestion and pollution for a fraction of the costs associated with public transport and highways infrastructure.

Where the Council chooses to support the uptake of ultra-low emission vehicles we believe it should be focusing much more on the prioritisation of smaller shared-use low emission vehicles. There is a clear need to reduce the number of vehicles parked across the borough thereby releasing essential road space for wider pavements and improved cycling infrastructure.

The document also states "consideration of non-obstruction of pedestrian pathways and pathways for wheelchairs will be considered during the design of electric vehicle charging points".

We would like to highlight that charging points have recently been installed on Lewisham pavements in locations where ample carriageway space was available, reducing the amount of space for pedestrians, wheelchair users and others with limited mobility.

Comments on the Action Plan Table

[We urge the council to adopt the updated 2021 World Health Organisation Air Quality guidelines as recently set out.](#) We believe this is crucial in order for the council to meet a number of stated aims as set out in both this draft plan and also the Council Climate Emergency Action Plan.

Emissions from developments and buildings #6: the K.P.I says "Numbers of proposals for projects where green infrastructure is used or enhanced to provide low exposure walking and cycling routes". There is no mention of secure cycle parking and adherence to the London Local Plan (id 9.1 has a target for charging points). We believe new developments are an opportunity to create new walking and cycling routes or improve existing ones, but needs to be done as part of an integral plan to avoid a piecemeal or "tokenistic" approach.

Delivery servicing and freight: the document doesn't mention electric cargo bikes and we urge the Council to use their existing contracts and frameworks to enable zero emissions cargo bike operations from Logistics Providers currently providing services in neighbouring boroughs.

Lewisham Cyclists understands that some existing underutilized facilities within its own estate or those of partners, could be adapted to allow logistics providers to set up last-mile Delivery Hubs for cargo bikes.

As an example of best practice [Waltham Forest](#) set up a [Zero Emission Delivery](#) service in 2016 with funding from the Mayor's Air Quality Fund. A similar service in Lewisham would not only enable sustainable and quick deliveries within Lewisham but also bring green jobs to our borough.

No specific provision has been made for parking of electric cargo bikes. Lewisham Cyclists are calling upon the council to use their existing contracts and frameworks to provide more on carriageway residential cycle parking for both regular cycles and cargo bikes. This should be funded through a number of different funding streams such as LIP, NCIL, S106 agreements, existing Highways Budget including income from parking revenues and also Capital spend. Another example of recent best practice has been [seen in Hackney, Islington and Tower Hamlets, who are rolling out a cargo bike hire schemes for their residents.](#)

Borough fleet actions: there is no mention of bicycles or cargo e-bikes. Incentives for the transition from motor vehicles to (electric) bikes could be established. Monitoring the mileage of the vehicles should also include the electric or low emission fleet so unnecessary trips are avoided.

Localised solutions (#18) mentions promotion of walking and cycling in the context of green spaces. We believe there is scope for more ambition to make green spaces safely accessible for walking and cycling with wider paths and better connectivity to existing infrastructure. Targets should be in line with those set out in the council's own Transport Strategy, Parks and Open Spaces Strategy and Borough Cycle Strategy.

We would also ask the council to deliver on its targets set out in Vision Zero by also reconsidering the decision to not pursue FORS Gold Accreditation (Table B1) for its own Council fleet operations. We believe that fleet operations should be following the best practice available in order to meet Vision Zero aims as set out in the Council's own Transport and Cycle Strategies.

Cleaner transport: infrastructure (#22.1 and #25): we call the council upon setting up specific targets that can be measured in terms of infrastructure built to LTN1/20 standards. . The target for #25.2, one cycling hangar per ward is extremely low considering the lengthy waiting list and lack of secure parking being one of the major factors preventing people from cycling. Again as a reference Waltham Forest included a target of installing 8 cycle hubs in their borough, next to stations.

We would also like the council to negotiate with TfL to bring the Santander Bike hire scheme to the Borough to provide active travel connectivity to new developments like Convoys Wharf, Deptford Timberyard, Lewisham Gateway, the Catford Masterplan and new developments along the A21 Corridor as detailed in the A21 Framework.

Overall conclusions

To sum up, we appreciate the council's ambition to improve the air quality in the borough but we are concerned that it relies much too heavily on the electrification of private motor vehicles which brings unwanted concerns on sustainability, affordability, taxation, and parking while not resolving structural issues related to road safety, congestion, and inactivity.

We would demand the Council to re-prioritise active travel as the proven solution to improve air quality and bring other benefits, and leverage innovations such as electric (cargo) bikes aligning with the London Mayor and Transport for London policies to garner maximum support.

Natural England, 1 September 2021

Date: 22 September 2021
Our ref: 366313
Your ref: London Local Plan – draft Air Quality Action Plan



The Environmental Protection Team
The London Borough of Lewisham
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Catford
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Dear Sir or Madam

Planning Consultation: draft Area Quality Action Plan – 2022-2027


Thank you for your consultation request on the above Strategic Planning Consultation dated and received by Natural England on 1st September 2021.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations thereby contributing to sustainable development.

Natural England have no comments to make on this consultation.

For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours faithfully


Operations Delivery
Consultations Team
Natural England

Resident

Delete Respond Quick Steps Move Tags Editing Zoom

Fri 08/10/2021 15:57

Air Quality Survey Draft Plan FAO Ellane

Environmental Protection

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Message Scan_20211008.png (6 MB) Scan_20211008 (2).png (6 MB) Scan_20211008 (3).png (3 MB)

Dear [REDACTED]

Thank you for responding. I have completed to the best of my ability given the constraints on time. I apologise for the random comments as it would have been to have had the time to put in readable order. I think it just illustrates the issue with rushing this out with limited time and distribution. As I said, in view of the importance of Air Quality, this needed a longer and more thoughtful consultation. It just seems that the Council have their own Agenda and views to the extent of the discussion. Nevermind looking to future Communications with people, it needs Communications and discussion now.

Yours sincerely,

[REDACTED]

B2- Responses to Q4, Q5 and Q 8 of the AQAP consultation

Response ID	Are you completing this consultation as:	Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues - Missed	Q5. Do you understand the personal contribution you can make to tackling poor air quality? - If yes, please specify, otherwise please tell us what we can do to help you understand how you can contribute.	Q8.What can Lewisham Council do to help you make these changes? - What can	LBL Response	Actions (Table 4.1 have been updated to reflect any changes suggested)
ANON-1JDS-WH9R-V	on behalf of a business/organisation/institution/community group/authority	<i>Why are only 'Most' major planning applications now subject to air quality and dust conditions? Why not all? What is the percentage that are not and what is the rationale for excluding these? Why Minor sites are not also included now that they too are subject to the Mayor's NRMM LEZ? Nine unit minors in particular, and especially where these are contiguous, are very significant contributors to poor AQ. Why are Civil and Infrastructural projects not also subject to special restrictions on the NRMM in use, either in overarching procurement contracts or otherwise. Are the generators and NRMM used in the set-up of events, festivals or film shoots subject to requirements for the emissions stage deployed? Would the model planning condition applied to sites in regard to Dust and AQ be a useful appendix to the AQAP?</i>	<i>Non-car ownership Neighbourhood lifestyle UK-based holidays and avoidance of aviation</i>		Air Quality mitigation measures are being considered for all developments (i.e. small to major). Relevant and enforceable planning conditions or informative will be included on all planning consents for all new developments across the borough. Exemptions to and retrofit procedures for the Non-Road Mobile Machinery (NRMM) Low Emission Zone will follow the 2020 published GLA's revised exemptions and retrofit policy document as necessary. We are compiling a LBL Local plan, which will address all the issues relevant to sustainable development. The GLA has also recently begun public engagement on two pieces of London Plan Guidance – the Air Quality Neutral (AQN) guidance and the Air Quality Positive (AQP) guidance. GLA set up an engagement portal where you can access the documents, sign up to events and submit your responses via the survey – https://consult.london.gov.uk/air-quality-neutral .	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 2 presents any modifications relevant to managing emissions from developments and buildings.
ANON-1JDS-WH9X-2	a resident		<i>Drive less, cycle and walk more.</i>	<i>Make walking and cycling safer on the roads.</i>	LBL note the comments made. It is recognised that making our streets safer for walking and cycling is key to encouraging greater levels of sustainable and active travel.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WH99-3	a resident	<i>I would encourage you to be bolder. For instance we are seeing the first examples of municipalities making heat pumps the standard for new builds. Houses are set to become the biggest source of emissions in the borough and the council should start to set the tone, beginning with your own estate</i>	<i>I gave up car ownership in 2013 and use a bike trailer for almost all the things I previously used a car for. We still have a gas boiler which is our biggest source of scope 1 emissions. I hope to be able to replace this with a heat pump when it becomes more</i>		A LBL Local plan is being compiled to support the implementation of policies in the borough. This plan sets out detailed, technical guidance on how to mitigate and adapt to climate change, to minimise resource use and protect and enhance biodiversity. Sustainability focuses on meeting the needs of the present without compromising the ability of future generations to meet their needs. High quality sustainable developments require adopting a holistic approach to	No action is needed because this is considered in the Draft LBL Local plan.

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		<p>but also to new developments. Residents will then gradually follow suit when boilers need replacing. There also doesn't appear to be firm commitments to active travel or anything about promoting cycle storage in new developments. I would also like to see a strategy for increasing tree canopy coverage with more street trees across the borough (building on the work done by the Brockley Society for example). This has the added benefits of flood protection and lowering temperatures during heat waves.</p>	<p>financially affordable to do so. As a citizen, I also try to add my support to any local initiatives in my area like school streets and influence friends and colleagues where possible.</p>		<p>environmental, social and economic sustainability. This document will focus on the environmental dimensions of sustainability. The document will cover a number of topics to encourage a more prudent use of resources, protect environmental assets, mitigate the impact of climate change and adapt to its impacts: design led approach, energy and carbon, Climate Change resilience (to mitigate overheating and increased risk of flooding), water efficiency, Pollution to air, light and noise pollution, sustainable transport, biodiversity, waste management among others.</p>	
ANON-1JDS-WH9W-1	a resident	<p>More Low Traffic Neighborhoods (get on with it), Partner with TfL for main road measures too.</p>	<p>I have already given up my car, I have stopped using my fireplace and I am thinking about getting an electric combi boiler to replace my current gas boiler.</p>	<p>Lewisham Council need to stop with all these consultations and actually start DELIVERING for residents. The council is well aware of the significant levels of pollution and pollution hotspots in the borough, we need to start seeing proposals or schemes to address these and quickly i.e. Low Traffic Neighborhoods</p>	<p>There are mixed views around LTNs and require statutory consultation. This allows residents to engage with measures that will be introduced on their roads. Lewisham are committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them.</p>	<p>No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category.</p>

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ANON-1JDS-WH9Y-3	a resident	<i>Take more action on all - particularly burning materials and pollutants</i>	<i>Use public transportation Not having bonfires Use energy efficiently I think people need to be educated more on what they can do</i>	<i>I think more education is needed</i>	As detailed in our AQAP, we will reduce emissions from biomass burning (including domestic wood burning); we will adopt tighter minimum emission standards for burning stoves and a ban on domestic burning in areas with high PM2.5 levels. We will continue to search funding to carry out other work to reduce emission for burning material and be part of the London wood burning group. Addressing emission from construction site burning will be addressed in our Local Plan.	No significant changes needed. Table 4.1 Action 7 presents any modifications relevant to controlling and managing emissions from developments and buildings and also from burning of material.
ANON-1JDS-WH9T-X	a resident					
ANON-1JDS-WH91-U	a resident		<i>Walk or cycle rather than use a car. Don't idle engines if you have to drive and have a vehicle that has low emissions. Be aware of pollution from fires.</i>	<i>Charge people to park cars in all streets throughout the borough. Zero tolerance for parking on pavements. Install electric charging points. Engage with police to fine people for idling engines. Work with TfL to make sure public transport is well run and buses are not hindered by parked vehicles. Promote cycling and walking in schools. Provide cycle parking and lockup points. Ensure all Lewisham staff use public transport to get to work if possible.</i>	There are 25 CPZs currently in Lewisham but Lewisham are committed to installing new CPZs across the borough, alongside delivering measures to reduce unnecessary car journeys and improve provision for sustainable and active transport, including walking, cycling, EV charging . Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. Collaboration with TfL will benefit all and is important to Lewisham.	No changes needed as already address through a number of actions included in the plan.

Response ID	Are you completing this consultation as:	Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues - Missed	Q5. Do you understand the personal contribution you can make to tackling poor air quality? - If yes, please specify, otherwise please tell us what we can do to help you understand how you can contribute.	Q8.What can Lewisham Council do to help you make these changes? - What can	LBL Response	Actions (Table 4.1 have been updated to reflect any changes suggested)
ANON-1JDS-WH9B-C	a resident	<p>Need to encourage shift away from car ownership with massive extension of cpz and much higher price for polluting cars and for households' second cars.</p> <p>Need to think strategically about the proven ability of hedges to absorb air pollution and plant alongside main roads and alongside of council owned estates this is also good for bio diversity and water absorption to help stop flooding</p>	don't think as a non-driver I contribute	small council tax discount fir front hedges	There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. The comment about council tax have been forwarded to the council tax department for consideration.	No changes needed as already addressed through a number of actions included in the plan.
ANON-1JDS-WH9F-G	a resident			Recycle our waste instead of burning it and encourage green transport options for all. Don't penalize those who own cars - instead those who enter the borough.	The comments have been noted and forwarded to the appropriate services (i.e. transport and waste management teams) for consideration.	No changes needed.
ANON-1JDS-WH9G-H	a resident	<p>There is no mention of the importance of green space and trees in mitigating poor air quality. Other London boroughs are pushing ahead with ambitious tree planting initiatives whilst Lewisham continues to cut down mature trees which could be incorporated into development e.g. Arklow Road council housing site.</p> <p>No reference to the importance of walking and cycling to AQ and making that safe, convenient and affordable for residents e.g. more protected cycle routes, more cheaper on street bike lockers. Connected to this should be measures to discourage driving into the borough e.g. more CPZ - Lewisham has the lowest level of controlled parking across any inner London borough. More CPZ (with high charges for the most polluting vehicles such as SUVs and pick-up trucks) would make</p>	Walking, cycling or taking public transport on journeys of at least under 3 miles. Not buying wood burners. Efficient boilers. Planting trees and supporting wildlife	<p>Introduce CPZ across the borough</p> <p>Integrate SUDS into any public realm changes. There seems to be little joined up thinking between highways, planning and the rest of the council on green initiatives. Again, see Hackney and the planting up/suds they've put in on central reservations and street filters. Lewisham just pour tarmac like it's the 1970s.</p>	Our LBL 2020-2025 Parks and Open Spaces Strategy as well as the upcoming Local plan present some of the measures relevant to green infrastructure. The introduction of CPZ across the borough might have the unintended consequence that households pave over their front gardens to the detriment of air quality climate change. Comment about cooperation between different services have been noted. The air quality working group include different internal stakeholders, who contributed to the design of the actions described in draft plan. Actions considered include SUDS.	There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required, alongside the LTNs. Parking on pavements is an issue through the Borough and greater investigation is required. CPZs and Low Traffic Neighbourhoods are looking to improve the parking situation. Both can be requested by

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		roads more pleasant for pedestrians e.g. fewer garages conducting on-street repairs and dumping/storing vehicles.				residents and Lewisham are looking to install more CPZs and LTNs
ANON-1JDS-WH9H-J	a resident	Controlled parking. Without this and restricting everyone from Kent using the borough as a car park the whole thing is a waste of time.	Yes. I went car free for 3 years but Lewisham didn't make it easy to cycle. Then the council closed wavelengths. I bought a car so I can drive my family to swim and cycle elsewhere.	The council will not do the basics within the council control. Cycle storage, controlled parking. Why is the council looking for volunteers to creep around tackling idling? A joke. Get rid of the cars on our pavements and kill the rat runs.	There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Parking on pavements is an issue through the Borough and greater investigation is required. Cycle storage installation has dropped recently, however there is now a programme to install more cycle parking across the Borough. All other comments have been noted and will be considered by the relevant teams. The AQAP is to be owned and shaped not only by the council, but by all living, working and visiting the borough. Thus the involvement of the volunteers in our interventions to reduce air quality for the benefit of all. As reiterated by PHE (2020) Everyone has a role to play. Individuals need to change behaviours to reduce their exposure and their contribution to pollution. Local authorities are at the centre of local leadership and should coordinate and lead action. Employers, private and public-sector organisations should engage with local initiatives and play their part. The public sector should lead by example and national government needs to ensure a policy environment which supports local action and creates the right incentives.	No changes needed as already addressed through a number of actions included in the plan.
ANON-1JDS-WH96-Z	a resident					

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ANON-1JDS-WH9M-Q	a resident	<i>This is very hard to understand and complete - it has taken me an age to read through and work out answers - therefore concerned that this is not a fair consultation</i>	<i>Drive less (would love to switch to electric vehicle or go car free but job and finances are prohibitive) Be energy efficient at home</i>	<i>Subsidise electric vehicles Advise citizens on how to get finances for these expensive things Really want to do this but it's just too expensive Make any LTN schemes work for all people and not just the privileged (I live on Hither Green Lane and feel penalised by the current system) Anti - idling - needs to be regarded in conjunction with schemes that create longer traffic queues and therefore increase idling and pollution significantly for some residents Fairness for all and not clean air for some is essential</i>	The Environmental Protection team is available (via the email provided) to respond to any queries relevant to the AQAP). Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. Agree with encouraging a shift away from car ownership but this is a behaviour change and will take time, but subsidies are not something that Lewisham can currently offer. The comment regarding LTNs is noted and as schemes are rolled out they will be informed by engagement with residents in and around the proposed scheme area.	The comments have been noted. This will be incorporated in Lewisham's Climate Emergency Action Plan.
ANON-1JDS-WH9S-W	a resident		<i>Choosing public transport or walking and cycling can make a significant difference.</i>		Comment noted.	No changes needed
ANON-1JDS-WH8D-D	worker in Lewisham		<i>I'm not really sure how i contribute to pollution but I cycle and am concerned about damage to my body through inhaling exhaust fumes constantly</i>		Comment noted and efforts appreciated. More information will be available on our website to enable help improve air quality.	No changes needed
ANON-1JDS-WH9A-B	a resident	<i>1. Road closures/LTNs (including Schools roads) have been 'strategically' placed around the borough in areas that does not have the highest levels of pollution (or the poorest air quality) - Most road closures/LTNs E.G. Lee green and School road have caused traffic to be</i>	<i>Use re-usable energy where possible. However this is hard with a lack of funds/resources, living in Lewisham borough</i>	<i>Reduce HGV lorries and vehicles travelling from out of borough, through Lewisham/South circular Reduce the amount of</i>	Locations of LTNs derive from consistent concerns raised with the Council by residents over a number of years about traffic congestion, traffic speeds, road safety and number of collisions, as well as walking and cycling improvements. Lewisham supports the extension of the ULEZ to cover the entire Borough. Air Quality monitoring has been expanded and priority is given to install further monitors around poorer and vulnerable receptors to meet new WHO targets and PHE priorities.	Table 4.1 addresses all the comments related to air quality monitoring and construction. The expansion of the Ultra-Low

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		<p>pushed onto main/central roads, such as the south circular/Brownhill rd and Lewisham high street, causing increased journey times and more pollution, where the majority of pedestrians are - Travelling to work/School, shopping, leisure etc. School road closures have forced car users to park on neighbouring roads and not reduced the amount of car users, due to many factors such as - Parents not living in walking distance of the School (as implied) due to the ever expanding catchment area (or Schools accepting children from further afield)</p> <p>2. Journey times have increased significantly due to not being able to access roads/short-cuts E.G. Burnt Ash road SE12 to Hither green, you are now forced to travel via Lewisham/Ladywell rd (Via Lee high road) due to not being able to cut through roads such as Eastdown park (and all other roads in lee/hither green).</p> <p>3. All 'incentives' are pointless when nothing is being done regarding excessive amounts of HGV lorry's and other vehicles from out of borough, Kent and the A20 driven through the borough (Brownhill road & South-circular) on a daily basis.</p> <p>4. Air quality monitoring is not taking place where it's most needed</p> <p>5. The amount of construction taking place, building high-rise flats is excessive and increasing poor air quality.</p>		<p>passing traffic/commuters due to having a lack of good employment, Schools, health services, resources etc. (Reduce the amount of people employed in Lewisham Council that live outside the borough, where possible)</p> <p>Reduce the amount of construction taking place around the borough</p> <p>Re-think the placements of LTNs and road closures, or at least consider the impact this is actually causing.</p> <p>Monitor air quality where it's the poorest</p>		<p>Emission Zone (ULEZ) is discussed in Action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough. Our air quality monitoring regime is reviewed each year to represent better the site settings and the objectives of the monitoring. Any suggestions about air quality monitoring should be directed to Environmental Protection inbox- no change to the AQAP.</p>

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ANON-1JDS-WH8X-1	worker in Lewisham	<i>open up the roads that were closed recently, the extra traffic on the main roads has increased congestion beyond all reasonable limits and has contributed to higher pockets of pollution and has slowed down the public transport network</i>		<i>Clear up the congestion by opening up the roads that have been closed, this increases traffic and journey times. This has caused many more problems than it has solved</i>	Locations of LTNs derive from consistent concerns raised with the Council by residents over a number of years about traffic congestion, traffic speeds, road safety and number of collisions, as well as walking and cycling improvements.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH8R-U	a resident	<i>I believe you must make people reassess their car usage. People should feel guilty to use their car unless they have no other option. Example: cars aren't shopping trolleys, people can walk to the supermarket or buy online; cars aren't pushchairs, families can walk to school even if it takes longer;..... Behaviours need to change, the council need to make driving/owning a car very very difficult (closing roads, ending free parking, giving priority to pedestrian in every situation.....) I also need to mention ENFORCEMENT. The council seems to have great difficulties with law enforcement. We have sent numerous emails regards parking infringement and idling in our neighbourhood and pretty much nothing has been done. I am really hoping the council will be able to follow through with this great plan.</i>	<i>We don't own a car for 10 years now, we use public transport/walk, occasionally we take electric black cabs. We are also members of a car club for the rare occasions we need a car (furniture shopping, day trip outside London....). We regularly ask drivers to switch their engine off, we have a stretch of yellow line on our front and many times per day, drivers park and idle (leading, sometime, to aggressive confrontations). We keep our gas heating as low as possible during winter, around 18 degrees.</i>	<i>Make them mandatory</i>	Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. All other comments have been noted and will be considered by the relevant officers	No changes needed as already addressed through a number of actions included in the plan.
ANON-1JDS-WH8Y-2	a resident					
ANON-1JDS-WH95-Y	regular visitor to Lewisham			<i>Take measures to reduce congestion in general</i>	LBL agree with the comment made. Implementing measures to encourage active travel aims to reduce car journeys and in turn reduce congestion.	No changes needed as already addressed through a number of actions

Response ID	Are you completing this consultation as:	Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues - Missed	Q5. Do you understand the personal contribution you can make to tackling poor air quality? - If yes, please specify, otherwise please tell us what we can do to help you understand how you can contribute.	Q8.What can Lewisham Council do to help you make these changes? - What can	LBL Response	Actions (Table 4.1 have been updated to reflect any changes suggested)
						included in the plan.
ANON-1JDS-WH8V-Y	regular visitor to Lewisham			<i>Clean the street and improve waste collection across the borough</i>	The comments have been noted and forwarded to the appropriate services (waste and street cleansing Teams) for consideration and inclusion in their respective strategies.	No changes needed.
ANON-1JDS-WH8H-H	a resident	<i>Creating more green spaces, do not close the road as it creates more pollutions somewhere else and it is unfair to people who live on the roads with increased traffic; greater focus on education</i>	<i>Walk or take public transport when I can but I have 1 year old and sometimes it is impossible to go places without a car; drive responsibly, turning off engine when waiting; planting and taking care of plants and trees in my garden; contribute to community green space projects;</i>	<i>Education and showing a benefit of the changes; more green spaces and encourage community involvement in the spaces maintainance and care;</i>	The comments made have been noted. We will increase air quality information to the public, campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change. Our Local plan and Open space and park strategy include actions to increase green infrastructure across the borough.	No changes needed.
ANON-1JDS-WH8K-M	a resident					
ANON-1JDS-WH8F-F	worker in Lewisham	<i>n/a</i>				
ANON-1JDS-WH8Z-3	a resident		<i>Stop driving a car. Walk and use public transport.</i>		Pertinent comments noted.	No changes needed
ANON-1JDS-WH8B-B	a resident	<i>Closure of roads In Lee means more traffic along Torridon road and Brown hill Road south circular. Air pollution is awfull and many huge lorries travel down these roads resulting last week with major accident on corner of Torridon and Brownhill Road!! Remember a child died due to air pollution on South circular !! More of us will die in near future! Please listen.</i>		<i>A lot morelisten to residents who live I Torridon rd and Brownhill Road who are badly affected and you don't seem to care!</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.	No changes needed. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category.
ANON-1JDS-WH86-Y	a resident			<i>Make residents have disposable income to cover cost of lifestyle changes</i>	We are not sure how LBL can make residents have disposable income. LBL does not offer income to all its residents. The comments have been noted.	No changes needed.

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ANON-1JDS-WH8C-C	a resident	Further "greening" around schools.	More attention to idling control and general car usage. Reduction in pollutant outputs in my control. More walking.	Provide more kerbside charging points. Support street "greening". Stagger building developments where they are in close proximity.	As part of the air quality audits, we will identify and prioritise schools where greening is imperative and implement the measures as soon as possible and pending the availability of the right level of funding. The comment about new development will be addressed in our SPD in due course.	Our Local plan, Open space and park strategy, school air quality action plan will address the issue raised.
ANON-1JDS-WH8A-A	a resident		I walk, cycle or take public transport rather than driving, whenever possible. I very rarely use my car in the week and only tend to use it for journeys out of London, i.e. when going away for a break at weekends. If trains were more reliable (ie running at weekends instead of engineering works) and more cost effective, I wouldn't drive out of London either.	1. To prioritise tackling high traffic levels in and around the A2/New Cross, where I live. Some days I struggle to breathe because I'm asthmatic. I like to walk or cycle but the level of pollution in my area is prohibitive, to say the least. Grants to replace boilers; advice and guidance on indoor pollution and how to tackle it.	New Cross is an air quality Focus area that has been identified as having high levels of pollution and human exposure. Lewisham are looking to undertake a number of projects in the area. Advice and guidance on indoor pollution and how to tackle it will be provided on our website. The A beginner's guide to indoor air quality can be consulted at https://www.thebesa.com/news/who-campaigner-backs-beginner-s-guide-to-indoor-air-quality/ . Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. See https://www.workworkltd.org.uk/?gclid=EAlaIQobChMI04PV9Jyi9AIVGLLtCh2IRgxAEAAAYAiAAEgIdAvD_BwE and https://www.gov.uk/improve-energy-efficiency .	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHGD-V	on behalf of a business/organisation/institution/community group/authority	Our school is situated right next to Lewisham Centre which is used as a cut through for people driving to the centre. It makes things very dangerous for the children of our school and we can see very little being done about it.	Our school is situated right next to Lewisham Centre which is used as a cut through for people driving to the centre. It makes things very dangerous for the children of our school and we can see very little being done about it.	Our school is situated right next to Lewisham Centre which is used as a cut through for people driving to the centre. It makes things very dangerous for the children of our school and we can see very little being done about it.	This location will be investigated to identify the current issues and any remedial measures that can be undertaken.	During the course of our School air quality action plan, this location will be investigated to identify the current issues and any remedial measures that can be undertaken.
ANON-1JDS-WHGQ-9	a resident		Drive as a last resort and burn appropriate fuel in a defra approved stove	Make driving as difficult as possible, make public transport as easy as possible	Agree with comment to make public transport easy to access. Implementing measures to encourage active and sustainable travel aims to reduce car journeys and in turn reduce congestion. It is noted that driving is still required through the Borough for some journeys but encouraging public transport and electric cars can help.	No changes needed

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ANON-1JDS-WHGN-6	a resident	<p><i>Making retro-fitting a priority over demolition and building. Properly look after already mature trees. Properly look after the assets the council already has. Encourage tree-planting.</i></p>		N/A	<p>LBL agree with all the proposals made. Our Park/open space/sport leisure & green scene team review LBL 2020-2025 Parks and Open Spaces Strategy and the comment made will be considered. We will enforce NRMM and possible retro-fitting where necessary via our planning system.</p>	<p>The comments will be incorporated in the review of the LBL 2020-2025 Parks and Open Spaces Strategy. Funding is available to support green infrastructure, such as the Community Tree Planting and Green Space Grants which can help support projects to plant trees and improve green spaces, including school playgrounds. www.london.gov.uk/greener-city</p> <p>More than 1,000 street trees were planted in collaboration with the Street Trees for Living charity.</p>
ANON-1JDS-WHGX-G	a resident	<p><i>Traffic jams on side streets -will this not be considered?</i></p> <p><i>roads coming off the south circular are far too busy, side roads are congested with traffic seeing cars idling for some time due to congestion, the constant honking of horns to push traffic over the lights then adds to noise pollution, parked cars on Sydenham Rise creates even more traffic as 363 Bus</i></p>	<p><i>most residents in Forest Hill cycle and take the train and those who can afford to buy electric cars have done so</i></p>	<p><i>address the traffic issue</i></p>	<p>Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. Sydenham Rise will be investigated to identify issues, subject to funding and resources.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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		cannot get through then creates more noise pollution with honking of the horns, cars and motor bikes speeding up and the down this road creates noise pollution				
ANON-1JDS-WHGP-8	a resident	<i>If your proposals are to have any chance of working it is critical that: 1. You seek the views of residents and take on board their views BEFORE implementing any initiatives. The Lee Green LTN is a perfect example of failure to do this. 2. You need to set out criteria for judging the success of an initiative BEFORE implementation. The Lee Green LTN is a perfect example of failure to do this. 3. After implementation of a scheme, you must listen to residents's views and amend the initiative if necessary. The Lee Green LTN is a perfect example of failure to do this. 4. Initiatives must be practical and scaleable, taking into account the bigger picture, including, and particularly, the criticality of maintaining a strong economy. The Lee Green LTN is a perfect example of failure to do this.</i>			If the Lewisham and Lee Green LTN had been introduced in usual times we would have consulted more widely with residents and ensured they were involved in the development of the scheme. Unfortunately, due to the timescales and expectations set by central government, councils were expected to rapidly introduce measures that would reallocate road space to walking and cycling without the preparatory work that would normally be undertaken for such measures. The results of any assessment of a scheme need to be considered in the round and balanced and it is not always appropriate to set out a success criteria when the scheme is first devised. Public consultations are not referendums and they are part of a wider range of considerations. All recommendations and decisions are set in the wider context of the Council's agreed policies and objectives.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHGW-F	a resident	<i>Nowhere do you say other than schools the criteria you will use for selecting where the new monitors will go. There is no mention of AQFA specific actions. The Lee Green crossroads and Lee High Road / Eltham Road have bad of PM and NO levels and should be designated an AQFA as it is a red route from the south circular into London.</i>	<i>moving to an electric vehicles needs more charging points telling people to stop buying wood burning fires, you can smell the smoke in the air in the evening ask people to not use charcoal barbeques</i>	<i>consult on where new electric chargers are put work with business to provide more local pick up places for deliveries offer loans to business for electric delivery vehicles or cargo bikes</i>	Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. There are nine AQFAs identified and a summary of the projects to be undertaken, Lee High Road/Eltham Road are not on the list. Last mile delivery hubs are an area for Lewisham to look into. Consultation are undertaken for all new EV charging points.	The comments made will be considered and actioned in the redesign of the School Air Quality action plan. No changes to the draft AQAP.
ANON-1JDS-WHG3-B	a resident		<i>Use car less</i>			

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ANON-1JDS-WHG1-9	a resident	<i>These proposals feel a bit timid given the importance of the problem. For instance it would have been better if there were more ambitious plans for segregated cycling across the Borough and pedestrianising Deptford High Street.</i>	<i>Avoid unnecessary journeys by car, don't burn things, etc.</i>	<i>Install charging points for electric vehicles on all residential streets. Provide improved cycling infrastructure. Connect residents with tradespeople who can check air quality and provide incentives to replace boilers.</i>	We review EV charging sites based on demand and requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. Agree with comment on cycling and implementing measures to encourage active travel aims to reduce car journeys and in turn reduce congestion. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. See https://www.workworkltd.org.uk/?gclid=EAlaIQobChMI04PV9Jyi9AIVGLLtCh2IRgxAEAAAYAiAAEgIcAvD_BwE and https://www.gov.uk/improve-energy-efficiency .	We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location, we introduce site feasibility criteria that will be considered and applied. This includes factors such as sufficient power distribution, minimum distances from specific utilities, and ensuring that adequate footway clearances are maintained Ward Members and residents will be consulted on the locations prior to installation. 3 quietway routes have been delivered apart from Southend Lane and the Waterlink Way

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						<p>Bridge, the programmes of which have now been paused until further notice due to the COVID-19 outbreak.</p> <p>Deptford Parks Liveable Neighbourhood has reached Stage Gate 3 and outline design and the business case has been finalised and submitted to TfL for review.</p> <p>However, the programme is now on hold until further notice due to the COVID-19 outbreak.</p> <p>Pedestrianisation of Prince Street and Scawen Road (outside Francis Drake School) have been installed as well as 4 x Copenhagen crossings on Crook Road, Avignon Road, Kezia Street and Etta Street. It is difficult to quantify with certainty the reduction in emissions or</p>

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						<p>concentration that can be achieved on specific projects through modal shift from car to active travel (walking or cycling) as this depends on many factors, including the expected reduction in car trips, the average car trip length, and assumptions on car engine technology (engine type and Euro standard) However, reducing car use is one of the best ways to cut both NOx and PM emissions. Sustainable Travel Towns studies show that car driver distance could be reduced by five to seven per cent, which can provide large reductions in NOx/PM emissions. Deptford High Street has been identified as the focus area of Clean Air Village 3 to promote</p>

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						sustainable transport and deliveries and reduce emissions. The start has been delayed due to Covid-19. No changes to the plan.
ANON-1JDS-WHGM-5	a resident					
ANON-1JDS-WHGA-S	a resident		<i>Mainly using alternative modes of transport such as cycling and walking.</i>	<i>As a private tenant, it would be helpful if landlords can be encouraged or compelled to implement measures to combat air pollution, where these are not within the control of tenants.</i>	LBL agree with all the proposals made. However, this comment should be directed to central government who is responsible for lettings legislation and safety regulation. Where LBL has regulatory powers like with Houses in Multiple Occupation (HMO), council estate, air quality will be considered.	No changes needed.
ANON-1JDS-WH5R-R	a resident	<i>Your plan seems to just be electric cars. That's not a sound strategy. You need to reduce reliance on cars and build safe walking and cycling infrastructure - then not remove it at the first sign of complaint.</i>		<i>Build safe cycling infrastructure. Enforce speed limits. Enforce pavement parking.</i>	Agree with comment on cycling and implementing measures to encourage active travel aims to reduce car journeys and encouraging a shift away from car ownership but this is behaviour change and will take time. Parking on pavements is an issue through the Borough and grater investigation is required	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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ANON-1JDS-WH5J-G	a resident		<i>Cycling, walking, no car, plant more trees on streets.</i>	<i>Stop cars coming into centre of or near streets to Lewisham shopping, make it all green and pedestrianised, no cars on streets where schools are, people should get trains. Plant more trees in nearby streets as they are a natural source of oxygen, and controls carbon dioxide. Stop car Isolina by installing cameras and fining people. No cars driven up to schools. No cars parking for shopping, people should be encouraged to walk, bus or train.</i>	School Streets have been installed and Lewisham are looking to install more where supported, subject to funding being identified. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WH5P-P	a resident		<i>No burning of fuels and Active travel</i>			
ANON-1JDS-WH54-T	a resident	<i>The way you have generated the demonization of car drivers and hostile rhetoric and behaviour of the middle class zealots in leafy Lee Green to divide the community has totally undermined your authority and cred on the subject matter. There are no more bicycles that there were before, the cycle lanes on Lewisham High Street and Molesworth Street are not used (cyclists, and now scooters, still ride on pavements and could not care less about pedestrians and old people) . You just do not win hearts and minds by alienating the majority of your residents. It's a real shame because climate</i>	<i>I don't need you to tell me what to do , and I am happy to take steps to reduce my carbon footprint as is appropriate, doable and is physically and financially possible. Your great plans unfortunately make no allowance for people with mobility issues, older people, financial status and street safety at night for women expected to walk long distances, alone in the dark.</i>	<i>Your great plans unfortunately make no allowance for people with mobility issues, older people, financial status and street safety at night for women expected to walk long distances, alone in the dark. Are you going to damage the reputation of volunteering by recruiting zealot 'champions' to spy on and report car idlers and yet completely</i>	Comments are noted. There are mixed views about Low Traffic Neighbourhoods in Lewisham and across London. The needs of people with protected characteristics, such as disabled people and people with mobility impairments, are considered and assessed. For the Lewisham and Lee Green LTN there is an equalities impact assessment and registered Lewisham Blue Badge holders are exempt from the camera enforced restrictions.	No changes needed as already address through a number of actions included in the plan.

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		change is real but you have screwed it with your inexperienced Cllrs who unfortunately do not possess the people and negotiating skills to bring communities together.		turn a blind eye on unaccountable and dangerous anarchists riding scooters and bicycles on pavements and in one way streets ? Some with children with no helmets sitting on handlebars		
ANON-1JDS-WH52-R	a resident	<p><i>The Drakefell Road / Gellatly Road corridor carries large amounts of traffic every day. Air quality is likely very bad. Residents have been in dialogue with ward Councillors and relevant Cabinet members for many years. Not a single measure of improvement has been implemented.</i></p> <p><i>The Council funded a traffic study in 2016 (run by Project Centre) for this corridor. The study came up with various recommendations to eg reduce HGV traffic and thereby pollution. None of the recommendations has been implemented. No reason been given why they have not been actioned.</i></p> <p><i>I ask the Council to prioritise this corridor for the benefit of its 500+ residents. The corridor is over 1 Kilometer long and is crossed daily by countless families and children on their way to school and nursery. At present there is only one crossing where pedestrians have right of way over cars.</i></p>	<p><i>The Drakefell Road / Gellatly Road corridor carries large amounts of traffic every day. Air quality is likely very bad. Residents have been in dialogue with ward Councillors and relevant Cabinet members for many years. Not a single measure of improvement has been implemented.</i></p> <p><i>The Council funded a traffic study in 2016 (run by Project Centre) for this corridor. The study came up with various recommendations to eg reduce HGV traffic and thereby pollution. None of the recommendations has been implemented. No reason been given why they have not been actioned.</i></p> <p><i>I ask the Council to prioritise this corridor for the benefit of its 500+ residents. The corridor is over 1 Kilometer long and is crossed daily by countless families and children on their way to school</i></p>		It should be noted that this road is a B road and so it is likely to have a higher movement function. The request to prioritise the Drakefell Rd / Gellatly Road corridor is noted and will be considered when setting future programmes.	No change required to the plan. Officers are aware of the concerns about the Drakefell Road / Gellatly Rd corridor. Some measures have been progressed and further consideration will be given to this corridor when funding is available.

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			and nursery. At present there is only one crossing where pedestrians have right of way over cars.			
ANON-1JDS-WH55-U	a resident	<p><i>ULEZ is a good thing if you live within it. It will be awful for those of us just outside it. We already see increased volumes of traffic thanks to the ill-thought out LTN in Lee Green. You are aware that the council should look after everyone that lives in the borough? Because you seem to have forgotten those who live on the southside of Burnt Ash Hill.</i></p> <p><i>The Council needs to grow a pair. The reason things are so rubbish here is because you don't punish people for doing the wrong thing. You can basically do what you want knowing that the council will do nothing about it, that includes, speeding drivers, HGVs ignoring road signs, flytipping, burning rubbish in your garden, parking massive cars on the pavement, idling all day and night, dog crap EVERYWHERE, parks left in disrepair, streets with rubbish everywhere, public</i></p>	<p><i>Is the question correct? Shouldn't it say if No?</i></p> <p><i>My personal contribution is:</i></p> <p><i>I can't/don't drive</i> <i>I don't burn things in the garden because I cannot afford a house with a garden</i> <i>I don't have one of those wood burners posh people have</i> <i>I don't have kids</i> <i>I would never live in a new build let alone be able to afford one</i> <i>I walk everywhere and no longer use the bus at the Lee Green LTN has made bus travel much harder to do (3 x long journeys, routes cut short etc)</i></p>	<p><i>Is this related to the question above - it is not obvious.</i></p>	<p>The Council is committed to improving the environment for all of its residents. Lewisham supports the extension of the ULEZ to cover the entire Borough. The council carry out enforcement actions in different aspect of environmental protection.</p>	<p>No changes needed as already addressed through a number of actions included in the plan.</p>

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		<i>spaces used and abused by the general public. People do these things because they no there is no repercussions.</i>				
ANON-1JDS-WH5V-V	a resident	<i>Create segregated cycleways throughout Lewisham. Promote cycling, walking and public transport more. Stop diesel trains running through the borough. Ban diesel HGV vehicles. Switch all Lewisham borough and public transport vehicles to hydrogen or electric. Stop aeroplanes flying over London. Free up roads so buses can move more freely as average mph across London is down vs 10 years ago. Make greener options including electric cars affordable for low income groups. Remove gas cookers. Use renewable energies. Make electric bicycles more affordable, especially those that transport families.</i>	<i>Use ICE vehicles less, switch to greener renewable energies e.g. solar, source pumps etc., walk more, cycle more, fly less...</i>	<i>Lower costs, subsidise/reward and better educate</i>	Comments are noted. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Lewisham supports the extension of the ULEZ to cover the entire Borough.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WH53-S	a resident					
ANON-1JDS-WH5T-T	a resident					
ANON-1JDS-WH5H-E	a resident					
ANON-1JDS-WH51-Q	a resident					

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ANON-1JDS-WH5K-H	on behalf of a business/organisation/institution/community group/authority	<i>Needs to be much clearer about how to tackle specific localised air pollution such as on the South Circular.</i>	<i>I understand how little personal contribution I make to poor air quality so I don't need to be told how I can contribute.</i>	<i>Nothing.</i>	Agree with comments. Lewisham supports the extension of the ULEZ to cover the entire Borough. The South Circular is a road for which TfL is the highway authority. Lewisham will work with TfL to improve air quality along this strategic corridor.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH5Z-Z	a resident					
ANON-1JDS-WH5F-C	regular visitor to Lewisham	<i>What ever is put in these comments are ignored by the dictatorship attitudes from all councils and the government</i>		<i>Resign</i>	Noted. No commentary has been made on this.	No changes needed.
ANON-1JDS-WH56-V	a resident	<i>Air quality: no mention of publishing this data or making it available to residents - surely it should be accessible from the council website Walking: I have searched the giant 100+ page plan and there is not a single proposed action to promote walking (apart from walking to school). Lots of references to facilitating it but what do you actually propose to do? Improved crossings, better traffic light sequencing, better signalling of crossing points. So far all I have seen from the LTN is increased congestion making it HARDER to cross the road or MORE unhealthy to walk along it. It would have been helpful if the categories in section 3 had ALL matched the section headings in the action plan. The last category in section 3 is so woolly, I can't even determine what it means, let alone whether you are likely to achieve it.</i>	<i>Parking our hybrid on the driveway where we can charge it to reduce emissions - it's a shame Lewisham council parking policies encourage us to park our PETROL only car on the driveway and NOT CHARGE our hybrid. Taking the shortest, least congested route to our destination. It's a shame the LTN makes EVERY journey longer and more likely to sit in congested traffic. There also seems to be a lack of understanding that whilst entirely local journeys can sometimes be replaced by cycle/walk, all long-distance travels starts as local travel and thus cannot be walking or cycling.</i>	<i>I don't feel the council does anything to promote hybrid vehicles over petrol/diesel ones, even though for local journeys (<5 miles), our car runs entirely without emissions. The LTN should certainly not apply to 100% electric vehicles and I would suggest at this stage hybrid ones as well. I have searched the giant 100+ page plan and there is not a single proposed action to promote walking (apart from walking to school). Lots of references to facilitating it but what do you actually propose to do? Improved crossings, better traffic light</i>	Air Quality data for the five monitoring sites is available to the public on the Lewisham website. We will continue to publicise all our data and alert system. Agree with comments on walking but not every scheme will be detailed in the AQAP. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.	No changes to the draft AQAP. Comments noted and already considered in the draft plan. A shift to electric vehicles is encouraged through the ongoing expansion of our electric vehicle charging network. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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				<p>sequencing, better signalling of crossing points. Remove the LTN as this increase congestion and pollution making it harder to cross Burnt Ash Road and much less pleasant to walk along it.</p> <p>Not encouraging hybrid owners with a second car to park the hybrid on the road where it won't get charged (as the parking permit is cheaper)</p> <p>Remove the LTN so that journey times are shorter, fuel usage is lower, congestion is lower and people living on busier roads are not unfairly burdened at the expense of other barricaded roads</p>		
ANON-1JDS-WH5M-K	a resident	<p><i>I think more should be done to encourage a transition to electric vehicles and to avoid traffic congestion.</i></p> <p><i>The public transport network should be improved, to enable residents to choose it where possible rather than use cars.</i></p> <p><i>I think the best way to ensure that meaningful change happens is through public campaigns. A recent example is the government's vaccination campaign, which was very successful. There was a period where I could see</i></p>	<p><i>I am not a car owner, I often choose walking or cycling where possible. I also plan to install solar panels in my home.</i></p> <p><i>I think there are many people are not aware of how they can personally contribute, and Lewisham council should invest in public campaigns, to ensure that more people have awareness of the air quality problems and what can they do,</i></p>	<p><i>More bike lanes - I live on the A2 and am afraid to cycle on this road. More trees. I do not have a car, but I think the main deterrent for people buying electric vehicles is cost. Not sure if Lewisham can do something to reduce costs or if needs to be done at the government level. Availability of charging points is also</i></p>	<p>It is the intention of LBL to carry out several air quality campaign during the course of this plan. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. We have a programme to roll out electric vehicle charging infrastructure across the borough. Whilst EV's are part of a wider solution that also encourages journeys to be made on foot or by bike.</p>	<p>No changes to the draft AQAP. Comments noted and already considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>

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		<p>vaccination billboards and hear vaccination messages in commercials everywhere. I think Lewisham should invest in public campaigns to persuade people not to use their cars for short journeys.</p> <p>I also hear about lots of parents who drive their kids to school. I think children, once they reach an appropriate age, should feel safe to walk or cycle to school, and this should be encouraged by the Lewisham council, and appropriate infrastructure should be built. Most journeys to school by car are under 2 miles, and it's an almost daily thing.</p> <p>Something should also be done about commercial traffic, there is a lot of it, especially on the A2. Could more businesses shift to electric, and could Lewisham council do more to encourage this?</p>		<p>important. I never heard of indoor quality check - perhaps Lewisham could offer this to residents?</p>		
ANON-1JDS-WH5C-9	a resident			<p>Nothing. You are pretty useless at anything that involves joined-up thought, merely shallow knee-jerk responses to complicated problems which require rather more realistic responses than the ones of which you seem to be capable.</p>	Comment noted.	

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ANON-1JDS-WH5U-U	a resident	<i>Stop moving all traffic on to main roads, people live on these roads and many schools and widely used amenities are on main roads. They are also used by pedestrians significantly more than side roads as direct routes to their destination. Pointless changes to traffic flow create stationary traffic creating pollution and particulates.</i>	<i>Driving less frequently a hybrid car and when financially possible making appropriate changes to my home. I do need the assistance to make these changes. There is no incentive for me to install say solar panels when the benefits accrue over a long period and I cannot pass on the pro rata cost to any new owner of my home. I am sure this discourages a lot of home owners from making "green " improvements</i>	<i>Financial assistance, lobbying for sensible changes I.e enabling green improvements to be added on to mortgages or pass on the remaining cost to the new owners. There are no further changes I can make to my home that would not financially disadvantage me but advantage any new home owner. Think about the health and wellbeing of all residents, I do not see why residents living on busy roads should have to endure excessive air pollution so that some residents can benefit from LTNs!</i>	It is not the intention of schemes being delivered to move traffic from one place to another, but to reduce the number of unnecessary car journeys and encourage active and sustainable modes of travel. Lewisham is committed to improving the environment across the borough.	The comments made will be considered and actioned in the redesign of the School Air Quality action plan. No changes to the draft AQAP.

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ANON-1JDS-WH5S-S	a resident	<p><i>Typical Lewisham Council. Seven choices in Question 2 "Priorities" which force the response to show support for some of your bad choices.</i></p> <p><i>Selective and misleading use of data to support the decisions you already intend to take.</i></p> <p><i>Simply focused on being anti-car. You have allowed unprecedented building of large tower blocks across the borough which will have generated significant carbon emissions yet this doesn't rate a mention.</i></p> <p><i>Nothing to support helping residents to move to electric vehicles as you don't want cars. You're clearly set on causing as much disruption (and its associated pollution) as possible for drivers hoping they give up on their cars.</i></p> <p><i>You are an undemocratic, misguided and frankly dangerous group of Council officers who are getting paid by tax payers and residents to try and force through your idiotic ideas.</i></p> <p><i>If you're pseudo science based policies are truly part of the answer to climate change the planet is clearly in trouble.</i></p>		<i>Stop using data selectively to justify your foolish policies which reflect an obsession with removing all cars</i>	The air quality monitoring data in the AQAP presented is factual and the full dataset is available upon request and on our website for a review and assessment by the public. Other comments have been noted and forwarded to the relevant services.	Comment noted and no further actions needed.
ANON-1JDS-WHJD-Y	a resident		<i>Less car use</i>			
ANON-1JDS-WHJQ-C	a resident	<i>Impact of traffic reduction measures on surrounding streets, particularly near the South Circular (which is often a traffic jam)</i>			The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.	No changes to the draft AQAP. The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in

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						action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough.
ANON-1JDS-WHJR-D	a resident					
ANON-1JDS-WHJJ-5	a resident	<i>Cars do not produce Co2. Co2 is what you should be aiming to reduce. Also conservation committees that rally against solar panels because it does not fit in with the area is just plain stupid. As a council you should allow all homes to be greener. Homes produce the most CO2 in every london borough as you know. The latest closures of roads in Lee builds up higher emissions on main roads, where most buses travel Those people that cannot afford cars are in effect suffering a double whammy, slower journey times and higher pollution, it is an attack on the poorest in our borough. More people are moving to EV anyway which will reduce pollutants without any road closures or re directions.</i>	<i>Have greener homes</i>		Comment noted. Cars do produce CO ₂ more than NO _x . Please read London Atmospheric Emissions Inventory (LAEI) 2016 for pollution source proportionating.	The LBL transport statement presents the changes to the AQAP.
ANON-1JDS-WHJX-K	a resident	<i>Get rid of LTNs. They have done more harm than good, and resulted in more idle traffic pollution</i>	<i>No smoking. Less driving.</i>	<i>Get rid of LTNs so the main roads aren't so congested and awful to cycle on.</i>	A response to the comments made on our proposed transport/highway/parking interventions will be provided in the transport AQ specific policy statement to be issued in addendum of this report.	See the LBL transport AQ specific Policy Statement for suggestions.

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ANON-1JDS-WHJ4-F	a resident		<i>By not burning rubbish.</i>			
ANON-1JDS-WHJW-J	a resident	<i>There needs to be a better focus on active travel instead of relying on electric cars. Cargo bikes and electric bikes enable even more people to cycle and move goods around but the infrastructure is severely lacking. Just hoping residents will buy electric cars will not bring us to net zero.</i>		<i>More cycling parking. More cycle lanes. More low traffic neighbourhoods. Road traffic is preventing people from walking and cycling.</i>	Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, including healthy neighbourhoods and cycle parking	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHJ2-D	a resident	<i>Focus should be on discouraging car use - this means making it easier for people to use on public transport and walk/cycle but also making car travel more expensive through for example car parking costs or workplace parking levys</i>	<i>Avoid using a car where I can given congested nature of roads. Walk and cycle where possible</i> <i>Don't burn wet wood</i>		Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHJV-H	a resident	<i>Much more priority should be given to supporting walking and cycling. For example, progress on LTNs in Lewisham rank the lowest of all of London's inner boroughs. Dedicated cycle lanes in Lewisham rank among the lowest of London's inner boroughs. There is a huge amount of work to do and progress has been shamefully slow over the last few years.</i>	<i>I would really like my kids to cycle to school. Rat runs and high volume of traffic make this near impossible as it's too dangerous. Safe cycling infrastructure and implementation of LTNs are urgently needed across the borough.</i>		Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, including healthy neighbourhoods and cycle parking. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicted air quality concentration of pollutants among other criteria.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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ANON-1JDS-WHJ5-G	a resident		<p>Improve the links between local areas by public transport. I live in Lee and to visit a friend in Deptford requires at least one change whether I go by bus or DLR, the same for Greenwich. Time is also a factor: I want to do what I can to reduce car use but using public transport means allowing far more time to get to my destination than driving would. It will be very difficult to convince those who see driving as their right to travel by other means without making public transport a more appealing option.</p>	<p>Petition the government for funding to help people make changes to their homes that will improve air quality.</p> <p>Manage projects like the implementation of the LTNs better: I support the idea but the lack of information about their purpose and confusing implementation, with information only provided to local residents and not on street signs for those live outside the area or don't read information put through their door started them off very badly.</p>	<p>The council will work with TfL to improve public transport links where possible. The comments regarding the delivery of the LTN are noted. As this was implemented during the pandemic it was not delivered in the way projects usually would and the issues that this created are recognised. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>
ANON-1JDS-WHJK-6	a resident		<p>I understand that I can tackle poor air quality by not driving, minimising fossil fuel use in the home, for example by installing solar panels. Not burning stuff such as using a woodburner. Cycling and walking on less polluted streets where possible. Not getting stuff delivered by vehicles with engines. Planting trees</p>	<p>Lewisham Council can be more active in challenging those who idle their cars. I frequently have an issue with car idlers outside my house. If they're not challenged and fined by authority, not sure they will have incentive to change. Some are unaware it's a problem so more publicity would be good.</p>	<p>The comments have been noted.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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ANON-1JDS-WHJG-2	a resident	<p>1. To encourage electric vehicle adoption, the biggest issue will be how to charge cars at home when many properties do not have a driveway. Even if cables were laid across pavements, there is no guarantee that cars will be close enough to home for the cable to reach. The council is ideally placed to find a solution to charging vehicles parked on the street.</p> <p>2. Further work is needed to explain the link between speed humps and increased emissions from constant braking and accelerating. Perhaps humps could be replaced with average speed cameras on major thoroughfares to avoid this problem.</p> <p>3. Please do not penalise car use through parking charges / availability. For many journeys within the borough, car is the only practical choice. Instead focus on ways to reduce pollution from cars (EV adoption, reduced congestion, alternatives to speed humps, etc.)</p>	<p>Don't burn rubbish, walk short journeys, consider electric vehicle for my next car.</p>	<p>Advise how I can charge an electric vehicle at home when I have no drive and need to park on the street. This could be clear policy on long cables, or some sort of charging infrastructure along the kerb or at lighting columns.</p>	<p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location.</p>	<p>No changes to the draft AQAP. Comments noted and already considered in the draft plan.</p> <p>A shift to electric vehicles is encouraged through the ongoing expansion of our electric vehicle charging network. The Low Emission Vehicle Charging Strategy aims to ensure that everyone in the borough is no further than 500m from an electric vehicle charge point.</p>
ANON-1JDS-WHJC-X	a resident	<p>The introduction of the LTNs has significantly reduced the air quality on the surrounding roads as ALL traffic is now forced on to those. I can't see anything in the plans which addresses this.</p> <p>I also couldn't see anything which would ensure that emissions from buses are reduced.</p>	<p>Encouraging use of electric cars (we have one already) and encouraging people to improve the energy efficiency of their property.</p>		<p>The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. TfL are committed to reducing emissions of buses.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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ANON-1JDS-WHJM-8	a resident	<p>I live on the Drakefell/Gellatly Roads thoroughfare. For over twenty years residents have been asking for a safer street with less pollution and proper air quality monitoring. All requests have been steadfastly ignored by the Council.</p> <p>Over that period, the situation has worsened, with increased volumes of traffic and longer and longer rush hours. Residents have invested endless time and energy in so-called consultation exercises to improve the situation on this street, all to no avail. For example, in 2016, the Council funded a traffic study run by Project Centre for this thoroughfare. The study made a number of recommendations which would, among other things, have reduced HGV traffic on the street. Not a single recommendation was implemented and no reason was given for this failure to act.</p> <p>150 households are affected by the pollution on this thoroughfare. I, personally, have contracted late onset asthma after twenty-six years of living here. We wonder why our lives are considered worth so much less than those of people living on other streets. What's more, a number of us are not convinced by the arguments put forward to support the Council's initiatives. Road usage has shifted because of our increasing dependence on home deliveries and the fact that there will always be tradesman who need to drive vehicles around our neighbourhoods to be able to do their work. Plus, there are people who are afraid to return to using public transport because of the pandemic and who now use secondhand cars as their preferred</p>	<p>I know exactly how I can contribute. The question is: does the Council? Promises have been made and repeatedly broken. We are sick to death of ongoing consultation exercises which result in no improvements for us. The Council is committed to these consultations, but fails to hear what residents are actually telling them on a regular basis. It has done nothing to alleviate our concerns for more than twenty years, and the present Cabinet member for Environment and Transport can't even manage to answer an email on the subject. You have managed to install 51 air monitoring stations in LTNs, but not a single one on this thoroughfare which is a designated B road. This is completely unacceptable, and change is essential.</p>	<p>Invest in them. Act upon proposals made by residents, and stop wasting our time!!!!</p>	<p>Comments regarding the Drakefell Rd / Gellatly Rd corridor are noted. Pending the availability of funding more air quality monitors will be installed on designated B roads during the course of this plan. The locations of our current monitors on B roads can viewed directly via the Love Clean air website at https://lovecleanair.org/local-air/air-quality-map/</p>	No change

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		<i>means of transport. Encouraging people to walk and cycle can only be part of the solution. Any implementation plans to be based on a comprehensive analysis of who is using vehicles and why, along with a robust assessment of how current trends are likely to develop.</i>				
ANON-1JDS-WHJS-E	a resident	<i>Electric two wheelers offer an alternative and emission free mode of transport for those that can't cycle and need to transport smaller items. Also cutting of trees should be kept to a minimum.</i>	<i>I drive an electric vehicle and avoid longer journeys by car altogether. We walk to school and plant trees on our private property.</i>	<i>Show examples of what other people in similar economic circumstances have achieved and point out the success and different solutions available. Advice like "walk more" is not the most enticing solution, instead technology or infrastructure possibilities are often of high interest.</i>	Comments noted and sent to the relevant teams for consideration.	The comments made will be considered during the course of this plan. More case studies will be used during air quality campaigns.
ANON-1JDS-WH2Q-M	a resident	<i>You need to make far stronger commitments to reducing car use and encouraging active transport; there needs to be far more detailed plans to massively increasing the cycle network in lewisham, enforcing speed limits, and giving more space and priority to pedestrians. Urban greening - increasing the number of trees and plants placed in the public realm - appears strikingly absent from this plan, but plants help support air quality.</i>	<i>cycling more</i>	<i>increase the number of cycle sheds and parking spaces in the borough</i>	Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Cycle storage installation has dropped recently, however there is now a programme to install more cycle parking across the Borough. Other strategy include our LBL 2020-2025 Parks and Open Spaces Strategy and our local plan which include measures to increase green infrastructure across the borough.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WH2N-H	a resident			<i>Financial incentives. Council tax discount for installing low-polluting, energy-efficient boiler and fines for repeated transgressions which are avoidable and inexcusable.</i>	Noted. Although council tax discount would be an unfunded additional pressure to the council, this comment has been passed on to the council tax department for consideration in due course. With reference to boilers, under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Contact should be	No changes needed.

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					made to the Energy trust for further information about relevant schemes.	
ANON-1JDS-WH2J-D	a resident	<p><i>There need to be more specifics about getting people out of cars for short local journeys. There is also no mention of cargo bikes, which are a solution to 'last mile' deliveries. Use of these delivery vehicles benefits from improved cycling infrastructure. Making large electric/hybrid vehicles more noisy would aid cycle safety as the ears are the best way of detecting vehicles approaching from behind, and allow some prediction of driver behaviour from changes in engine noise.</i></p>	<p><i>I rarely use a car in the city, except to transport large objects. Where I can I cycle. I've got a smart meter at home. I have no open fire.</i></p>	<p><i>Improve cycling and walking infrastructure. More controlled parking zones. Extend the school streets idea, and put non-car transport top of the list in school travel plans. Put in more modal filters on residential streets (including mine) to deter rat-running. Do a really really good study of the effect of extending the ULEZ, starting immediately for the pre-extension period. We don't just need pollution monitoring, we need good data on traffic movements, as the go-to complaint about modal filters and low traffic neighbourhoods is that the traffic is displaced rather than discouraged, and pollutes main roads more. The data on this has been massively skewed by the effects of the pandemic on transport choices, and the modal share of car use needs to be an important part of the</i></p>	<p>Agree with comment to implement measures to encourage active travel aims to reduce car journeys and in turn reduce congestion. It is noted that driving is still required through the Borough for some journeys but encouraging public transport and electric cars can help. There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. School Streets have been installed and Lewisham are looking to install more where supported. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.</p>	<p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough.</p>

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				calculation. People are still avoiding public transport for fear of infection (apart from those who choose not to wear masks despite the legal requirement).		
ANON-1JDS-WHG2-A	a resident	<i>The building of high-rise, high-density residential property next to major traffic junctions.</i>			This comment will be considered during the design of our Local Plan.	No changes needed.
ANON-1JDS-WH2P-K	a resident	<i>Include green spaces and trees as important contribution to air quality and promote and preserve these natural defences</i>	<i>Electric vehicle, cycling, walking, reduction in energy consumption</i>	<i>Recommend electric vehicle point installers that are reasonably priced and that will be compatible now and in the future</i>	This is being considered in our Local plan.	No changes needed.
ANON-1JDS-WH29-V	a resident	<i>Consultation with TfL to improve public transport options in certain areas of the Borough.</i> <i>Ensuring that neighbouring streets without controlled parking are not negatively impacted by new low emission parking permits. Will it just encourage people to park on neighbouring roads? Milborough Crescent is parked full of enterprise and commuter cars.</i>	<i>Grant or loan scheme to switch to electric vehicle</i>	<i>Ensure that other smaller pollution issues are dealt with appropriately and consider potential implications of any measures introduced.</i> <i>Make all the enormous cycle lanes smaller, as this is adding to traffic congestion and not</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Lewisham Council will continue to work with TfL to improve public transport provision where possible. Cycle lanes are designed to guidance and cannot be made smaller.	No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL.

Response ID	Are you completing this consultation as:	Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues - Missed	Q5. Do you understand the personal contribution you can make to tackling poor air quality? - If yes, please specify, otherwise please tell us what we can do to help you understand how you can contribute.	Q8.What can Lewisham Council do to help you make these changes? - What can	LBL Response	Actions (Table 4.1 have been updated to reflect any changes suggested)
				<i>justified by the amount of cyclists using them and how much space is required for a BIKE.</i>		Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WH2W-T	a resident		<i>I don't own a car and walk wherever possible.</i>	<i>Advise me about solar panels</i>	Advice will be available on our website and the Energy trust website at https://energysavingtrust.org.uk/advice/solar-panels/ . This will be considered during our air quality campaigns.	No changes needed.
ANON-1JDS-WH24-Q	a resident	<p><i>The measures are far too conservative. They reflect a desire to monitor the situation and provide education, and are somewhat tokenistic, rather than anything decisive that will address the issue. The measures proposed are not proportionate to the scale or urgency of the issue that needs to be tackled.</i></p> <p><i>- there needs to be a rapid expansion of air quality monitoring to ensure equitable coverage across the borough, ensuring that every nursery and school has a dedicated monitoring device outside. The measurements should be available in real-time via an app and the website. Only then will we be truly able to assess the impact (or lack of impact) of the measures being introduced</i></p> <p><i>- where the council is unable to prioritise provision of monitoring devices, local residents should be offered the opportunity to purchase</i></p>		<i>Offer a free indoor air quality assessment to all residents on an annual basis</i>	The comment made about free indoor air quality assessment for residents has been noted and will be consider when funding become available. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. A borough-wide 20mph speed limit came into effect in September 2016, not including roads managed by TfL. Air Quality monitoring has been expanded and priority is given to install further monitors to measure areas to meet new WHO targets. The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course.	No changes needed as already address through a number of actions included in the plan.

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		<p>these and have them installed by the council</p> <ul style="list-style-type: none"> - there should be a borough-wide speed limit of 20mph - LTN zones should be abolished with immediate effect as this simply increase pollution in other areas. <p>There is widespread and growing opposition to these measures, which serves to undermine all other efforts to tackle air pollution</p> <ul style="list-style-type: none"> - the frequency of train and bus timetables should be increased to encourage use of public transport - residential and commercial parking permits for vehicles other than hybrid/electric should be increased significantly to encourage changes in behaviour and car ownership, and to subsidise introduction of a more robust air quality monitoring network 				
ANON-1JDS-WH2Y-V	a resident	<p>It is unclear what you mean by 'major' developments. This isn't fully transparent. What constitutes 'major'? Also, I missed where 'school superfine' is clearly defined. More needs to be done to reduce traffic such as introducing more road furniture to deter driving through residential areas and enforcing speed limits. This will make the roads less hospitable to people making unnecessary short journeys in their cars and more hospitable to pedestrians. There is so much speeding in the borough. Driving should be made to be an unpleasant experience that prioritises pedestrians first, and the cyclists. More needs to be done to delineate the space that is for use by pedestrians and use by cyclists. For example, putting a cycle lane</p>	<p>We, family of five, do not own a car. We try to use the trains and buses minimally for local needs. We walk with our small children to school/nursery. We holiday at destinations that can be reached by public transport.</p>	<p>We would need a financial incentive to upgrade our boiler, which is already low emission.</p>	<p>A major Development is considered where there are 10 or more dwellings or an area larger than 0.5 hectares. Our local plan will include a definition of what constitutes a Major development, also defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 . School superZones are areas designated to create healthier areas for children to live, learn and play, with at least one new project per year. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Lewisham remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. See https://www.workworkltd.org.uk/?gclid=EAlaIqObChMI04PV9Jyi9AIVGLLtCh2IRgxAEAYAiAAEgIdAvD_BwE and https://www.gov.uk/improve-energy-efficiency.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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		<i>adjacent to a play park for small children is dangerous poor planning as is making pedestrians and cyclists share a path. Has the council investigated encouraging the use of motor-assisted cycling for local deliveries?</i>				
ANON-1JDS-WH2E-8	a resident	<i>The council's proposals are weak. There's a lot of emphasis on measurement, a lot of reliance on measures delivered by legislative or GLA requirements, and otherwise it's mostly just warm words and aspirations.</i>	<i>I'm an environmental professional, so I have a good understanding of the issues.</i>	<i>Proper transformative improvements to cycling infrastructure to allow me and my family to safely cycle in the borough.</i>	Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Lewisham remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WH22-N	a resident	<i>More should be done on EV infrastructure for residents</i>	<i>Improve home energy efficiency and change heating fuels Switch to an EV</i>	<i>I would welcome a large increase in EV chargers as I would like an EV but cannot own one with so few public charging points available. Companies like char.gy and Ubitricity are now expanding significantly and provide an opportunity for the borough to greatly increase local charging points. In my view each residential street</i>	We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. Public charging points can be found on the Lewisham website.	No changes needed as already address through a number of actions included in the plan.

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				needs a charger and these need to be placed with a dedicated restricted parking space. Ultimately Lewisham will need around 1000 small chargers, up from the current 100, if all demand is to be met. It will be difficult to own an EV without this for those of us with no driveway.		
ANON-1JDS-WH2V-S	a resident	Once you have the monitoring infrastructure in place, what will you do to reduce the PM2 etc? It's all very well knowing it's high but it's the action as a result.	Walking or using public transport instead of driving my car. Reporting drivers who are idling their engines.	Cycle lanes - I would cycle more if I wasn't afraid of the traffic I have to cycle next to.	Agree that safety can be an issue for people. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, including healthy neighbourhoods and cycle parking.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH23-P	a resident			Listen to all residents, and remove LTN's which have significantly increased congestion and idling, improve public transport.	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH2T-Q	a resident	It's good to focus on air pollution around schools but I would like to see it monitored/ addressed more around health care settings such as hospitals/ hospice/ homeless hostels/ care homes etc. Improved insulation of residential properties reduces the amount of fuel for heating in winter and cooling in summer. Flat roof tops with poor insulation exacerbate this as do buildings with lots of glass windows. I'd like to see a pledge where no new builds have lots of glass windows	Yes but I don't think there a huge amount more I can do. Currently no car, mindful to try to manage electric/ gas use. A bike lock up would help me so I can get my food shopping and rely less on delivery.	I live in one of 5 blocks on High Level Drive, Approx 210 flats. There is little space to keep a bike and bringing it through the flat and down in the lift is not ideal. I would like to use my bike for small trips to the supermarket but it's too much trouble and hard work. The nearest bike lock ups are a bit	We will raise these issues with the CCG, NHS, joint commissioning team & planning team. For bike lock ups, we will raise this with the transport team. Monitoring around sensitive receptors has been considered by LBL as presented in Table 4.1.	No changes needed.

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		<i>without some measures to mitigate the heat that comes through the glass. As climate increases I think we need to look more to the Mediterranean approach where by screening is outside the glass. I'm speaking from my own current circumstances.</i>		<i>too far away for me with my disability. I rely on a weekly van delivery instead but would like to reduce this.</i>		
ANON-1JDS-WH2H-B	a resident	<i>Increasing areas of green space further and protecting green space from mis-use. Making all new developments include adequate green space for each individual housed.</i>	<i>Not having a car and walking/cycling where possible. Reducing my energy use at home.</i>		This will be incorporated in our Local Plan.	No changes needed.
ANON-1JDS-WH21-M	a resident		<i>Virtually nothing. This issue can only be tackled at a municipal level.</i>	<i>Employ someone who actually understands how to manage traffic in the borough. Stop idiotic developments like the one by Lewisham station. Hundreds of flats literally metres away from one of the busiest roads in the borough. I will do it for free.</i>	Our Local plan is being compiled and this comment will be considered.	No changes needed
ANON-1JDS-WH2B-5	a resident			<i>Stop closing off roads in the borough. You are penalising drivers unnecessarily and just causing other roads to be at a stand still because of it.</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.	No changes needed

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ANON-1JDS-WH2Z-W	a resident	<p>Drivers without garages at home will have difficulty charging electric vehicles. Many people cannot afford electric vehicles.</p> <p>The problem from idling has greatly increased since the introduction of bus lanes. These have caused traffic to slow down and cause jams which enforce idling and cause vehicles to be on the road for much longer than they used to be when 2 lanes were available to keep traffic flowing.</p>	I understand and there is nothing I can do as using a vehicle is essential for me.		Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Anybody can apply for an electric charging point, it does not require the ownership of a garage. Each site will be assessed individually.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH26-S	a resident		Use non polluting forms of transport		LBL encourage sustainable transport.	NA
ANON-1JDS-WH2F-9	worker in Lewisham	<p>This survey is not accessible to me as a disabled person.</p> <p>I feel that the needs of disabled people should have been given more thought when designing the survey.</p>		<p>Consult with the community properly.</p> <p>Consult in an accessible way using easy access well known techniques</p> <p>Contact people via the Mayor e-mails to resident</p> <p>Send an e-mail to all employee. This survey was difficult to find</p> <p>Explain things in the emails - don't assume knowledge like "pm"</p> <p>Explain the urgency, that a child has died because of poor air quality in Lewisham.</p>	Comments noted. Disabled people and other vulnerable groups are given priority during most interventions taken by LBL to reduce air pollution. LBL is aware that as action is taken some groups may need particular support. Some evidence-based actions may also disproportionately affect some groups of people. The issues will be given further considering during the course of the AQAP.	No changes needed.

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ANON-1JDS-WH2M-G	other, please specify:	<i>The high level of traffic that is moving through the borough. Not about filtering them through areas that create wider congestion but a wider campaign with London as a whole to support less traffic using the borough as a throughway.</i>	<i>Less use of my vehicle but I don't like to cycle in the borough as do not feel safe with level of traffic so usually determine to walk or get the bus as an alternative. Sometimes for time reasons this is not viable so I do have to revert back to using my car.</i>	<i>Make sure housing associations provide their residents with information on energy saving. I have a shared ownership house newly built 5 years ago (second owner) and there is no information on the solar panel system in the house. No one can tell me firstly if I am using it correctly and secondly how/if I am making savings; my bills certainly have not gone down!</i>	Agree with comments. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH2C-6	a resident	<i>Continued home building in the borough raises air pollution due to increased population and none of the plans address why residents use vehicles. There are no plans or policies to increase employment within the borough or a hire local policy so that more residents live and work within a walkable or bikeable distance. There is no plans or policy to increase train frequency (or national plan to lower the costs of using public transport). Covid has brought a huge surge to online shopping and there are no plans to try to decrease delivery vans such as reinventing shopping areas or Amazon style lockers for say whole roads/blocks of flats to share to tackle single delivery issues. As the borough has major routes into London there are no plans to decrease traffic that passes.... So I personally feel that the wider picture of looking at why there's so much traffic has not been considered.</i>	<i>Drive less. (Already have a low emission car with start/stop so doesn't run idle when in traffic). No coal/wood burning.</i>	<i>Be clear in its goals but with a realistic view of why people drive and solutions to change.</i>	Agree that delivery hubs could be researched within Lewisham, this could reduce the need for many delivery vehicles. Agree that joint approaches are needed with neighbouring boroughs and TfL to reduce traffic through the Borough and London.	Lewisham are ensuring that exposure in amenity spaces is considered at the design stage and as part of the Air Quality assessment for new development and redevelopment proposals. Lewisham are holding a public transport liaison committee in January 2022 which would be an opportune time to raise this point, however the financial impacts and reduced demand

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						<p>may mean that the operators are not keen to provide more services.</p> <p>Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham to reduce through traffic of larger vehicles.</p> <p>Reducing car use is one of the best ways to cut emissions.</p> <p>Sustainable Travel Towns studies show that car driver distance could be reduced by five to seven per cent, which can provide large reductions in NOx/PM emissions.</p> <p>The Cycle Strategy which feeds into the AQAP clearly prioritises a shift away from car use. It aims to increase cycling numbers from 600,000 to 1,500,000 by 2026.</p>

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ANON-1JDS-WH2U-R	a resident				No comment.	NA
ANON-1JDS-WH2A-4	a resident		<i>Using public transport, walking where suitable, using zipcar etc. rather than owning a vehicle, never idling when using a vehicle, minimising home deliveries when shopping, not having barbecues or outdoor fires, avoiding use of gas boilers / hobs where possible.</i>	<i>Work with car clubs to increase the number of bays and electric/hybrid vehicles available, increase the number of publicly available vehicle charging points, work with TfL to review bus route suitability.</i>	The Borough has several car club bays provided by Zipcar, but more emphasis from Lewisham could encourage electric vehicles in the car club.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH1D-6	a resident	<i>Seems to be low consideration of green infrastructure or green spaces, parks and planting to help improve air quality as well as provide nicer, greener, cleaner areas</i>		<i>More, safer, bike lanes. More cycle storage. More road humps/chicanes (Kirdale area in Sydenham especially). More green spaces, park areas and tree planting</i>	Agree with comments on cycling amenities and infrastructure. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH1N-G	a resident	<i>Not all of us can walk or cycle especially when carrying shopping - there should be more priority given to public transport if car use is to be reduced. In the meanwhile, car use should not be penalised by removing car parking. More campaigns and financial help to support people to switch to electric cars would also help.</i>	<i>Make more short journeys on foot and make my next car an electric one.</i>	<i>Put pressure on TfL to improve public transport. Support Bakerloo line extension. More support, including financial support, to help people switch to electric cars.</i>	Communication with TfL is key and Lewisham fully support the extension of the Bakerloo Line. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time.	No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category.

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ANON-1JDS-WH1R-M	a resident		<i>I cycle to work everyday.</i>	<i>Provide advice on energy-efficient boilers and provide grants to incentivise residents to upgrade old/inefficient appliances. Lewisham Council also needs to do more to tackle the burning of garden waste. I have made several complaints to the Council about neighbours burning their garden waste (including plastic waste) and nothing has been done about it.</i>	The comments made on energy plant have been passed on to the Climate resilient team and the issue raised on waste to the waste management team for action. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days.	No changes needed because the actions suggested were already being considered by LBL.
ANON-1JDS-WH1J-C	a resident		<i>It is government's responsibility to regulate industry to prevent climate change. Individuals can have small impact but the only change will come from large scale and sweeping regulations. It is not the individual's responsibility to affect climate change, it is the government's.</i>	<i>Regulate industry in the borough. Incentivise green innovation in the borough, and provide training and support for workers trying to leave dirty jobs for green ones. Lead by example and be a borough of the future.</i>	LBL agree with all the proposals made. Our Park/open space/sport leisure & green scene team review LBL 2020-2025 Parks and Open Spaces Strategy and the comment made will be considered.	The intention isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads do become more congested while drivers adjust to the new layout – this was experienced in Lewisham. Schemes elsewhere have demonstrated that if walking and cycling is

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						<p>safer and more convenient for shorter trips, fewer people will use their cars unnecessarily. We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location, we introduce site feasibility criteria that will be considered and applied. This includes factors such as sufficient power distribution, minimum distances from specific utilities, and ensuring that adequate footway clearances are maintained. Ward Members and residents will be consulted on the locations prior to installation.</p>

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ANON-1JDS-WH1P-J	a resident		<i>Walk, cycle more. Reduce car journeys</i>	<i>Lewisham council has reopened my road in The LTN causing higher traffic, speeding and size of vehicle (data by you confirms this) . This is on a residential street with 2 schools The Major and staff has never responded, so to declare a climate and pollution emergency is a sick joke when you are activity poisoning residents and children by your actions. Shameful!</i>	The comments regarding the LTN are noted. In January 2022 Mayor and Cabinet improved a package of complementary environmental measures, which will seek to improve the LTN. This includes future school streets. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH19-U	a resident				No comment.	NA
ANON-1JDS-WH1W-S	a resident	<i>I think it is good to put a lot on effort on measuring the air quality so we can understand what's the baseline and improve from there. But the main action that would drastically help to improve the air quality issues within Lewisham is to reduce the traffic. I live close to Lewisham way and the amount of traffic through that road is too much, and it only has gotten worst over the last years. In the other hand, there are not improvements on transport links, with rail and dlr getting more and packed and saturated (side effect of the number of new developments and more people moving to the area). I understand that projects like the Bakerloo extension or the construction of a tram aren't competencies of the Council, but something needs to happen.</i>	<i>I always use public transport and don't own a car, so don't see any other ways I can help.</i>		Communication with TfL is key and Lewisham fully support the extension of the Bakerloo Line. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all.	No changes needed as already address through a number of actions included in the plan.

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ANON-1JDS-WH1E-7	regular visitor to Lewisham				No comment.	NA
ANON-1JDS-WH12-M	worker in Lewisham		<i>I can use public transport to get to work. I can use my job role to try to get the council to realise that it must lead by example and real investment - not by just spinning things and reporting only the good things. We are a very bad polluter due to the state of our buildings and the lack of proper maintenance and upgrading.</i>		No comment.	NA
ANON-1JDS-WH15-Q	worker in Lewisham			<i>funding</i>	Noted. This comment is not specific therefore no further actions is needed.	No changes needed.
ANON-1JDS-WH1T-P	a resident	<i>I live in Forest Hill and the pollution here is mainly from car passing through Forest Hill either directly around the South Circular but also the side roads are magnets for traffic and rat-running.</i> <i>The stretch of the South Circular by the Station between Perry Vale and Devonshire is effectively an intersection connecting 4 routes, however the road isnt laid out to deal with the 10000s of vehicles that use the stretch every day so there is always standing traffic waiting to turn in and out of these roads. You can often taste the pollution here.</i> <i>Given there's no traffic lights at the end of Devonshire Road, traffic is encouraged there and a significant issue with traffic light sequences on nearby junctions is being masked. It is always better to drive through Devonshire than to use the main roads and risk the traffic lights being unkind.</i>	<i>I dont own a car, so I walk, run or cycle, or use public transport for just about every journey..</i>		Forest Hill is an Air Quality Focus Area where actions have been identified and are planned. Investigations will be undertaken to identify the issues mentioned and potential funding applied to remedy.	No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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		<p>Further to this walking and cycling through these streets is dangerous and unpleasant so very few cyclists or pedestrians use them.</p> <p>I believe it would be possible to significantly improve the air quality in Forest Hill by address in the traffic that is encouraged down Devonshire Road.</p>				
ANON-1JDS-WH18-T	a resident	Detail behind the cycling and walking opportunities...feels very light considering such a major area of opportunity.	As a non car owner, my main opportunity comes in looking at how I can use cleaner renewable energy at home and reducing my public transport use and moving more journeys to bike.	Be bolder. The car lobby I strong and powerful, but buckling to the noise of drivers is not going to achieve anywhere near the level of improvements needed.	Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Details of individual schemes are not included in the AQAP.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WH1B-4	on behalf of a business/or ganisation/institution/co mmunity			Fund any improvements needed	Comments noted.	No changes needed.

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	group/authority					
ANON-1JDS-WH1K-D	worker in Lewisham	<i>Protect those most vulnerable to pollution, especially children. Prioritise infrastructure that will secure long term changes in behaviour from residents towards public transport, cycling and walking and be more robust in the enforcement of the good work already in place. For example, cameras on some school streets are not active and the streets are therefore unenforced.</i>	<i>I am a head teacher in the borough. I commute from another London borough using a combination of the train and a bike. I have a responsibility to use the good infrastructure already in place to enter and leave the borough in a responsible low or no pollution way. I also have a responsibility to support school street schemes, promote sustainable travel to school and participate in council stakeholder events, promoting the interests of children and communities.</i>	<i>As an school, the large infrastructure projects such as changing boilers or installing charging points would need to be funded by capital grants.</i>	Agree with comments. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. School Street cameras to be assessed. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.	The comments made will be considered and actioned in the redesign of the School Air Quality action plan. No changes to the draft AQAP.
ANON-1JDS-WH1Z-V	a resident		<i>More walking and cycling</i>		No comment.	NA
ANON-1JDS-WH1F-8	a resident			<i>Subsidise installation of charging points and purchases of electric cars</i>	Given the financial climate a financial incentive is not something that Lewisham are looking at for now	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WH1G-9	a resident	<i>The achievements so far from lewisham council in terms of reducing traffic are negligible to be honest. Other boroughs are way ahead in this. To cite closing of a couple of (small) roads as achievements is almost embarrassing. So much more could and should be done and fast. It really doesn't transpire that this is at the top of Lewisham's agenda and it should be. To just 'declare' a climate emergency and do nothing is criminal. The leadership have a lot to answer for and are not doing enough and taking this seriously. We need to encourage</i>	<i>I could reduce the journeys I make by car. In fact, I could reduce these drastically if only the roads were safe for waking and cycling with my three kids. This isn't the case unfortunately so we still use the car - even more than before as the speeding is out of control at the money. It is simply unsafe to walk or cycle with young kids</i>	<i>Provide safe roads for walking and cycling. More crossings, dropped kerbs, slow down and reduce traffic. Close roads and instal LTN and stick with those</i>	Agree with the need for safe roads and increased infrastructure for walking and cycling. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans	No changes needed as already address through a number of actions included in the plan.

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		<i>people to walk or cycle and this is simply not the case anywhere in Lewisham at the moment. Very disappointing and disheartening.</i>				
ANON-1JDS-WH1M-F	a resident			<i>Help to get electric charging points for blocks of flats and local roads.</i>	We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. Residents are encouraged to apply for electric charging points.	No changes needed.
ANON-1JDS-WH1U-Q	a resident			<i>You can start by disseminating proper factual information followed by full consultation of all Borough residents using questions with "yes" and "no" answers so that they can't be twisted and misconstrued and "interpreted" by Lewisham Borough to meet your own agenda!!! You can then deliver the decision that the Residents elected you to deliver instead of riding roughshod over the basic principles of democracy!!!</i>	The comments made have been noted.	No action needed.
ANON-1JDS-WH1A-3	a resident		<i>Help to minimise car use by providing adequate infrastructure for walking and cycling borough wide, including bike parking and storage.</i>	<i>Move from encouraging behavioural change to offering real incentives for those unaware of</i>	The comment made has been noted. We will increase our campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change.	Given the financial climate a financial incentive is not something that Lewisham

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				<i>their impact on the environment and penalties for those unwilling to change their behaviours.</i>		are looking at for now, however Lewisham recognise that road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric cars) as far as possible.
ANON-1JDS-WHCN-2	a resident	<i>Lewisham Council actively increased air pollution in Hither Green west of the railway by prioritisation of Hither Green east of the railway last year. There is only investment in affluent areas, car charging points Hither Green west = 3, Hither Green east = 11, at the last count. Stop always investing in the areas with more wealth.</i>	<i>No car. No wood burning fire.</i>	<i>Stop pushing traffic from wealthy areas to less wealthy areas. Ban 4*4's no one needs them in Lewisham. Ban all wood burning fires and enforce their ban. Actually enforce the clean air act rather than just talking.</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. LBL Our Crime Enforcement Regulation Service team carry out enforcement of clean air act.	No changes needed as already addressed through a number of actions included in the plan.
ANON-1JDS-WHCR-6	a resident	<i>The plan contains some good ideas but lacks specific commitments and timetables. This is such an important issue that it needs much more radical and urgent action. At a minimum this plan should align with and support the measures set out in the Council's climate action plan and transport strategy, most of which have still to be implemented</i>	<i>More cycling infrastructure. More low traffic neighbourhoods. A ban on wood-burning stoves</i>		Table 4.1 presents some timeline and is in line with our climate management plan.	No changes needed.
ANON-1JDS-WHCX-C	a resident	<i>It's hard to assess the effectiveness of the proposals as there is very little detail about some of the proposed measures. E.g. the consultation says things like 'we will seek to promote sustainable forms of travel' but it</i>	<i>I understand that I can reduce the number of journeys I make by car, reduce PM emissions from my home by burning less solid fuel and introducing energy saving measures. My husband</i>	<i>Please just be much more radical on deterring car ownership and taking short journeys by car, as well as being much</i>	Details of individual schemes are not included in the AQAP. However improving walking and cycling infrastructure is key to Lewisham and increasing active travel.	No changes to the final AQAP because the point made has been considered in the draft plan. Table

Response ID	Are you completing this consultation as:	Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues - Missed	Q5. Do you understand the personal contribution you can make to tackling poor air quality? - If yes, please specify, otherwise please tell us what we can do to help you understand how you can contribute.	Q8.What can Lewisham Council do to help you make these changes? - What can	LBL Response	Actions (Table 4.1 have been updated to reflect any changes suggested)
		<p>doesn't say how, or it makes a commitment to introduce 'infrastructure to support walking and cycling' but no detail is provided. This makes it difficult to comment. In general this consultation suggests that Lewisham is being far less radical than some other boroughs in tackling air quality - it would be great to see some more details on the proposals.</p>	<p>and I do not own a car (though we could afford to) and make almost all of our journeys with our two small children on foot, by bicycle or on public transport. We use carsharing apps when we need to. We would make many more journeys by bike if cycling were safer, cycle parking better and more plentiful (especially for bike trailers) and owning an e-bike cheaper. We would like to improve the energy efficiency of our home, however the expense of upgrading our solid-wall property is considerable, so we will only be able to do this slowly and over time. We do have a wood burner, and use it roughly once or twice per week in the coldest months. We understand this is bad for air quality, but we do take care to burn the least harmful fuels, and again we would use this less if it were easier to heat our home.</p>	<p>more radical to support active travel. LTNs, segregated cycle lanes on main roads and much better parking facilities for family cycling equipment (e.g. trailers, ebikes and cargobikes) would make it much safer and easier for me to travel by bike with my children. LTNs, dramatically improved road crossings, less on-street parking and reduced clutter on pavements would make it much safer and easier for me to travel on foot with my children. For example, I love to walk from my house to Lewisham high street to get the shopping etc, but the most direct route involves crossing Brownhill Road at the Torridon Rd junction. There have been so many fatalities at this junction due to the lack of a safe crossing, and it is so difficult to cross with a pram due to lack of drop-curbs that I almost always take the bus instead now. This seems such an obvious example of how the council could promote active travel</p>		<p>4.1, Action 25 refers to provision of infrastructure to support walking and cycling. Cargo cycle parking should be researched further but not required in the AQAP.</p>

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				<i>in my area - I would love you to take action on this.</i>		
ANON-1JDS-WHCP-4	a resident	<p><i>Good air quality for all is essential BUT thus needs to be implemented properly. The current attempts have been imposed, not properly thought through and poorly implemented.</i></p> <p><i>Maybe the current planning teams need to liaise better with the local communities as they are not doing a good job.</i></p>	<p><i>I can help by NOT pretending that the Local Council is doing an excellent job.</i></p> <p><i>I can also help by participating in the surveys that I am aware of. I can make the effort to keep in contact with my Local representatives BUT will they keep in contact with me?</i></p>	<p><i>Conduct proper research. Behave with integrity. Stop being manipulated by newcomers who are only interested in the area for investment reasons and who have no respect for the local residents. Also, remember that for years Lewisham has been a hub of cultural diversity, why do we feel as if we're being chased out of the area?</i></p>	Comments noted and forwarded to the relevant team.	No changes needed.
ANON-1JDS-WHC4-8	a resident			<i>Stop people burning wood on wood stoves, penalise those that do.</i>	Comment noted. Enforcing wood burning has been considered in the AQAP (Table 4.1).	No changes needed.
ANON-1JDS-WHCW-B	a resident				No comment.	NA

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ANON-1JDS-WHCY-D	a resident		<p>Use my private car less. Avoid short journeys via car. Walk, cycle or use public transport where possible.</p>	<p>Provide much more physically separated infrastructure on LBL managed roads to support and enable **safe** active travel (walking, scooting or cycling).</p> <p>Put much more pressure on TFL to provide this infrastructure on TfL managed roads in the borough - esp. A21, A205 & Lewisham High Street. There is ample space on most parts of these roads through the borough for separated cycle lanes, for example.</p> <p>The lack of this in LBL - and the fact that LBL ranks lowest in London for these schemes - is a huge barrier to transport modal change. The required modal shift WILL NOT happen if people do not feel safe - and at present, it simply is not safe to cycle on roads in the borough. And without this change, motor traffic and associated emissions will continue to increase in the borough.</p>	<p>Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Details of individual schemes are not included in the AQAP.</p>	<p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>

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ANON-1JDS-WHC2-6	a resident	<i>We need fewer cars on the road.. public awareness campaigns should be a complement to real action. You need a radical change in public transport infrastructure and you need to make it hard and costly for people to drive. You need real enforcement and serious fines for things like idling.</i>		<i>Install lots more electric vehicle charging points. Start a decent car club scheme. More bike storage on local streets. A better LTN that covers more of the borough. Make my street safer to cross by reinstalling the LTN</i>	Agree with the need to increase EV charging points, cycle storage and improvements to the car club. We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them across the borough and will ensure that residents are involved in shaping future plans. Increasing awareness with the public is noted.	No changes to the draft AQAP. Comments noted and already considered in the draft plan.
ANON-1JDS-WHCV-A	a resident			<i>Be stronger re ltns</i>	We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them across the borough and will ensure that residents are involved in shaping future plans.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHC5-9	a resident	<i>The main sources of pollution are stoves and transport. The plans don't include anything concrete to tackle these... just lots of nice words. As with the LTN in Lee Green where they removed filters as soon as anybody complains I would expect the council to cave in on extending a low emissions zone etc...</i>	<i>Better air quality data on a website - not an unreliable app that does not seem to be available</i>	<i>Better cycling infrastructure including hangers for on street storage. Where a cycling route has been identified (e.g. Leahurst Road) the council should not be flooding it with cars (e.g. as has happened with the so called revised LTN). The council could also make it easier to walk by removing parking spaces from pavements (e. g. Lee Road and Longhurst Road)</i>	Agree with the need for better cycling infrastructure. We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. The comments on the LTN are noted and are addressed in the report presented to Mayor and Cabinet in January on that scheme. Parking on pavements is an issue through the Borough and greater investigation is required.	The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. No changes needed to the draft AQAP
ANON-1JDS-WHC3-7	a political representative	N/A	<i>Use public transport and walk and also have changed to hybrid car.</i>		No comment.	NA

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ANON-1JDS-WHCT-8	a resident	<i>No monitoring of pollution on roads with extra traffic dumped on them by LTNS</i>		<i>Install more EV charging points, don't charge residents for installing at home</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Lewisham are installing more EV charging points across the borough but is not responsible for charge points at resident's homes.	The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. No changes needed to the draft AQAP
ANON-1JDS-WHCZ-E	a resident	<i>Lots of action about monitoring air quality here. But the plan needs to be far more ambitious about enabling active travel and discouraging car use. We need to make Lee Green LTN permanent and start new LTN trials across the borough eg. Hither Green West. We also need more School Streets rolled out, including Lee Green which has 6 schools but no school streets. The Mayor of Lewisham said 19 more School Streets were due this autumn. Yet the plan only mentions 7 this year. We need proper segregated cycle lanes and bus lanes on all the A roads, working with TfL. We need enough cycle hangars across Lewisham to meet demand.</i>		<i>I'd like more info on heat pumps and more help to buy one affordably. Could the council organise something like the collective bidding process for solar panels?</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads do become more congested while drivers adjust to the new layout. Lewisham cannot fund EV charging points for everyone at this time. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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ANON-1JDS-WHCF-T	a resident	<p><i>The greatest omission I can see is a lack of attempt to tackle air pollution on major/busy roads. I appreciate their jurisdiction lies with TfL but that's no excuse for things like lack of monitoring on them or implementing other interventions that push traffic on to them making things busier e.g. from local LTNs*. People most at risk from pollution typically live closer to busier roads; hence the plan is not tackling the issue for those who most need it. Thirdly, local educational programmes will not work for road user from outside the borough - many of whom will be using the main/arterial roads, idling etc</i></p> <p><i>*I realise the 'data' produced for the previous consultation on the Lee Green LTN did not show that but it was utterly flawed and confounded by the pandemic and lack of prior baseline data in the right places.</i></p>			The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. The comment regarding main roads is noted, but this is where strategic through traffic should be. Lewisham will continue to work with TfL to improve air quality on the main roads. Lewisham supports the extension of the ULEZ to cover the entire Borough.	No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category.
ANON-1JDS-WHCG-U	a resident	<i>I think the plan should be more ambitious in terms of greening of streets, street closures to cars, bike lane, more areas for pedestrians and for people instead of roads and car parks (similar to the area next to the Sainsbury's near Hither Green station)</i>	<i>Less driving and less use of natural gas for heating</i>	<i>More bike lanes and pedestrian areas. Promote car sharing.</i>	Agree with the comments however the details of individual schemes are not listed in the AQAP.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHC6-A	regular visitor to Lewisham		<i>Walk and use public transport more; check boiler regularly</i>		No comment.	NA

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ANON-1JDS-WHCM-1	a resident	<i>Other air pollutants like NOx, O3, PM10 have different sources and need their individual strategies.</i>	<i>It is very difficult to make any meaningful change to air quality as an individual. Highlighting personal responsibility is a common strategy deployed to shift blame away from failing policy. The fact is that a significant reduction in air pollution in Lewisham will require policy change way beyond the personal contribution of individuals. E.g through traffic in the borough</i>	<i>Lewisham has to force change and mitigate hardship drastic actions are causing</i>	The comments made have been noted. We will increase our campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change. About designing individual strategies has been noted. The different air pollutants should be considered and tackled together. They are rarely independent of each other, either in their production or resulting exposures. Interventions to reduce individual pollutants should not be considered in isolation from other pollutants, otherwise reducing harm from one may be countered by an increase in another. However, each borough is declared as AQMA for specific pollutant and our strategies are based on the LLQM scheme designed by the government. The GLA has recently begun public engagement on two pieces of London Plan Guidance – the Air Quality Neutral (AQN) guidance and the Air Quality Positive (AQP) guidance. GLA set up an engagement portal where you can access the documents, sign up to events and submit your responses via the survey – https://consult.london.gov.uk/air-quality-neutral .	No changes needed.
ANON-1JDS-WHCC-Q	a resident	<i>Speeding has a significant impact on emissions of traffic. There is a significant issue with speeding and a consequent enforcement of 20mph speed limits would significantly cut emissions of traffic. Many streets see 75+% of all traffic drive above speed limits. It's highly doubtful that the proposed changed will bring air quality in line with the new recommendations of the WHO. It's going to be too little too slow and people will actually die as a consequence</i>	<i>I don't own a car, I cycle walk and take public transport. I have upgraded my central heating and insulated my house.</i>	<i>The council shouldn't not wait for meaningful individual change. Even though it might be unpopular the council has to take more drastic action to reduce pollution, in particular from traffic, in hot spots.</i>	The new recommendation made by WHO will be considered and adopted during the course of this AQAP. Responses to the comments made on our proposed transport/highway/parking interventions are provided in the transport AQ specific policy statement attached to this report. Speed limit enforcement is undertaken by the Police. Public health has been working closely with the Environmental Protection team on anti-idling work with the pan-London project on anti-idling project being funded by the Mayor of London. Parking is carrying out enforcement via Civil Enforcement Officers (CEOs). A Traffic Management Order has been made, so Penalty Charge Notices (PCNs) can be served. All parking enforcement team now wear hi-vis jackets with 'anti-idling' campaign icon daily. At the point of engine idling, CEOs will first approach motorists and ask to switch off the engine or move. If after 5 minutes of the observation period, the motorists do not comply, the CEO will enforce by issuing a PCN.	No changes needed as already address through a number of actions included in the plan.

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ANON-1JDS-WHCS-7	a resident		<i>Reduce the use of personal vehicle</i>	<i>Make it easier and cheaper to install electric vehicle charging points, for example if a new connection from the mains electricity network under a public highway is needed, then work easily with and support UKPN to make it cheaper for residents, if the installation specifically includes electric vehicle charging points at the same time. Work with TfL to improve cycle facilities and cycle safety along the length of the South Circular across the borough - at the moment it is very sporadic and this puts me off cycling more regularly along the South Circular, which forms the majority of my daily commute.</i>	Given the financial climate a financial reduction is not something that Lewisham are looking at for now.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHCA-N	a resident	<i>Reduce car parking options. And encourage council worker etc to use alternative transport. Dis encourage use of cars by increasing cpz E.g. in culverley green conservation area, , which is permanently used as a council and commuter car park</i>	<i>We already use mainly alternative transport and have had out house insulated</i>	<i>Start at their own house and reduce their workers to use their cars and create cpz in Culverley green conservation area to discourage free parking</i>	Agree that Lewisham could encourage employees to partake in active travel where possible to show a good example. When resources allow a staff travel plan will be explored further.	No changes to the draft AQAP. Comments noted and already considered in the draft plan.

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ANON-1JDS-WHXQ-T	a resident	<p>1. How to improve transport connections across south east London (bus and train routes) so that people don't take Uber's / drive - it is usually easier to get from Hither Green into central London than from Hither green to Deptford</p> <p>2. The difficulty with promoting cycling in polluted environments - I think more people would be more happy to cycle if there were fewer vehicles on the road and if the air was cleaner - more focus on creating safe cycle lanes (Dutch style). I know this doesn't solve all of the issues, but perhaps tree planting along main roads (eg Catford Broadway, or through New Cross) would go some way to making the environment feel more pleasant to cycle through?</p>	I would benefit from information about indoor air quality and home improvements which can improve this - leaflets or billboards	<p>- negotiate bulk discounts with trusted suppliers e.g. if X% of residents on a given road can replace their boilers to be low emissions, the whole road will have a discount on supply/install</p> <p>- likewise for indoor air quality professionals</p> <p>- continue to disseminate information to all residents on air quality and small / inexpensive changes that can be made</p> <p>- make the roads safe for cycling</p> <p>- provide more places to lock bikes up</p>	Comments noted and these will be considered when funding become available. Agree with the need for better cycling infrastructure, the aim is that with better infrastructure will come a reduction in pollution as more people turn to active travel. Improving public transport is a key area and communication with TfL is a priority for Lewisham. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Addressing indoor air quality and air quality campaigns are already considered in the AQAP. Advice and guidance on indoor pollution and how to tackle it will be provided on our website. The A beginner's guide to indoor air quality can be consulted at https://www.thebesa.com/news/who-campaigner-backs-beginner-s-guide-to-indoor-air-quality/ .	No changes to the draft AQAP. Comments noted and already considered in the draft plan.
ANON-1JDS-WHXN-Q	a resident				No comment.	NA
ANON-1JDS-WHXJ-K	a resident	Look at how domestic waste is disposed of and close the incinerator	As someone that doesn't drive or have an open fire I don't understand what I could do	Nothing these things should be coming from national government and real emphasis should be on business that are the major polluters	This comment was forwarded to the waste management team for consideration in their strategy.	No changes needed.
ANON-1JDS-WHXX-1	regular visitor to Lewisham				No comment.	NA

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ANON-1JDS-WHXP-S	a resident			<i>Clear all LTN roadblocks.</i>	Lewisham Council's long-term transport strategy and climate commitments support a shift away from private car use. Sustainable modes of travel such as walking, cycling and public transport are encouraged. Fewer than 50 per cent of Lewisham households own a car, but we are all affected by poor air quality, congestion and noise pollution. The LTNs are a part of achieving this.	No changes needed
ANON-1JDS-WHX9-2	a resident	<i>You have wilfully increased the air pollution throughout Lewisham by introducing the LTNs in Lee. This has caused constant traffic tailbacks on the densely populated roads surrounding the boundary. This has caused a huge amount of idling traffic and high volume of traffic jams on fewer roads. This is not only an ill conceived premise but social injustice at its worst. There should be a tick box to remove the LTNs as this joke of a consultation is clearly heavily skewed to the reintroduction of all LTNs again at the expense of the majority of your constituents so the wealthier minority gets clearer air. FYI, pollution travels...</i>		<i>Immediately remove the LTNs. I might then consider cycling but it's currently far too dangerous to do that on the boundary roads</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Agree with increasing safety for cyclists.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHX4-W	regular visitor to Lewisham				No comment.	NA

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ANON-1JDS-WHXY-2	a resident	<i>The introduction of LTNs should have been accompanied by more education and information. It wasn't and the result is that it has been hijacked by many people putting out disinformation. Basically LTNs are a good weapon in the arsenal to improve air quality.</i>			Comments are noted and will be applied in roll out of future schemes.	No changes needed
ANON-1JDS-WHX2-U	a resident				No comment.	NA
ANON-1JDS-WHXE-E	a resident	<i>By introducing ulez to south circular you have made my Road Horncastle Road a rat run as it runs parallel and all vehicles large and small use it 24/7 now; can you please address this before someone gets run over</i>	<i>I would like to stop traffic using my Road as a cut through as it is now a car park in rush hour and the pollution is unbearable; we have to keep our windows closed at all times can you please help</i>	<i>Simple, all you need to do is make my Road one way and you would stop it being a rat run; the top half of Horncastle Road belongs to Greenwich council and they made it one way years ago, they seem to be way ahead of you when it comes to pollution</i>	Horncastle Road could be investigated to see the implications of a one way. ULEZ is a TfL scheme that Lewisham supports, and we would like to see the expansion to the entire Borough.	The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough... No changes needed

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ANON-1JDS-WHX5-X	a resident	<p><i>'Encouraging' motorists not to idle their engines and relying on the public to report idling will not do much to tackle the problem. You need targeted proactive enforcement at schools and other hot-spots.</i></p> <p><i>It is unacceptable that people are still incentivised to drive into our town centres with free parking outside of the very limited CPZ areas (and limited hours in those areas). The Council should urgently prioritise the rapid roll-out of Controlled Parking Zones across the entire borough to tackle this problem.</i></p> <p><i>The Council should also crack down on the widespread illegal parking in developments that were given planning permission as 'car-free'.</i></p> <p><i>Pavement parking (both legal and illegal) is widespread in many parts of the borough, actively discouraging walking. The Council should hand out fines to those who park on footpaths illegally, and adopt a policy to reduce the number of designated parking space on footpaths every year.</i></p> <p><i>The Council should also identify areas where the number of on-street parking spaces can be reduced, ideally replacing them with bike lanes or planting.</i></p> <p><i>Low-traffic neighbourhoods have been shown to reduce emissions and increase levels of walking and cycling. The Council should show leadership by rolling out LTNs across the borough.</i></p>	<p><i>Cycling and taking public transport more would improve air quality, but the Council needs to do much more to incentivise these choices by (a) improving cycling infrastructure and (b) making buses more reliable by taking more cars off the road.</i></p>	<p><i>Reduce traffic in the borough by removing parking spaces at both origins and destinations, and charging more for the remaining parking spaces.</i></p> <p><i>Crack down on the widespread illegal parking in developments that were given planning permission as 'car-free'.</i></p> <p><i>Hand out fines to those who park on footpaths illegally, and adopt a policy to reduce the number of designated parking space on footpaths every year.</i></p> <p><i>Roll out Low Traffic Neighbourhoods across the borough.</i></p> <p><i>Increase the amount of safe cycling infrastructure on key routes with low-cost interventions such as wands.</i></p>	<p>Parking on pavements is an issue through the Borough and greater investigation is required. There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Agree with safe cycling infrastructure being installed, details of individual schemes not included in AQAP. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Development parking to go to Development Management. Removal of parking spaces is sensitive and each location would be analysed before any removal.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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		<p>Lewisham currently does the worst of any Inner London borough on the Healthy Streets Index, due among other reasons to its very poor provision of cycling infrastructure. It should urgently increase the amount of safe cycling infrastructure on key routes with low-cost interventions such as wands.</p>				

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ANON-1JDS-WHXV-Y	a resident	<p><i>Given that air pollution is killing people, the measures in the proposed plan seem like too little too late. We don't allow people to smoke in workplaces (certainly not schools or nurseries), but there's a sense that it's fine to drive wherever you like, to idle with the engine running, despite the fact that these are really selfish and anti-social behaviours.</i></p> <p><i>Before the smoking ban, it was annoying being in a smoky bar, but I could choose to avoid that space. But I can't avoid going shopping on Rushey Green, or walking from Lewisham Station home, because that's my life. So why should I be exposed to dangerous levels of pollution? Why on earth is there a multi-lane motorway running through Lewisham town centre? It is like building a town, but leaving a putrid open sewer in the middle of it. It's disgusting walking along that road, you feel like you're choking.</i></p> <p><i>There is no enforcement of anti-idling, and it scary to cycle. The rights of motorists trump those of all other citizens, and their needs are prioritised above everyone else, because they are a vocal (and wealthier) demographic.</i></p>		<p><i>Separate, safe provision for push-bikes, e-scooters, skateboards etc. These are very viable ways for people to get from A to B, but most people won't use them if they have to share roads with cars.</i></p> <p><i>Idling and other anti-social behaviours (like illegal parking) need to be much more actively cracked down on (not through some kind of phone line). Sticking up a few posters is not enough, and posters and other information campaigns need to be much more hard-hitting. It feels like the council are too scared to confront motorists with the real consequences of their behaviour.</i></p> <p><i>New schemes that are built (which are meant to be car free) need to actually be car free - or to have a limited amount of parking for people who really need it. There is no point making rules and then not enforcing them.</i></p> <p><i>A principle of all</i></p>	<p>Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Focus areas have been identified as having high levels of pollution and human exposure. Lewisham are looking to undertake a number of projects in the area. It is not a case of closing a road when it reaches a certain level. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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				<p>transport policy should be to protect pedestrians and residents from harm. Exposing pedestrians, residents and school children to high-levels of pollution is a known harm. Why aren't roads immediately closed to traffic when they reach dangerous levels of pollution? Why do the preferences of motorists always come first? Why should we suffer and become ill despite the fact that we are just going about our day-to-day business?</p> <p>Why is there free parking at the weekend? Does this actually attract customers to shops? How many people are put-off from shopping and hanging out in Lewisham because of the heavy traffic and enormous multi-lane roads?</p> <p>The enormous road in Lewisham means that it takes ages to get from the station to the shops: it is very unfriendly if you have a buggy, or are not so</p>		

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				good on your feet. It makes a barrier in the town-centre.		

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ANON-1JDS-WHX3-V	a resident	<p><i>This will not hit net zero targets by 2030. It isn't radical enough, relies too much on electrification and there's not enough focus on cycling/walking/LTNs/reducing the convenience of using cars / increasing public spaces. Why not make cpzs automatic unless enough people opt out? Lewisham's record on these is the worst in London, it costs you nothing, stop making driving/polluting so convenient. Cycling infra in Lewisham is shamefully poor - in the high st area you've reshaped the landscape and made it worse, it's dominated by cars and it's dangerous. Bus waiting areas are in the most intense traffic areas. This plan is so watered down it is pointless. You could convert far more carparks to housing which is so badly needed. You will see an increase in population but car ownership cannot increase - there's no space so creating housing & reducing car ownership should complement each other, Far more communication is needed to discourage driving / promote bikes and walking. You are not taking this seriously - the death of Ella should lead to a huge change in strategy but this isn't it. Needs a much broader review and more of a concerted focus on achieving net zero targets, not this lipservice. Also wildlife/vegetation/trees affect air quality - where's the promise to protect our oxygen and wildlife in the form of ancient trees/green spaces from developers?</i></p>	<p><i>Not driving, campaigning for LTNs/against car ownership / using only an electric taxi - avoid any car usage if possible / installing heat pumps or other non-gas heating / using (electric) public transport / buying local products. Not using a wood burner or burning wood/other at all. Campaigning for CPZs/cycling and walking infrastructure and against increased road usage projects eg Silvertown tunnel. Protecting green spaces / trees / ancient trees / planting new trees as much as possible (eg Stfl)</i></p>	<p><i>Communicate these issues much more broadly to all residents. Reintroduce lee LTN & LTNs across the borough especially on school streets and in the centre of lewisham (high st). Make new cross single not double traffic lane and put in cycle paths. Subsidise non gas boilers massively. Make cpzs opt out not opt in with voting. Make carparks into new homes. Improve all cycling infrastructure with separate cycle paths lanes across the borough. Promote bicycle borrowing/more cycle hangars (free!) and cargo bike lending, launch a big marketing campaign and don't be swayed by right wing non resident bullies.</i></p>	<p>We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. See https://www.workworkltd.org.uk/?gclid=EAlaIQobChMI04PV9Jyi9AIVGLLtCh2IRgxAEAAAYAiAAEgIdAvD_BwE and https://www.gov.uk/improve-energy-efficiency. The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough. Cargo cycle parking is been implemented in Lewisham as part of the Clean Air Villages 4(CAV4) project (accessible via the following webpage https://crossriverpartnership.org/projects/clean-air-villages-4/)</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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ANON-1JDS-WHXT-W	a resident		<p>Have you considered offering incentives? Everything to date seems to be penalties. For example a reduction in council tax for doing certain clean air activities?</p> <p>How about closing some roads on a Sunday to allow mass cycle participation? Making cycling safe is key to getting people out of their cars.</p>	<p>Grants to make doing the things above cheaper.</p> <p>Change all the red road closure signs to green ones.</p> <p>Have live road-side air pollution displays.</p>	All signs on the Highway are compliant with the Traffic Signs Regulations and General Directions, therefore the colours of signs cannot be changed. Grants are not something that Lewisham are promoting currently.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHXH-H	a resident			<p>Make sure actions speak louder than words. So far I have not been convinced that you are really prioritising the climate emergency as much as you tweet/state about. Impactful change much be the order of the day NOT tokenistic adjustments.</p> <p>Extending LTNs would surely have a big impact on reducing air pollution and I would like to see this happen starting with Hither Green West.</p>	Comment noted. Please read our actions to deal with climate change at https://lewisham.gov.uk/myservices/environment/making-the-borough-carbon-neutral-by-2030-climate-emergency-declaration	No changes needed.
ANON-1JDS-WHX1-T	a resident				No comment.	NA

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ANON-1JDS-WHXZ-3	a resident	<p>Constructing new buildings creates more pollution than refurbishing/retrofitting existing ones. I would therefore like to see Lewisham reflect this in the decisions it makes on planning applications. And if new buildings have to be built at all, low carbon construction materials should be used - e.g. timber instead of concrete.</p> <p>Promoting the use of electric vehicles is all very well, but unless the electricity is generated 100% renewably, pollution is still being created somewhere. People need to be using less energy overall (as the current energy crisis illustrates), so I'd like to see less emphasis on electric cars and more emphasis on using public transport.</p> <p>Switching to 100% renewable electricity in council buildings is a good start, but it would be good if Lewisham residents could be encouraged to do this in their own homes too.</p>	<p>Continue what I'm already doing - e.g. walking or using public transport to get around, never burning anything, not smoking, minimising my electricity usage, using a renewable energy supplier, buying things in shops rather than having them delivered by a polluting vehicle, only buying things that haven't been produced in a polluting way (where possible) and aren't damaging to air quality.</p>		The issues raised are being considered in our new Local Plan.	No changes needed.
ANON-1JDS-WHXF-F	a resident	<p>not allow residents to smoke (cigarettes or weed) next to others' homes</p>	<p>not use a car; use renewable energy providers</p>		This comments has been passed on to our Crime Enforcement Regulation Service (CER) who deals with antisocial behaviour. The Police should also be made aware of the issue.	No changes needed.
ANON-1JDS-WHXG-G	a resident		<p>I walk everywhere- only use public transport if it is not possible to walk, and never drive or use taxis/Uber.</p> <p>I don't heat my home.</p> <p>I volunteer with local environmental projects.</p> <p>I don't have children or eat meat!</p>		No comment.	NA

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ANON-1JDS-WHX7-Z	a resident	<p>You don't seem to have any real strategy, just a collection of ideas varying from obvious to useless. The most sensible point you make is willingness to work with other councils and organisations, because this is a big issue crossing borough boundaries and there are limits to what Lewisham can do alone.</p> <p>In particular, the extreme negativity to private car use is not a solution. Rapid rollout of electric cars will make a big difference to air pollution.</p>	<p>We use a small car, avoid needless journeys, and our next car will be electric or plug in hybrid.</p> <p>The effect of the LTN is to increase my journey distance and increase time spent stuck in congestion - net effect increases the air pollution I create by driving. Don't tell me to reduce driving because I already did that by my own choice before the LTN came along.</p> <p>The LTN is probably increasing overall air pollution as well damaging ordinary lives. Some middle class people in leafy roads may be better off, but the pollution has just been displaced. Lee has a serious problem with commuter traffic and rat running, so fix that rather than targetting ordinary people.</p> <p>Also it is damaging the bus service - I can see all the buses turning around Dorville/Cambridge/Upwood. How is that consistent with reducing traffic pollution?</p> <p>People need to get on with their lives, and the LTN interferes with that. If you really want to reduce genuinely local traffic then you need to make it easier for people to find alternatives. This is not the same as blocking rat running, which you can do without messing up ordinary people, as</p>		Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure.	No changes needed as already address through a number of actions included in the plan.

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			some LTNs are now starting to do.			
ANON-1JDS-WHGV-E	a resident	<p>Most of these proposals are way, way too weak - only a £300 fine for breaking the law on burning materials? Businesses won't even blink at that, and see it as a minor inconvenience. You will only 'promote' sustainable transport to building developers, and 'consider' enforcement action against polluters?! Come on! The time for 'considering' and 'promoting' is over - polluters must pay, and in amounts that force them to change their behaviour.</p> <p>There is not nearly enough emphasis on improving public transport, walking and cycling, and severely reducing car use. Only those who can demonstrate</p>	Not owning a car. Carrying my shopping home from a shop on foot.	Personally, I do not contribute to air pollution so I don't need help.	Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure. Details of individual projects are not in the AQAP. The concerns regarding pedestrian crossings in central Lewisham are noted. The locations specifically referred to are FL's responsibility, but we will work with them to try and bring about improvements. The £300 fine is imposed by the government as detailed on the following website https://www.gov.uk/government/news/restrictions-on-sale-of-coal-and-wet-wood-for-home-burning-begin .	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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		<p><i>the need a car for work, disabled people or those caring for disabled people should be driving in London. The rest - tax the *** out of them! And just say no parking to all new developments! Then use the tax to subsidise public transport/ bike lanes etc. Your proposals are dancing round the edges rather than boldly tackling the massive issue of private car use blighting Lewisham/ London/ the world. This is not the 20th century anymore: we have to recognise that (non-electric) car use is not a personal choice or right, it is causing disease, death and environmental catastrophe (not even an exaggeration).</i></p> <p><i>Finally, and specific to Lewisham, there are serious issues with road crossing in central Lewisham that need to be rethought urgently to give pedestrians priority. The whole area from the station to Glassmills to the police station to the entrance to the shopping centre car park is absolutely terrible for pedestrians - the lights change way too slowly (from the station to Glassmills feels like it takes 5 minutes); we are expected to double back on ourselves (e.g. crossing from the central building site to the market); have to cross three roads instead of one (e.g. at the corner of Belmont Hill and Lewis Grove); cross dangerously without a green light (ditto, also the entrance to the shopping centre car park), and all the while breathing in noxious fumes. It's really bad, and I hate taking my children to central Lewisham for that reason.</i></p>				

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ANON-1JDS-WHXA-A	a resident	<p><i>I think it is great that Lewisham is taking air pollution seriously, but for those of us long-term residents who live near or on the South Circular, there is a huge elephant in the room that is not being addressed. The pollution coming from the South Circular and the other main roads, which are also residential, often by the poorer residents of the borough, was made much worse by the LTN. The monitoring of air pollution on these roads was inadequate, and the whole process has become overly politicised. Congestion at intersections has increased dramatically, and fatalities have resulted.</i></p> <p><i>The initial consultation online for the LTN concluded that 80% of respondents did not want the LTN to be permanent, but this was ignored. The Council's response to the latest consultation on the LTN has not been announced, and there is a genuine fear that logic will not prevail. Those of us residents dedicated to environmentalism, fighting climate change, fighting air pollution, while bringing the community together, have been really set back by the council's single-minded installation of the LTN that makes air pollution and congestion much worse for vulnerable populations and nearby residents, and has torn the community apart in many ways. You talk about fighting idling, but when you are caught in traffic for essential journeys, you cannot turn off your engine while moving forward a few feet at a time. You talk about school streets, but the LTN actually drove congestion and traffic past Trinity</i></p>	<p><i>I think the Council needs to listen to residents and work with us, not against us, including the many moderate groups in the discussion, such as the One Lewisham: Healthy Streets for All initiative. Otherwise the community is torn apart, and the Council's initiatives will not fully succeed, despite admirable aims.</i></p>		<p>The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. Agree with the increase in tree planting where possible. The comments on the LTN are noted and addressed in the January 2022 Mayor and Cabinet report. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Addressing indoor air quality and air quality campaigns are already considered in the AQAP. The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough.</p>	<p>An explanation have been provided and no further action is warranted.</p>

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		<p>school, not away from it. Brindishe Manor School has always needed better traffic management on its adjacent roads, but instead the residents are allowed to park on both sides, while people waiting for the gates to open are endangered daily. And yet Leahurst is blocked further up, preventing traffic from moving along towards Lewisham Hospital, and creating a dangerous potential for head-on-collisions for Ambulances and disabled drivers who are told they are allowed to use the road in both directions. Essential journeys that used to take 5-10 minutes now involves detours, congestion, and stoped traffic, literally tripling the fossil fuels burned and time wasted.</p> <p>In addition, why is there little mention about plantings, trees, hedges, green screens, and utilising other technologies to try to capture air polution and fight climate change at the same time? There have been some good intiatives, such as around Torridon school; these can bring people of all ages together, and should be pursued enthusiastically.</p> <p>Also, what about deadling with the air polution from boilers, and aiding the transition to better heating? This is a major problem coming, not far now, and residents will need help from the council and the government.</p>				

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ANON-1JDS-WHNQ-G	a resident	<i>Stop pushing LTNs on to us and making boundary roads much more polluted - all roads in the borough should be treated the same</i>			The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.	No changes needed
ANON-1JDS-WHNJ-9	on behalf of a business/or organisation/institution/community group/authority	<i>New developments should be insulated to passiv haus standards with sustainable energy like ground source, green roofs and green space Decommissioning SELCHP BANNING HGVs from LBL roads Final mile delivery collection points Putting pressure on river traffic pollutants Enforce existing planning regulations</i>	<i>Encourage electric vehicle use with free charging from one provider like TFL used to I have had an electric car for 12 years and would appreciate a subsidy Promote 100% renewable like Good Energy or the council becoming a provider. Enforce the ban on bonfires, barbecues and wood burning in private homes in period houses</i>	<i>Have a robust enforcement of Air Quality policies to make a level playing field Grants, subsidies and incentives Allow use of empty shops and buildings for collection of deliveries to individual households. This would save us on individual deliveries thereby cutting use of vehicles and petrol</i>	The comments are generally pertinent. The SELCHP is regulated by the Environment Agency that should be consulted. The comment about decommissioning the SELCHP was forwarded to the waste management team for consideration in their strategy.	No changes needed.
ANON-1JDS-WHNX-Q	a resident	<i>Commitment to installing electric car charging points across the borough - this is key to getting people to switch to EVs</i>		<i>Install EV charging points across the borough</i>	Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. We are planning to install more EV charging points across the Borough, we encourage residents to apply for an EV charging point at their home.	No changes needed as already address through a number of actions included in the plan.

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ANON-1JDS-WHCU-9	on behalf of a business/or ganisation/i nstitution/co mmunity group/author ity	<p>Part of this response was devised in collaboration with Climate action Lewisham members so their will be some repetition, but this response has been tailored to reflect the specific problems in SE23.</p> <p>Congratulations on achieving a downward trend in pollution levels in Lewisham. The draft strategy is promising and The Forest Hill Society's Campaign for Clean Air SE23 welcomes these measures. However, given that tyre/break wear accounts for over half of particulate pollution, we have general concerns that the plan is too focussed on switching to electric vehicles rather than promoting a switch to active transport and the plan will therefore not achieve the new WHO PM guidelines.</p> <p>https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions.</p> <p>We recommend the further measures below.</p> <p>MONITORING</p> <ul style="list-style-type: none"> - Adopt the new lower WHO guidelines for Nox and Pm2.5 issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly. - Lewisham monitoring complies with standards which involves looking at annual mean data. In addition to this, because risk to health is cumulative, Lewisham should also look closely at the daily highs and lows to give a more detailed picture to residents about actual exposure and times and when to avoid roads e.g. what is risk of 	See above. Making Active Travel choices, insulating Homes, refraining from burning is most important.	See Q 4 above. Main things is to make active travel more attractive by making better infrastructure for pedestrians and cyclists especially across the A205. and linking up wards to avoid this dangerous road.	LBL agree that active travel is better than switching to other motorised forms of transport.	The Mayor of London has adopted a target to meet limits for PM2.5 by 2030 (i.e. annual mean concentration of 10 micrograms per cubic metre of air (µg m-3)) and asked boroughs (as detailed in the document named 'PM2.5 in London: Roadmap'), to meet WHO guidelines by 2030, which Lewisham are following. The five real-time air quality monitoring sites in Lewisham can be accessed by all on the Lewisham website at https://lewisham.gov.uk/my-services/environment/air-pollution/check-air-quality-levels . Residents can sign up for airText alerts which is a free service providing air quality alerts and forecasts. Dustbox is a potential avenue

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		<p>exposure at rush hour/school pick up times when people are out and about. Share this data in strategy and reports. -Consider partnering with Dustbox to undertake "citizen science" community science monitoring (University of Cambridge/Goldsmiths) to improve picture of PM 2.5. They have already undertaken monitoring in Forest Hill and Deptford/New Cross. https://dustbox-logbook.citizensense.net/</p> <p>TRANSPORT -Work with TFL to ensure the provision of regular train services which have declined since the pandemic. If people have to wait double the time for trains (e.g. the Catford/Orpington Train & Victoria Loop Line) they will inevitably drive instead. This is devastating for people who do not drive and rely on these services. -Prioritise rolling out clean buses on the busiest roads e.g. A2 and A205, A21. -Assess how successful enforcement of idling has been since 2020. -Council Tax reduction/ bonus/ other financial incentive for households choosing to give up existing cars- sponsored by car hire schemes/ULEZ income. -Idling – Educate council staff/Lewisham homes drivers/ public staff such as police who can be idling offenders. -Roadworks- consolidate roadworks and make them more efficient to reduce standstill/idling traffic. Fine companies who do not complete work on time. The amount of standstill traffic in Forest Hill caused by multiple</p>				<p>for pollution monitoring but not something that Lewisham are actively pursuing currently. Lewisham are holding a public transport liaison committee in January which would be an opportune time to raise this point, however the financial impacts and reduced demand may mean that the operators are not keen to provide more services. The ULEZ means that buses need to adhere to low emissions, however this is under TfL remit. TfL's 9000 strong bus fleet meet or exceed the cleanest Euro VI emission standards. Lewisham will undertake Idling Action Events/workshops and enforcement around schools. Lewisham will</p>

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		<p>Thames Water interventions is unacceptable. The problem needs to be tackled properly on to stop the repeated roadworks.</p> <p>ULEZ The ULEZ cuts through Forest Hill and Perry Vale and Honor Oak , so there is concern that air quality in the south of the ward will be worse/get left behind. - Push for mayor and govt. on expansion of ULEZ to outer London - Be clear and transparent about where money raised is going. - Strategy for how to reduce air pollution south of the A205 if monitoring demonstrates that the ULEZ leads to short or long term increases. - Phase in charges for SUVs and larger vehicles which produce the most particulate matter. - Initiate other road user charges-price per journey.</p> <p>SUVs (electric/euro 6/which meet ULEZ standards) - Don't let tyre break wear become the diesel scandal problem of the future. - Run a campaign to make SUVs an unfashionable choice London – "Car obesity" - Stop sale of poor quality tyres.</p> <p>WALKING AND CYCLING INFRASTRUCTURE - Recognise that this is more important in reducing PM pollution than electrification because of the tyre break wear issue. Run a public awareness campaign on this. - Publish a list of improvements required for cycling and walking infrastructure across the borough and</p>				<p>report back to the GLA on review and outcome of the campaign to discourage idling. All parking enforcement team now wear hi-vis jackets with 'anti-idling' campaign icon daily. At the point of engine idling, CEOs will first approach motorists and ask to switch off the engine or move. If after 5 mins of the observation period, the motorists do not comply, the CEO will enforce by issuing a PCN. The Lewisham Permit Scheme allows Lewisham to coordinate works on the Highway, Lewisham are proactive in trying to have collaborative work between promoters to reduce overall disruption. The Permit Scheme also allows Lewisham to fine works promoters</p>

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		<p>put an action plan in place to implement them. Some planning has been on the table for a very long time (e.g.in Forest Hill; Forest Hill Station Centre and development of station, step-free railway crossing and alternatives to horrendous main road crossings where pedestrians wait in the middle of 4 lanes of HGVS on the A205).</p> <p>-More enforcement of existing 20mph zones; -20mph on ALL Lewisham roads.</p> <p>LTNS -Some LTN measures were retracted in 2020/21. As the council's main strategy to increase active transport, and improve walking infrastructure they should be reinstated and rolled out further, If there are no plans for more LTNS, what is the councils alternative strategy for reducing traffic, making the streets slower and safer and getting people to make the switch to active travel?</p> <p>SCHOOLS, NURSERIES, CARE HOMES -Well done on the excellent School Streets programme. - Produce a more detailed Strategy for mitigation for schools on main roads unable to join school streets programme (money for air filters/green screens) - In high areas of pollution, offer monitoring and mitigation advice for Care Homes and more Nurseries. -Organise "Walking bus" groups for school travel.</p>				<p>who overrun their allotted time period. Given the financial climate a Council Tax reduction of financial incentive is not something that Lewisham are looking at for now, however Lewisham recognise that road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric cars) as far as possible. Also TfL did offer an incentive related to ULEZ, but this has come to an end. Lewisham supports the expansion of the ULEZ to outer London and to cover the entire Borough of Lewisham. There are no plans for charges for SUVs and larger vehicles currently, other than the ULEZ</p>

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		<p>GREENING -Support community led attempts to green public areas that do not qualify for the greening fund (i.e. not on council land) with more funding and swifter decision making. Work with other stakeholders such as TFL/train companies to help residents move things forward. Help fast track these ideas, it is taking too long to get these measures in place and volunteer groups are losing interest because of this. Understandable because of Covid but don't waste the momentum of volunteer groups. -Stop bottlenecks for schemes like Street Trees for Living by funding and recruiting more Council Tree officers. -Undertake a council led (not volunteer led) initiative to do more greening- this could be funded privately by crowdfunding/sponsorship from estates agents etc but undertaken by council to fast track projects like parklets.</p> <p>MAIN ROAD RESIDENTS, EMPLOYEES AND USERS -Address the concerns of people living on main roads. Communicate the theory behind LTNS better and time required to see results. Have a particular strategy to address pollution on main roads. -Find out at-risk groups and have a strategy to protect vulnerable workers who spend a lot of time on the road e.g. Bus drivers/delivery drivers. -Green screens for homes facing main roads.</p> <p>BURNING: -Communicate Burning Restrictions better. Educate better. Enforce better.</p>				<p>which should help to deter the larger vehicles. The Congestion charge and ULEZ are the only road user charges in operation at the moment both of which are operated by TfL, it is understood that there are no more proposals. Lewisham supports the Mayor's objective to work with European institutions, other European cities, and city networks to ensure that trans-boundary pollution affecting London is minimised and ensuring strong source control measures and regulations are adopted at EU level. Also real-world driving emissions testing, type-approval process arrangements, tyre and brake wear, and new emission standards (for example Euro 7).</p>

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		<p>People in Forest Hill area regularly burn garden waste and use woodburning stoves and outdoor stoves/fire pits as well as allotments . This is especially inappropriate in areas around busy roads.</p> <p>-Consider reducing cost for garden waste collections to make it more viable for people to compost their garden waste rather than burn it.</p>				<p>A priority for Lewisham is improving walking and cycling infrastructure: we will build on the work already undertaken in relation to encouraging cycling and walking.</p> <p>Three quietway routes have been delivered apart from Southend Lane and the Waterlink Way Bridge, the programmes of which have now been paused until further notice due to the COVID-19 outbreak.</p> <ul style="list-style-type: none"> • Deptford Parks Liveable Neighbourhood has reached Stage Gate 3 and outline design and the business case has been finalised and submitted to TfL for review. <p>However, the programme is now on hold until further notice due</p>

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						<p>to the COVID-19 outbreak. Pedestrianisation of Prince Street and Scawen Road (outside Francis Drake School) have been installed as well as 4 x Copenhagen crossings on Crook Road, Avignon Road, Kezia Street and Etta Street. Lewisham are lobbying/working with TfL on: Speed control measures on more Strategic TFL roads/ Low Emission Zones. E.g. lowering the legal speed limit to 20mph in built up residential areas. Speed limit enforcement is undertaken by the Police. Lewisham are open to implementing more LTNs across the Borough - Lewisham and Lee Green Low Traffic Neighbourhood</p>

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						(LTN) was first introduced in July 2020 – residents are encouraged to request an LTN for their area where an assessment will be undertaken. All information on LTNs can be found on the Lewisham website at https://lewisham.gov.uk/my-services/roads-and-transport/our-traffic-reduction-programme-healthy-neighbourhoods

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ANON-1JDS-WHN9-R	on behalf of a business/organisation/institution/community group/authority	<p><i>Climate Action Lewisham welcome the measures in the AQA plan. Given that tyre/break wear accounts for over half of Particulate pollution, we have general concerns that the plan is too focussed on switching to electric vehicles rather than promoting a switch to active transport and the plan will therefore not achieve the new WHO PM guidelines.</i></p> <p>https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions</p> <p><i>We recommend the further measures below.</i></p> <p>MONITORING</p> <ul style="list-style-type: none"> - Adopt the new lower WHO guidelines for Nox and Pm2.5 issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly. - Treat 2020 AQM results as an anomaly due to the pandemic: e.g. NO2 rates declined at roadside by 25% from 45.3 to 34.0 between 2016-2019, rather than the quoted 43% from 45.3 – 23.5 between 2016-2020 which gives an overly optimistic picture. - Lewisham monitoring complies with standards which involves looking at annual mean data. In addition to this, because risk to health is cumulative, Lewisham should also look closely at the daily highs and lows to give a more detailed picture to residents about actual exposure and times and when to avoid roads e.g. what is risk of exposure at rush hour/school pick up times when people are out and about. Share this data in strategy and reports. 	<p><i>More eye-catching flyers and information guides, promotional material produced by Lewisham for us to distribute at community events to help everyone understand how to contribute.</i></p>	See Q 4.	Please refer to the response to the statutory questions/responses.	See the statutory questions and responses.

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		<p>TRANSPORT</p> <p>-Work with TFL to ensure the provision of regular train services which have declined since the pandemic. If people have to wait double the time for trains (e.g. the Catford/Orpington Train & Victoria Loop Line) they will inevitably drive instead. This is devastating for people who do not drive and rely on these services. Regular and reliable existing train links are imperative to get people to switch to public transport from their cars, especially post-covid. The timetables should be at least as good as pre-covid, especially as public transport provision in Lewisham is not as good as other boroughs. Use road user charging to fund this whilst passenger numbers are still low post covid.</p> <p>-Prioritise rolling out clean buses on the busiest roads e.g. A2 and A205, A21.</p> <p>-Assess how successful enforcement of idling has been since 2020.</p> <p>-Council Tax reduction/ bonus/ other financial incentive for households choosing to give up existing cars-sponsored by car hire schemes/ULEZ income.</p> <p>-Idling – Educate council staff/Lewisham homes drivers/ public staff such as police who can be idling offenders.</p> <p>-Roadworks- consolidate roadworks and make them more efficient to reduce standstill/idling traffic. Fine companies who do not complete work on time.</p>				

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		<p>ULEZ -Push for mayor and govt. on expansion of ULEZ to outer London -Be clear and transparent about where money raised is going. -Strategy for how to reduce air pollution south of the A205 if monitoring demonstrates that the ULEZ leads to short or long term increases. -Phase in charges for SUVs and larger vehicles which produce the most particulate matter. -Initiate other road user charges-price per journey.</p> <p>SUVs (electric/euro 6/which meet ULEZ standards) -Don't let tyre break wear become the diesel scandal problem of the future. -Run a campaign to make SUVs an unfashionable choice London – "Car obesity" -Stop sale of poor quality tyres.</p> <p>WALKING AND CYCLING INFRASTRUCTURE -Recognise that this is more important in reducing PM pollution than electrification because of the tyre break wear issue. Run a public awareness campaign on this. -Publish a list of improvements required for cycling and walking infrastructure across the borough and put an action plan in place to implement them. -More enforcement of existing 20mph zones; 20MPH on ALL Lewisham roads.</p> <p>LTNS -Some LTN measures were retracted in 2020/21. As the council's main strategy to increase active transport,</p>				

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		<p>and improve walking infrastructure they should be reinstated and rolled out further, If there are no plans for more LTNS, what is the councils alternative strategy for reducing traffic, making the streets slower and safer and more attractive to get people to make the switch to active travel?</p> <p>SCHOOLS, NURSERIES, CARE HOMES</p> <ul style="list-style-type: none"> -Well done on the excellent School Streets programme. - Produce a more detailed Strategy for mitigation for schools on main roads unable to join school streets programme (money for air filters/green screens) - In high areas of pollution, offer monitoring and mitigation advice for Care Homes and more Nurseries. -Organise "Walking bus" groups for school travel. <p>GREENING</p> <ul style="list-style-type: none"> -Stop bottlenecks for schemes like Street Trees for Living by funding and recruiting more Council Tree officers. -Undertake a council led (not volunteer led) initiative to do more greening- this could be funded privately by crowdfunding/sponsorship from estates agents etc but undertaken by council to fast track projects like parklets. Have a specific scheme to allow individuals to apply for permission to make parklets. -Green screens along main roads, Green bus stops, green streetlamps, more trees along main roads. Seek separate funding outside council for this, but lead it in house. 				

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		<p>MAIN ROAD RESIDENTS, EMPLOYEES AND USERS -Address the concerns of people living on main roads. Communicate the theory behind LTNS better and time required to see results. Have a particular strategy to address pollution on main roads. -Find out at-risk groups and have a strategy to protect vulnerable workers who spend a lot of time on the road e.g. Bus drivers/delivery drivers. -Green screens for homes facing main roads.</p> <p>DEVELOPMENTS -More robust regulations for developers to enforce not “encourage” change. e.g. Remove all car parking in new developments apart from electric/exemptions for disabled use. Ensure all developments are subject to air quality conditions, not “almost all”.</p> <p>INSULATION/BUILDING IMPROVEMENTS: Bravo on improving council buildings but more is needed for private residences A new scheme within Lewisham to inspire home owners to undertake improvements to their private residences. The last scheme had very low uptake. There is general confusion about whether it is still available. -Produce A “How to” guide/one stop shop on your webpage for private homeowners- e.g publish average costs, endorse trusted providers in Lewisham. Make it easy for the people who can afford it to make</p>				

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		<p>improvements/ boiler switches.</p> <p>BURNING: Communicate Burning Restrictions better. Enforce better.</p> <p>FUNDING The problem with implementing all of these initiatives will be a lack of money, as stated in your summary plan. Consider introducing voluntary environment contributions for businesses and residents to enable the council to start implementing more popular measures like greening, freeing up money to be spent on less visible measures.</p>				
ANON-1JDS-WHXW-Z	a resident			<p>Lobby government to make allow more incentives for electric cars. They are still too expensive for a family on a one income medium salary.</p> <p>Make provision for more cycle lanes</p>	Lewisham would support any Government incentives for electric vehicles. Agree with the provision for more cycle lanes, which is the plan to increase active travel in the Borough.	No changes to the final AQAP because the points made have been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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ANON-1JDS-WHN4-K	a resident	<p><i>I think this is probably the absolutely bare minimum the council could do and shows very poor ambition. There needs to be much more change and enforcement. Gentle 'encouragement' through posters and community groups does not work, this is a waste of money. The council could do so much more.</i></p> <p><i>- Upgrade its entire fleet of borough vehicles to electric only (this would have to go hand in hand with better EV charging infrastructure).</i></p> <p><i>- The Smoke control measures are pointless and ineffective. so many people have bonfires and have installed wood burners - the only way to stop or control this is through effective enforcement. Same with vehicle idling - this is a major problem across the borough and the only way to tackle it is enforcement through fines and reduction of parking bays on high streets.</i></p> <p><i>The most effective way of changing behaviour is to make a better and easier option - this means making driving HARDER and make cycling and walking EASIER. To do this driving needs to be discouraged by removing parking and closing roads to allow for walking and cycling only.</i></p>	<p><i>not driving!! I cycle or walk almost everywhere - but cycling could be so much easier and safer if there were dedicated segregated cycle lanes and removal of obstacles (such as bike barriers and cyclist dismount signs) - Cycling needs to be a viable alternative to commuting for average people - this means it needs to be easy and fast.</i></p> <p><i>I already have a low emission vehicle but would LOVE an electric vehicle however the biggest factor stopping me is there isn't the infrastructure for me to rely on it - i dont have a driveway so would need on street charging points and would need to guarantee I could charge it when i needed to. My nearest is the Sainsburys in Bell Green which has only TWO charging points/bays out of approx. 2000 and they're always being used.</i></p>	<p><i>It can LEAD BY EXAMPLE! change your polluting diesel fleet to fully electric! Get staff to cycle or walk - remove council parking at council buildings etc</i></p> <p><i>It can improve cycle infrastructure massively - its still so poor - work with LCC and people who actually cycle every day in the borough. Cycle paths and route that are well kept (no potholes, no tree roots, no large puddles and blocked drains, good clear signage), no cycle barriers or dismount points, direct and easy routes - preferably flat. Remove car parking bays on highstreets and replace with segregated lanes! Many more bike parking posts and CCTV cameras covering them.</i></p> <p><i>It can massively improve EV charging infrastructure - install hundred more ultra fast charging points and make sure every car park has at least 10-20% of bays with</i></p>	<p>We will increase the ULEV in council owned fleet by 80% by 2022 and the whole fleet will be zero emission by 2030. Agree that Lewisham could encourage employees to partake in active travel where possible to show a good example. Individual active travel schemes are not included in the AQAP but the aim is to increase active travel infrastructure. Agree with encouraging a shift away from car ownership but this will take a long time and a huge modal shift. We are planning to install more EV charging points across the Borough, we encourage residents to apply for an EV charging point at their home.</p>	<p>Lewisham recognised the need to reduce emissions within its own fleet, as set out in AQAP to lead by example and increase the no. of ULEV in council owned fleet by 80% by 2022 and the whole fleet will be zero emission by 2030. The Cycle Strategy which feeds into the AQAP clearly prioritises a shift away from car use. It aims to increase cycling numbers from 600,000 to 1,500,000 by 2026. We will build on the work already undertaken in relation to encouraging cycling and walking. Lewisham have a plan for a number of cycle routes through the Borough, all information can be found at https://lewisham.gov.uk/inmyarea/r</p>

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				charging points (we need to make this move to electric now!)		egeneration/ Deptford/north-Lewisham-links/cycling-quietway Healthy Neighbourhood Programme (including low traffic neighbourhoods) will be rolled out across the borough, subject to funding. The first Healthy Neighbourhood Cell will be Lewisham, Hither Green and Lee Green. These measures can be divisive which is why everybody has the opportunity to comment on the proposals during all stages of the schemes. The School Streets initiative has seen physical measures introduced to these streets to stop car use during school drop off and pick up times. The scheme also

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						<p>aims to tackle congestion, improve air quality at the school gates, make it easier and safer to walk and cycle to school and create a friendlier and calmer environment for everyone. So far, 26 school streets have been put in place, with more to follow.</p>

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ANON-1JDS-WHNW-P	a resident	<p><i>Should be much more emphasis on enabling and prioritising Active Travel and Public Transport use. Actively deterring private motor vehicle use. Encouraging people to move to active travel or shared electric vehicle use. Need to reallocate road space from parked personal motor vehicles to walking and cycling. Also needs a strong emphasis on distribution hubs using electric cargo bikes and electric vans to consolidate local deliveries and reduce duplication of polluting van deliveries.</i></p>	<p><i>Reduce motor vehicle use and keep using active travel modes. Reduce wood burning Improve home insulation</i></p>	<p><i>Improve cycling infrastructure to make back-steeet routes continuous with traffic reduction measures along their length and safe crossings of main roads. Provide fully segregated cycle lanes along all main roads in the borough. Provide more convenient cycle parking in all local shopping areas and secure cycle parking at major transport hubs Air Quality Champions and Anti-Idling campaigns are only going to be successful if there is legislation to support them and the council are prepared to issue PCNs when the rules are broken. Just talking to people is not enough. Car clubs providing small low emission vehicles should become the norm for those that need personal motorised transport so drivers should be actively deterred from private ownership of vehicles. This would release precious road space currently used for</i></p>	<p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual scheme details are not included in the AQAP. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. The Borough has several car club bays provided by Zipcar, but more emphasis from Lewisham could encourage electric vehicles in the car club. Last mile delivery hubs are an area for Lewisham to look into. The comment made about Air Quality Champions and Anti-Idling campaigns have been noted.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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				parking for pedestrians and cyclists.		
ANON-1JDS-WHNY-R	a resident	Enforce 20mph would also help. Push cars onto main roads	Rarely make car journeys	Much more to enforce people idling and people speeding	Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Speed enforcement is undertaken by the Police.	No changes needed as already address through a number of actions included in the plan.

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ANON-1JDS-WHN2-H	a resident		<p><i>I don't own a car, and try to take as many trips walking as possible. I wish I could cycle, but I live on the A2 which feels incredibly dangerous and polluted. I also take in compost through an app so that my neighbors without gardens have access to compost their food waste instead of disposing of it in the rubbish.</i></p>	<p><i>Install more bike lanes! Introduce the bike sharing programme into Lewisham- right now friends visiting me from other boroughs can only cycle as far as Southwark before needing to switch to a bus. I absolutely back the Bakerloo extension, and hope that means the A2 that is New Cross Road goes on a diet and is made much more pedestrian and cycle friendly.</i></p> <p><i>Although I understand electric cars are better than regular cars, it is awful to see so much infrastructure and money being spent on cars, when the same money could go much further in helping the majority of us who don't have cars. I hope to have a child in the next few years, and the idea of walking them along Lewisham Way and New Cross Road to get to school doesn't matter if those speeding vehicles are electric, it still makes it unfriendly.</i></p>	<p>Lewisham fully supports the extension of the Bakerloo Line. Lewisham are exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial. Increasing cycle infrastructure is key, although individual scheme details are not included in the AQAP.</p>	<p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>

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ANON-1JDS-WHNN-7	a resident	<i>Provision of EV charging won't help with the thousands of cars commuting into Lewisham everyday because it is one of the easiest and cheapest places in inner London for commuters to park. Borough wide CPZ coverage is critical to stop Lewisham being used as a giant free car park.</i>	<i>Avoiding driving wherever possible and never burning solid fuel at home.</i>	<i>Improve walking and cycling infrastructure and mandate more parking for car clubs whilst adopting and enforcing borough wide CPZs with car club exemptions.</i>	There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Lewisham supports the expansion of the ULEZ to cover the entire Borough. The Borough has several car club bays provided by Zipcar, exemptions will need to be assessed.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHNT-K	a resident	<i>Think there should be far more public education re the health hazards of car pollutants. Think that council should have been tougher on schools such as St Philip Neri when there new-build appeared to disregard the pollution children would be exposed to by having main entrance on busy road. They also removed a screen of trees which would have offset some of the pollution.</i>	<i>Walk more and use public transport rather than my car. Only burn seasoned wood and avoid unnecessary burning. Plan how to improve the heating of my house more sustainably with a low emission boiler or ground pump if affordable.</i>	<i>Subsidise replacement greener types of heating. Maintain a good bus service. Install more charging points for electric vehicles.</i>	The comments have been passed on to the relevant teams for action.	No changes to this plan.
ANON-1JDS-WHN8-Q	a resident				No comment.	NA
ANON-1JDS-WHN1-G	a resident	<i>More notices at schools and nurseries to tell people they will be fined for leaving their car idling</i>	<i>I have reduced my car use to twice a week only I use buses or walk when I can. I tell people parked with engine running that the fine is £80.</i>		Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. LBL will erect non idling signs around schools as necessary and will continue taking enforcement actions if necessary.	No changes needed as already address through a number of actions included in the plan.

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ANON-1JDS-WHNC-A	a resident			<p><i>Please make information (on what council is doing on improving air quality) more accessible and more visual to the residents - There is no use presenting these information on the council website only.</i></p> <p><i>Council should be seen at the forefront of tackling air quality issue. This means more communication, more marketing, more presence of staff / officer in public views. Right now there is no visibility on all the good effort that the council has made.</i></p>	This comment was forwarded to the communication team for action.	No changes needed.
ANON-1JDS-WHN5-M	a resident	<p><i>1 - Waste management across the borough needs to be improved. There is no proper control over recycling bins and waste maintenance.</i></p> <p><i>2 - Cyclelanes need to be considered as a priority, for example at New Cross Road and Pomeroy street</i></p>	<p><i>I personally cycle around London, but it happens that I don't feel safe on my own borough. I find some other areas of the city much more prepared for people to cycle and walk safely.</i></p> <p><i>I separate waste, but for example, I have never received the organic bin I've asked for. And also, I can see a successful waste management re recycling and general waste?</i></p> <p><i>I personally think that introducing Low Traffic Neighbourhoods across Lewisham would improve the borough significantly.</i></p>		The comments have been passed on to the relevant teams for action.	No changes to this plan.

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ANON-1JDS-WHNZ-S	a resident		<i>I don't drive so already I'm doing well. I cycle and walk as much as I can. And encourage others to do so</i>		No comment.	NA
ANON-1JDS-WHNF-5	a resident	<p><i>(1) In my opinion although the actions of single London Borough Councils are necessary for the prevention and control of locally generated pollution, they cannot do anything about air pollution deriving from outside the Borough, including other countries. Does Lewisham employ any scientists who are able to assess the relative contributions of local and external pollution according to weather conditions? Is any estimate even possible?</i></p> <p><i>(2) No Council or government can consider air pollution in isolation from measures to address climate change. For example, what is the Council doing to encourage car-owning families NOT to pave over their front gardens in order to avoid residential car parking fees? I have never seen any helpful suggestions on this topic. It is well known that high density paving over front gardens increases city temperatures with detrimental effects in summer. It is less well known that plants, especially hedges can absorb pollutants from vehicle emissions as well as being beneficial in fighting climate change and promoting biodiversity.</i></p> <p><i>My intention in bringing up the above two points is that actions often have unintended consequences. For instance pushing up residential parking charges is counterproductive in other ways. The same is true when Lewisham Council shuts off roads in</i></p>	<i>This is demeaning question that sets out only to interrogate residents about their knowledge of poor air quality which shouldn't be the objective of this exercise. As a scientist, I can assure the Council that I fully understand my contribution to tackling poor air quality. I would reverse the question and ask the Council do they understand that certain of their recent actions are not helping.</i>		<i>(1) LBL would consider such types of modelling when the right funding becomes available. (2) Air pollution is not considered in isolation because the GLA/DEFRA oversees and fund London wide air quality projects. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads do become more congested while drivers adjust to the new layout.</i>	<i>The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. Schemes elsewhere have demonstrated that if walking and cycling is safer and more convenient for shorter trips, fewer people will use their cars unnecessarily. They may also decide not to make certain trips, to travel at quieter times, switch to public transport or combine trips. However, this takes time to take effect.</i>

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		<p>certain (usually posher areas) with the intention of reducing road pollution whereas the obvious unintended consequences is to simply divert the pollution to another (usually poorer neighbourhood). My observations and those of others suggest that the Council often lacks joined up thinking.</p>				
ANON-1JDS-WHNM-C	a resident			<p><i>Be much bolder on walking, cycling and low carbon travel infrastructure</i></p>	<p>Agree with comments, Lewisham are looking to improve walking and cycling infrastructure. Individual scheme details are not included in the AQAP.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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ANON-1JDS-WHNC-2	a resident	<p><i>There is far too little emphasis on promoting safe and healthy travel. Lewisham already has a pitiful and embarrassing record in providing cycle lanes. The provision of cycle parking is awful too.</i></p> <p><i>There needs to be a move to electric vehicles in combination with this.</i></p> <p><i>It is all far too little to improve air quality</i></p>		<i>Lewisham needs to start a campaign to get people to install low emission boilers and give funding support to encourage this.</i>	Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure. Details of individual projects are not in the AQAP. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Addressing indoor air quality and air quality campaigns are already considered in the AQAP. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. See https://www.workworkltd.org.uk/?gclid=EAlaIqobChMI04PV9Jyi9AIVGLLtCh2IRgxAEAAAYAiAAEgIcAvD_BwE and https://www.gov.uk/improve-energy-efficiency .	No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHPD-5	a resident	<i>I think there should be more focus on maintaining trees in the borough as these are important for improving air quality.</i>	<i>You could help by making more and better cycle lanes.</i>	<i>Please make it safer to cycle.</i>	Agree with comments, Lewisham are looking to improve walking and cycling infrastructure. Individual scheme details are not included in the AQAP. The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHPQ-J	a resident			<i>provide financial support</i>	Lewisham are looking to install more CPZs and LTNs. The Healthy Neighbourhood Programme (including low traffic neighbourhoods) will be rolled out across the borough, subject to funding.	No changes needed.
ANON-1JDS-WHPR-K	regular visitor to Lewisham				No comment.	NA

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ANON-1JDS-WHPJ-B	a resident	<i>There is nothing about decreasing motor traffic in the Borough, especially important are high levels of commuting through the Borough. There is little but warm words about creating safe active travel spaces: cycle lanes, well maintained, parking free pavements, car free/minimised streets (eg LTNs) What happened to the 'cycle spine' through the Borough?</i>		<i>School streets LTNs Protected cycleways (as part of a network, not just going to a roundabout then stopping) Stop pavement parking Make commuting through routes less attractive (close roads to motors) Actively seek out and block rat running cut through Make cycling safe for school commutes</i>	Parking on pavements is an issue through the Borough and greater investigation is required. Collaboration with TfL will benefit all and is important to Lewisham. Lewisham remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. Lewisham are looking to improve walking and cycling infrastructure. Individual scheme details are not included in the AQAP. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHPP-H	a resident	<i>I would like to see nurseries included in the school air quality planning. My son attends Faith Montessori nursery on Stanstead Road, which is part of the South Circular. It is a great nursery but I am concerned about his exposure to air pollution from the main road. It would be great if nurseries like his could get support to plant a green barrier.</i>	<i>I walk and cycle where possible and would like better infrastructure to encourage active travel.</i>	<i>Offer advice and support to my local nursery to plant and maintain an effective green barrier.</i>	Nurseries are included in the school action plan.	No changes needed.
ANON-1JDS-WHP9-T	regular visitor to Lewisham	<i>There is too much reliance on the hope that electric vehicles will solve everything and nowhere enough focus on supporting active travel which has a far greater positive impact.</i>			Electric vehicles are an area that Lewisham see as assisting the AQAP, alongside increasing active travel infrastructure. Individual scheme details are not included in the AQAP.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHPW-R	worker in Lewisham			<i>Assess best practice and emulate. Invest to assist with behavioural change. Do not wait and refocus.</i>	The comment made has been noted. We will increase our campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change.	No changes needed.

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ANON-1JDS-WHPY-T	a resident		- not drive - not burn stuff - not use coal/wood for heating - encourage cycling		No comment.	NA
ANON-1JDS-WHPE-6	a resident	<i>I'm worried that the changes you've made have reduced air quality around poorer areas - ie, with the low traffic neighbourhoods. (I'm not against them as such - we all need to get out of our cars more but they've reduced traffic and air pollution in middle class areas but not poorer areas.)</i>	<i>Videos, mayor's email, social media etc can all be used to let us know what we can do (other than getting out of our cars).</i>	<i>More electric charging points.</i>	The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Lewisham are looking to install more EV charging points where feasible.	No changes to the final AQAP because the point made has been considered in the draft plan.
ANON-1JDS-WHP2-K	on behalf of a business/or organisation/institution/community group/authority				No comment.	NA
ANON-1JDS-WHP5-P	on behalf of a business/or organisation/institution/community group/authority		<i>reduced speed levels moving to low emissions no burning of fossil fuels</i>		No comment.	NA
ANON-1JDS-WHPV-Q	a resident	<i>What is unclear is the level of funding available and engagement with local organisations and communities. At a time when so much is cut, stretched and overworked. How will this be different?</i>	<i>I now work from home and use my car much less. I walk more and am getting more confident cycling where possible or using public transport. I avoid using heating or have it on a lower setting. I avoid having a coal fire. My car has a small engine and low petrol use. I don't idle when waiting. I shop local where possible</i>	- easy access to information - pool information about national or other schemes - alerts when the weather keeps in pollution - more individualised action to problem solve with people who continue to drive their children to school and idle outside	Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles.	Public health has been working closely with the Environmental Protection team on anti-idling work with the pan-London project on anti-idling project being funded by the Mayor of London. Parking is carrying out

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				- address the chronic traffic on the south circular		enforcement via Civil Enforcement Officers (CEOs). A Traffic Management Order has been made, so Penalty Charge Notices (PCNs) can be served.
ANON-1JDS-WHPT-N	a resident				No comment.	NA
ANON-1JDS-WHPH-9	worker in Lewisham			More info about what air quality champion entails, and where to get smokeless fuel More segregated cycle lanes to encourage people to cycle	More information will be made available on our website. This is already under consideration during our upcoming Air quality campaign.	No changes needed.
ANON-1JDS-WHP1-J	worker in Lewisham		Hopefully my employer will introduce a salary sacrifice scheme for vehicles so I could get an electric or hybrid vehicle through the scheme	Encourage local businesses (perhaps by leading by example) to offer staff ways of purchasing a low or zero emission car.	Given the financial climate a financial incentive is not something that Lewisham are looking at for now.	No changes to the final AQAP because the point made has been considered in the draft plan.
ANON-1JDS-WHPK-C	a resident		Reduce my travel by car, walking and cycling rather than public transport	Promote the use of electric cars more, install more charging points. Add more planters to the borough and reduce heavy goods through traffic from other boroughs	Lewisham supports the extension of the ULEZ to cover the entire Borough. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Lewisham will encourage electrical vehicle uptake. Planters in the Borough should be investigated.	No changes needed as already address through a number of actions included in the plan.
ANON-1JDS-WHPB-3	worker in Lewisham			Fund initiatives properly and see them through	Comments noted.	No changes needed.

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ANON-1JDS-WHPZ-U	a business owner	<i>Cars could be discouraged by higher taxes and fuel costs. A bigger awareness campaign of how deadly car emissions are. Hard hitting ads warning of the impact we are making on climate change by one short journey by car etc Too much focus is on schools and lower income households (for energy schemes) This affects everyone</i>	<i>Selling my car. Operation so I can walk more easily Recycle everything, rarely buy new. Spend time educating others in the community. Saving water. Use rainwater for many tasks and work Use heating sparingly Switched to LED lights Using a trolley to transport gear by foot Etc</i>	<i>Reductions for outlay for these provisions, including wifi so less travel is needed. Even 10% off a boiler etc Events, festivals, that preach the zero Carbon message Penalise car use Give bonuses and rewards (eg free gym passes) for businesses who go car free Vegan events to get everyone reducing carbon</i>	Comment noted and under consideration during the course of the plan. Responses to the comments made on our proposed transport/highway/parking interventions are provided in the transport AQ specific policy statement attached this report.	LBL transport AQ specific Policy Statement.
ANON-1JDS-WHPF-7	a resident				No comment.	NA
ANON-1JDS-WHPM-E	a resident		<i>I do but I am constrained by the lack of a decent and affordable bus network and a massive lack of electric charging points. This lack of charging points is what is stopping me getting an electric car.</i>	<i>More charging points or maybe if someone has an electric vehicle then have their own bay outside their house similar to a disabled bay.</i>	We are planning to install more EV charging points across the Borough, we encourage residents to apply for an EV charging point at their home. We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location.	No changes to the final AQAP because the point made has been considered in the draft plan.
ANON-1JDS-WHPC-4	a resident	<i>There's so little on traffic reduction. All you want to do is replace petrol/diesel vehicles with electric ones. There'll still be congestion and the borough will be unattractive for people wanting to walk and cycle</i>			A combination of methods are looking to reduce traffic in the Borough, including cycling and walking infrastructure and healthy neighbourhoods.	No changes to the final AQAP because the point made has been considered in the draft plan. Table

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						4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHP6-Q	a business owner	<i>Segregated cycle highways in Deptford alone is not ambitious enough</i>		<i>Partially fund them. Direct us to professional support.</i>	Improvements to cycling infrastructure is not limited to Deptford, we are looking to improve active travel infrastructure across the Borough	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHPU-P	a resident	<i>Encourage more use of public transport by ensuring that there are more frequent services.</i>			Public Transport services should be referred to TfL. We are positive in communications with TfL.	No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category.

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ANON-1JDS-WHP7-R	a resident	<i>Having read the report I am surprised there is no mention of planting street trees. There is a mass of data to show that street trees mitigate pollution, slow traffic, reduce urban heat islands (and use of aircon), reduce localised flooding, foster well being, encourage community engagement, encourage walking, encourage biodiversity, and bring many more benefits.</i>	<i>Work to plant more street trees Retrofit my home where possible Walk not drive Buy sensible food, use less plastic</i>	<i>Make a greener borough - change grey spaces into green spaces. Work to create green corridors across the borough for those who want to walk.</i>	The suggestions will be considered in our Local Plan and our park/open space strategy.	No changes needed.
ANON-1JDS-WHPG-8	a resident	<i>All busses should be fully electric all taxis and taxi services should be fully electric. We need pedestrian zones in lewisham central to discourage driving</i>		<i>Pedestrianise my road, discourage by enforcing resident only parking 24/7</i>	There are currently no plans for pedestrian zones in Lewisham currently, but this could be investigated in future. TfL's 9000 strong bus fleet meet or exceed the cleanest Euro VI emission standards. The Mayor's aims are for all taxis and Private Hire Vehicles (PHVs) to be zero emission.	No changes needed
ANON-1JDS-WHPA-2	a resident	<i>Do more to discourage driving in Lewisham, especially through traffic</i>	<i>Not owning a car Using public transport and walking</i>	<i>Enforce speed limits on neighbourhood roads Reduce incentives to drive cars (eg stop privileging parking spaces over pavements and green spaces)</i>	Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Parking on pavements is an issue through the Borough and grater investigation is required. Speed limit enforcement is undertaken by the Police.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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ANON-1JDS-WHPS-M	a resident	<p><i>Re: connecting people through community engagement, the greatest changes will come from those not already engaged in the community. Those who are already interested in checking air quality alerts, or have signed up to a community-focussed app (airtext?) have already taken steps towards making changes. I am in frequent contact with people who are completely uninterested in improving air quality (or other aspects of their local area), I don't know if this is through ignorance or disenfranchisement, but if you work out a way to engage this section of the population then you will surely see a shift in people's adoption of positive air quality practices. Eg. Frequent idling awareness/walk to school campaigns at the school gates. Identifying 'park and stride' options for schools (this would also work towards Lewisham's drive to reduce obesity and increase activity in children). Also, a big omission is the role of electric bikes and scooters. I don't enjoy the way that many of the scooters are ridden, but I do believe that they will be pivotal in getting people out of cars. By overlooking the role that they currently play, we're ignoring the impact they could make. They're not going to go away. So better that we embrace their use, improve their safety and see them a step towards sustainable travel.</i></p>	<p><i>I know that there are various aspects of my life that contribute to poor air quality. I drive, however I try to do so as little as possible, even if that means toggling me and the kids in head-to-toe waterproofs to brave the lashing rain on a 25min walk to school. I understand that to improve air quality I will be inconvenienced. But the satisfaction of knowing I am making a contribution to improving air quality outweighs this inconvenience. I understand that, looking at the bigger picture, my inconvenience is incredibly minor. The car we have is old and diesel - the worst kind! I live next to the border of the ULEZ extension, it will impact on where I have occasionally driven to. But I welcome the extension. I cannot yet afford an electric car and I know the most environmentally aware thing to do is to only replace my existing car when it is beyond repair. Our electricity supply is 100% renewable (octopus) and we are considering replacing our gas hob and oven with electric/induction alternatives to reduce our gas consumption.</i></p>	<p><i>Make any actions as cheap as possible/free, otherwise you rule out a large proportion of the borough being able to participate.</i></p>	<p>The comments made have been noted. We will increase air quality information to the public, campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Lewisham are exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial. Increasing cycle infrastructure is key, although individual scheme details are not included in the AQAP. School campaigns will be investigated further as there is evidence to show that children can influence their parents travel habits.</p>	<p>We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric cars) as far as possible. We are committed to making Lewisham carbon neutral by 2030, as set out in Lewisham's Climate Change Action Plan. Although the overall aim of our transport strategy is to encourage more walking, cycling and public transport journeys, we also recognise the need to support the use of electric vehicles for essential car journeys. Reducing car use is one of the best ways to cut emissions. Sustainable Travel Towns studies show that car driver distance could be</p>

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						<p>reduced by five to seven per cent, which can provide large reductions in NOx/PM emissions. The Cycle Strategy which feeds into the AQAP clearly prioritises a shift away from car use. It aims to increase cycling numbers from 600,000 to 1,500,000 by 2026. We will build on the work already undertaken in relation to encouraging cycling and walking.</p> <p>Lewisham have a plan for a number of cycle routes through the Borough, all information can be found at https://lewisham.gov.uk/inmyarea/regeneration/deptford/north-lewisham-links/cycling-quietway. Public health has been working closely with the Environmental</p>

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						<p>Protection team on anti-idling work with the pan-London project on anti-idling project being funded by the Mayor of London. Parking is carrying out enforcement via Civil Enforcement Officers (CEOs). A Traffic Management Order has been made, so Penalty Charge Notices (PCNs) can be served.</p> <p>Lewisham are exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial.</p>

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ANON-1JDS-WHMD-2	a resident	<p><i>I think the language used around transport and parking is far too moderate considering the scale of the issue. As a pedestrian and public transport user, I feel Lewisham does far too much to encourage private vehicle ownership. On my street (Ennersdale Road) car parking spaces occupy 50% of the pavement. How is this an infrastructure to encourage active transport. We need to council to commit to radical action which actively discourages car ownership: fewer parking spaces; more LTN's; expand ULEZ to the entire Borough. Encouraging electric vehicles is a temporary solution and unsustainable for the future (given the carbon footprint for manufacturing these vehicles). And where will this infrastructure go? I've seen enough examples already, ugly charging ports taking up pavement space. The Council should be discouraging the use of private vehicles full stop. While the overall aims of the plan are welcome, the list of concrete plans are filled with vague statements about 'raising awareness'. If Lewisham is serious about tackling the Climate Emergency, they need to propose concrete and radical plans to discourage and decrease private vehicle use in the Borough.</i></p>		<p><i>As a lifelong pedestrian and user of public transport (and occasional cyclist), I have no interest in owning a private vehicle. To encourage active transport, behind by giving pavements back to pedestrians. Pavement parking was abandoned by most boroughs in the 70s, yet there are designated parking spaces on pavements all over Lewisham (Ennersdale Road, Leahurst Rd, Fernbrook Rd). If a street is too narrow to have parking on both side then it shouldn't. More trees, more LTNs, more cycle lanes and fewer cars and parking spaces please!</i></p>	<p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Lewisham will encourage electrical vehicle uptake. Lewisham supports the expansion of the ULEZ to cover the entire Borough however this is a TfL scheme. A combination of methods are looking to reduce traffic in the Borough, including cycling and walking infrastructure and LTNs.</p>	<p>No changes needed as already address through a number of actions included in the plan.</p>

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ANON-1JDS-WHMN-C	a resident	<i>Education of residents is not extensive enough and should be the main priority. For as long as there are residents who don't respect or adhere to the various rules aimed at reducing pollution, problems will persist. Enforcement is not Lewisham's strong point and prevention must become its focus. ULEZ punishes the working poor and the focus should be on imposing compliance rules on local authorities and big business first of all, before assessing the positive impact of that and then seeing what is left for the individual to do.</i>	<i>I can walk or take public transport more regularly. Fly tipping and poor management of refuse collections can be a real barrier to this with footpaths inaccessible due to fly tipped waste and / or wheelie bins left strewn across pavements. I have a ULEZ compliant car but know many of the working poor can't afford to change vehicles - this should be subsidised</i>	<i>I don't need support from Lewisham but others do. Invest in making old homes more carbon efficient reducing the need for residents to light fires. Replace single glazing, insulated homes, consider cycling some of the older property stock (e.g in conservation areas) out in favour of new. Help residents upgrade vehicles to low emission / electric alternatives but only do this when it is clear that the charging infrastructure can cope.</i>	Comment noted. LBL agree with the need for investment in existing housing stock. The big question is how this is funded. The Government's Head and Building Strategy published last month does not make this clear. The suggestions have been passed on our enforcement teams. TFL should be contacted about the ULEZ.	Comment noted. The suggestions have been passed on our enforcement teams and TFL who implemented the ULEZ. Financial aid to upgrade vehicles to electric is not something that Lewisham can provide, however residents are able to apply for charging points and we are looking to install more ev infrastructure.

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ANON-1JDS-WHMR-G	a resident	<p>The planning permission system in conservation areas actively works against addressing air quality issues by obstructing and blocking residents' attempts to retrofit properties (especially external insulation). This needs to be addressed so that the need for building conservation does not actively obstruct improving air quality and addressing climate change as it does at present.</p>	<p>I got rid of my car recently and have no plans to replace it until electric cars become more feasible. I have resisted commercial pressures to instal a wood-burning stove. I cycle where it is safe and practical to do so. I replaced my older gas boiler with the most effcent, low emissions model I could find.</p>	<p>1. Actually so something, anything, to enforce the declared 20mph speed limit. Currently there is no enforcement whatsoever and almost no-one observes the limit. Drivers who attempt to observe the limit are obten abused, undertaken and even threatened by other drivers who want to drive at sppeds beyond the limit.</p> <p>2. Ensure that planning/conservation departments stop obstructing and blocking residents' attemps to retrofit their homes.</p> <p>3. Conletely ban wood-burning stoves. It is absurd to suggest that some WBSs are "clean" or that owners of WBSs don't burn heavily polluting materials. Some wealthy residents want their WBSs, but Lewisham Council should not be pandering to their wishes.</p>	<p>These suggestions are under consideration during the design of our Local Plan.</p>	<p>No changes needed.</p>

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ANON-1JDS-WHMP-E	a resident	<i>Cyclists are on the increase and this will go up - massively - if the routes could be deemed safe. PROPERLY SAFE! At the moment too many drivers are in a hurry and it causes too many near misses.</i>	<i>I have stopped be a driver. I am no longer a car owner. I have three children and they have had to learn to cope. And it is a good lesson for them and the future. In inner city London there is, largely, no need for families to have cars.</i>	<i>It is a city-wide issue. And a national issue. Thats what Lewisham can do. It can work at getting all the other parties to do the same.</i>	Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual scheme details are not published in the AQAP.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHMY-N	a resident	<i>The proposals contain an overall lack of ambition. Heavy traffic, rat running, parking on pavements etc. remain a constant threat to the health of borough residents. The South Circular, particularly on Catford Bridge, are horrendously congested and polluted. The area has high footfall due to the stations and accomodation but the pavements are narrow and very close to the busy road.</i>	<i>I use active travel and public transport wherever possible. I pay for a garden waste bin instead of burning my garden waste.</i>	<i>Make parking more expensive. Charge oversized SUVs much more for parking (they don't even fit in marked parking spaces sometimes). Reduce parking across the borough. Clamp down on pavement parking. Install more cycle infrastructure. Build more pedestrian crossings. Make fewer roads through roads. Use ANPR to limit non-resident through traffic.</i>	Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Parking on pavements is an issue through the Borough and greater investigation is required. A combination of methods are looking to reduce traffic in the Borough, including cycling and walking infrastructure and healthy neighbourhoods. Lewisham are currently working on a proposal to undertake a combination of improvements to Public Realm between Catford and Catford Bridge stations, utilising S106 funds for this purpose. There are no plans to increase parking based on the size of vehicles.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHMY-Q	a resident		<i>Continue to not drive, using my bike and public transport.</i>		No comment.	NA

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ANON-1JDS-WHM2-G	a resident	<p><i>In answer to Q2 - the Council needs to make progress on all 7 items. Which aspects of which are to be prioritised should be based on a cost/benefit over 5 years - where cost is availability of funds and benefit is the gain in air quality over a sustainable period to a significant section of the population at risk.</i></p> <p><i>The time and energy spent on monitoring is only worth the spend and officers' time involved if the Council knows what it will do with the results to make an improvement in air quality. Extra data once adequate data has been collected in any particular case will be money badly spent - when money is so tight.</i></p> <p><i>I would wish to see a far higher priority given to promoting active travel, cycling and walking, in all its forms. I think this should probably be the top priority - mental health and overall physical health be improved as well as better lungs. Streets will be more available for walking in etc, etc. Use of private electric vehicles are very much a second best to active travel - which is not to say that no provision should be made for them - but active travel be prioritised.</i></p> <p><i>In this I would also include the work on School Streets. This is a good initiative wish I would wish to see rolled out to all schools - including considering naming and shaming, as a last resort, those that do not engage . Getting very many more getting parents and children to walk to school , especially primary school should be a feasible</i></p>		<p><i>I would wish the Council to provide a much better cycling infrastructure than is currently the case. We are laggards in London. Yes, tfl has be involved, too, but that is true of all the other London boroughs, too, where much more has ben going on.</i></p>	<p>Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. We encourage Schools to partake in the School Streets initiative but they are not required to join. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. Cargo bikes is an area for Lewisham to research. Lewisham are exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial.</p>	<p>The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. No changes to the final AQAP because the points made have been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>

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		<p>objective.</p> <p>Electric and other cargo bikes - other London boroughs are idling much more than Lewisham right now. Lewisham should commit in its strategy to learn from the best, in this any other areas - no need to re-invent the wheel best - so out council becomes a leader in its own right</p>				
ANON-1JDS-WHM5-K	a resident	<p>The south circular needs addressing, especially the rat running through the Corbett estate and Hither Green lane. Not enough bus routes or safe walking routes. Not enough cameras to monitor. Proposal of 75 pollutant monitors is not enough, there should be many many more.</p> <p>The burning of fires in peoples gardens is epidemic, this should be completely banned, no exceptions. Nobody polices this and it is terrible what it does to air quality during the summer</p>	<p>I will be buying an electric car. I walk and use Public Transport as a priority first, but currently the network around the Corbett Estate is just not good enough, nor safe after dark.</p> <p>I do not burn rubbish or any fires, I am aiming to phase out the use of my gas boiler within the next 3 years.</p>	<p>Improve walking routes and public transport. Work with police to make the streets safer, install more CCTV. Ban the burning of vegetation and rubbish in peoples gardens, provide free recycling to help tackle this issue. Sort out rat runs through the Corbett estate. Improve the</p>	<p>Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Hither Green Lane and Corbett Estate can be investigated to identify the current issues and remedial measures. CCTV is located in areas where compliance is extremely poor, it is generally the last measure due to its high cost implications.</p>	<p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>

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		months. You should make brown bins free and available to all properties to help avoid this.		footpaths which are in a terrible state to make walking more appealing.		
ANON-1JDS-WHMOV-M	a resident	There is not enough emphasis on inappropriate vehicles using narrow roads through and cut throughs. Keeping large trucks on the main A roads is vital to keep congestion on residential streets. Speed monitoring, speed enforcement, improved pedestrian crossing and creating roads that are more suited to pedestrians and cyclists needs more focus so that pedestrians can travel safely through residential areas including Brockley,	Change vehicle to a cleaner one and walk cycle and use public transport wherever possible	Support our residents demand for a safer and healthier Road. Malpas Road B218, has experienced a large number of car accidents, with damage to private property and many resulting in car owners being removed from their vehicles by the emergency services. The road is not currently suitable for two way traffic as it is so narrow. Larger vehicles (vans and larger) cause congestion with multiple traffic jams adding to the pollution. There are little safe places to cross and this makes the road unsuitable for the more vulnerable in our community to use the road safely. Young	Malpas Road should be investigated into the issues that are raised. Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual schemes are not detailed in the AQAP. Speed enforcement is undertaken by the police but speed monitoring is constantly undertaken by Lewisham.	No changes needed as already address through a number of actions included in the plan.

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				<p>children do not have one suitable pedestrian crossing and older people are scared of crossing Malpas Road. We have been campaigning for a safer road since 2014 with no changes.</p>		
ANON-1JDS-WHMH-6	a resident	<p>Please reconsider school streets running. That should all be closed at the same time. Make ltn infrastructure permanent but call it something else!! "Ltn" is too toxic. Tell drivers where their money went. You conned and bullied me into paying £65 for going up an road with NO signage. I need to know it's coming back to me and in what form.</p>	<p>I've cycled all my life. I'm doing all i can without making myself more ill than i already am.</p> <p>Education. Community composting. Change the regs on paving over gardens</p>	<p>Correction: Please reconsider school streets timing.</p> <p>Allow older people to try cycling by providing a safe space to try riding - all those sorts tracks not doing anything!! Give free cycle instructor training... I dont gave £400 to train. In Scotland, its free. Bike storage on every road- one car space = 5+ bikes = less traffic.</p>	<p>All fines collected are used within the scope of Government legislation, which means it must go back into transport. School Streets are in place to prevent vehicles from accessing the school at the start and of the school day, they have proved successful but remain under review. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual scheme details are not published in the AQAP. The cost of cycle training is not currently under review.</p>	<p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>

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ANON-1JDS-WHMK-9	a resident		<i>By only using Ultra Low Emission Vehicles or walking, cycling or using public transport - the Council needs to help people do this by putting in wider footpaths, providing much more cycle storage, implementing cycle routes, and installing many more electric vehicle charging points.</i>	<i>Provide information about funding, and helping residents access vehicle charging points at home.</i>	Responses to the comments made on our proposed transport/highway/parking interventions are provided in the transport AQ specific policy statement attached this report.	No changes to the final AQAP because the point made has been considered in the draft plan.
ANON-1JDS-WHMB-Z	a resident				No comment.	NA
ANON-1JDS-WHMZ-R	on behalf of a business/or organisation/institution/community group/authority				No comment.	NA
ANON-1JDS-WHMF-4	a resident	<i>Lewisham is not an island. It is part of London and cannot deal with these issues in isolation without making life worse for everyone around us and those on the main roads going through Lewisham. These measures will lead to an improvement for a few privileged people and a worse situation for the poorer residents of the borough.</i>		<i>Provide money. Most people can't afford the luxury of making changes and therefore things will only get worse for the poorer members of the community.</i>	These comments have been passed on to the GLA and TfL. We agree that council spend needs to be targeted on low income and vulnerable residents. This is under consideration.	Agree that working with neighbouring Boroughs and TfL is key

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ANON-1JDS-WHMG-5	a resident	I am new to thinking about this seriously. However, I have learnt that wind power is incredibly efficient. You mention solar power, but not solar wind power specifically. I actually think solar wind power might be a good resource in the borough. I live on the 4th floor of my building and developments around us have created a strong wind tunnel effect. I am aware that it is possible to install small wind turbines now, but I am struggling to find local businesses who specialise in this or to find more information in general. Would it be possible to promote the use of small wind turbines, via information, bursaries, new development legislation etc. especially on buildings in the borough with multiple stories such as mine? This should bring business to the borough re installation of these products as well as reducing the carbon footprint of the borough.	I receive emails from you but they are easy to skim over or ignore. I think something visual in the community which connects these issues to the places I walk around each day would help me to think about the issues and to understand what I can do to help e.g. information boards, pieces of art/commissioning artists to work with messaging this to the community.	Deliver information to me. Enact legislative changes enabling the installation of solar/solar wind power if possible. Provide bursaries for the installation of equipment.	The comments made have been noted and passed on to the relevant team for consideration.	No changes needed.
ANON-1JDS-WHM6-M	a resident	I live on the South Circular (Honor Oak Park, SE23 3LH) and the traffic is choking. One simple fix has not been adopted. Many roads off the South Circular (eg. Grierson Road) are blocked to traffic. This means anybody who wants to access that road can't just turn left, but has to drive in a circle (all on the South Circular) to access it. You are literally drawing all of the traffic onto the busy, choked up, main thoroughfare - if you opened the side roads (which have been blocked to traffic for at least ten years), there would be far less traffic idling on the main road emanating petrol and diesel fumes. This particular main artery into and out of London was never such a congestion problem until all the side	I have a car only for necessary journeys, not everyday use (I work from home). I would cycle everywhere and happily get rid of my car altogether if cycling wasn't so dangerous in London. A white painted line to separate bicycles from lorries and buses is completely inadequate as a safety precaution. Pavements are constantly widened in this area, narrowing roads and pushing vehicles even closer together, but why not create cycle lanes instead of widening pavements so much?	Replan the roads so that vehicles are not pushed into a bottleneck and open up side roads so that cars and buses etc can reach their destination more directly, and not be funnelled onto main roads when they are trying to get home to a minor road.	These road closures are historic and not part of the AQAP, however they could be investigated to understand the current issue being described.	No changes to the final AQAP because the point made has been considered in the draft plan.

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		roads were blocked pushing all (even local traffic) onto the South Circular.				
ANON-1JDS-WHMC-1	a resident				No comment.	NA
ANON-1JDS-WHMU-K	a resident			<p><i>Be Transparent</i> <i>Do not lie or spin the facts and the figures to suit the agenda and actions being pushed</i> <i>Consult in person regularly</i> <i>Do not take years to reverse actions that have proved to be causing damage to local populations, infrastructure and increasing air pollution</i> <i>Do not push an agenda that appears to work for only a few based on radical beliefs</i> <i>Take into consideration those individuals that can't ride a bike or don't feel safe doing so</i> <i>Take into consideration the growing elderly population</i></p>	The comments made have been noted.	Lewisham's corporate priority is to build safer communities, where every resident feels safe and secure living here and travelling around the Borough.

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ANON-1JDS-WHMM-B	a resident	<p><i>It's good to see this air pollution plan being drawn up, and I welcome the great progress made with school streets.</i></p> <p><i>There is an unfortunate lack of focus on concrete development of active travel infrastructure, and attention to EV charging, which, while important should be a last resort in sorting out air pollution. The (sorry, but laughable) provision of 600 secure bike hangar spaces across the borough is nothing like what should be available - there are 850 car parking spaces in Lewisham shopping centre alone!</i></p> <p><i>Given the huge opportunities for health and the economy when more journeys are made by walking or cycling, there should be much, much more attention paid to how to get people moving around actively, rather than just "encouraging". You can educate people all you like about the importance of reducing car journeys but if the alternative is unsafe or unpleasant - as it is in a lot of the borough - this will be unsuccessful. School streets are great, but don't link up with other walking and cycling infrastructure to allow children to walk and cycle safely from home.</i></p> <p><i>I would like to have seen a much greater focus on what the council is actually doing to make it safe and pleasant for people to walk and cycle.</i></p> <p><i>In addition, I would welcome information about how anti-idling measures will be enforced. I took part in the schools workshop at Coopers</i></p>	<p><i>Car is a last resort</i></p> <p><i>Modelling active travel to friends and family and my children</i></p> <p><i>Asking people to stop idling when I see it</i></p> <p><i>No bonfires/bbqs</i></p>	<p><i>The council needs to install well designed and joined up cycling and walking infrastructure across the borough. This will enable people to make the shift to active travel and will ease transition to healthy neighbourhoods (LTNs) when these are rolled out across the borough.</i></p> <p><i>Funding for these needs to be considered in the context of the health and care benefits to be gained by improving physical activity. The status quo is unsustainable, appalling for the climate, and appalling for health, both from damaging air pollution and from unhealthy inactive lifestyles.</i></p>	<p>Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, this includes infrastructure and new cycle hangars. Individual scheme details are not published in the AQAP. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles and LBL will erect non idling signs around schools as necessary and will continue taking enforcement actions if necessary. The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough.</p>	<p>No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>

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		<p><i>Lane, and regularly ask people to stop idling, but have seen little difference in the rates of idling. A traffic officer rotating around schools monitoring for idling would be very helpful. I have now submitted several instances of idling to the idling enforcement team but not had any feedback.</i></p> <p><i>I welcome the mention of green space as important for reducing exposure to air pollution</i></p>				

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ANON-1JDS-WHMS-H	a resident	<i>There is mention of green space but the fact that lewisham loses 150-200 mature trees every year is not being addressed. This will contribute to a significant loss of mitigation against the health impacts of air pollution. Please ensure that the air quality strategy is linked with green space strategy and that the loss of mature trees is halted. More information: https://blog.ecosia.org/how-trees-reduce-air-pollution-world-environment-day/</i>	<i>Previously answered</i>		The comments have been passed on to the relevant Team for consideration.	No changes needed.
ANON-1JDS-WHMA-Y	a resident	<i>The issue of Lewisham being a major transport route with high volumes of trucks and other diesel polluting vehicles is not being addressed enough. Charging polluting and commuting vehicles for travelling through Lewisham is one way of reducing them.</i>	<i>I cycle or walk. On the rare occasion I do drive, I use an electric vehicle. I make sure all my children cycle to school. I am actively campaigning for my children's school to become a school street. I support temporary road closures for pedestrians and play streets. What would help me to continue doing this is better cycling infrastructure in Lewisham, more pedestrianised areas and making all primary schools School streets as the norm.</i>	<i>Better cycling and pedestrian infrastructure. Make air polluters pay, e.g. by charging residents a tax on vehicle ownership-charge more for the most polluting vehicles or ownership of more than one vehicle. Make all primary schools have School streets with NO vehicles allowed on them during drop off/ pick up. Increase pedestrianised areas and pedestrian crossings. Offer cycle loans/ cycle training to improve access to bikes and cycling confidence across the borough.</i>	Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual schemes are not detailed in the AQAP. We encourage Schools to partake in the School Streets initiative but they are not required to join. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. The Try before you bike scheme allows you to try out a new or nearly new bike for a monthly fee.	No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.

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ANON-1JDS-WHQD-6	a resident	<i>There should be much better infrastructure for walking and cycling in Lewisham. Particularly there needs to be a re-allocation of road space from cars to people. Huge investment in segregated cycle lanes (which are lacking in Lewisham). Reduce on-street parking in favour of wider pavements. Ban ALL pavement parking borough-wide and enforce.</i>	<i>I don't own a car, I don't drive and I walk/cycle every trip I make within the borough.</i>	<i>Invest in safe cycling and walking infrastructure!!!! This is THE most important factor in getting people out of their cars and adopting active travel.</i>	Agree with comments. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Parking on pavements is an issue through the Borough and greater investigation is required.	No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.
ANON-1JDS-WHXC-C	a resident			<i>Reverse engineer LTN's and school streets, as extended ULEZ will be introduce shortly & E10 new petrol began in September, as explained section 6.</i>	LTNs and School Street go through a number of stages before implementation, this allows for maximum scope and to achieve the right measures for the location. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.	No changes to the final AQAP because the point made has been considered in the draft plan.
ANON-1JDS-WHQN-G	a resident				No comment.	NA
ANON-1JDS-WHQQ-K	a resident	<i>I think it looks a thorough campaign, but I think it is still possible for people in Lewisham to be completely unaware of all you are trying to do. I think more efforts to reach more people and create real change are essential to have real success in achieving the goal such for 2030. The goal is admirable and the goalposts are in view but people need to be MOBILISED and shown both how to take responsibility for their own actions, given compelling incentives to do so, and be shown how the council and government are making our streets and workplaces much much more environmentally</i>			The comments have been noted and will be considered.	No changes needed.

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		<p>sound and safe. This will on turn inspire compliance and a comprehension of the challenges we are all facing.</p>				
ANON-1JDS-WHQJ-C	a resident	<p>Most of the Council's housing stock has low energy performance scores because of a lack of roof and wall insulation.</p> <p>For decades the Council has failed to utilise idle land for green (and other economic or social) purposes and residents have to pay Council Tax to maintain land which could help to deliver green objectives.</p> <p>The Council has made no effort to reopen Brockley Train station or increase the capacity of other overcrowded public transport services because it always just says this is TFL's responsibility.</p>	Walking, cycling, public transport, green initiatives at home etc	<p>Lewisham Council has not made any efforts for our council owned block to be allowed to install electric chargers. We have asked multiple times but are just told to speak to the management company and this company says it is not in the contract and no funds to implement. Lewisham Council needs to ensure that its contracts with suppliers have tangible green requirements.</p> <p>Lewisham Council has allowed the management company of multiple blocks to continue installing gas boilers in council owned properties. What a waste of money and lack of forward thinking.</p>	The comments have been noted and will be considered.	No changes needed.

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ANON-1JDS-WHQX-T	a resident		<i>Driving a modern car with low emissions, swapping to electric vehicle once they clean up the environmental impact of making electric cars and create batteries long enough to do the long distance drives I have to do. Never idle my engine. Walk when I can. (I will not cycle as I consider it far too dangerous with all the crazy and terrible drivers on London roads!</i>	<i>Enforce the ULEZ. Ensure no buses or taxis which aren't ULEZ compliant drive in the Borough. Do something about the reports of idling cars.</i>	Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Lewisham supports the expansion of the ULEZ to cover the entire Borough, but this is a TfL scheme. It is designed to discourage driving with a higher emission vehicle, rather than to prohibit.	No changes to the final AQAP because the point made has been considered in the draft plan.
Paper responses		<i>Three (1-3) paper responses</i>	<i>Respondent 1: (a) Insulating homes and ensuring that new developments are well insulated with sustainable energy (b) Final mile collection and not individual deliveries (c) Banning diesel from Lewisham roads, like Deptford Church Street Respondent 2: (a) Annual report on progress- overview by independent assessors to ensure rigorous application Respondent 3: (a) More bicycle infrastructure</i>	<i>Respondent 1 (a) Stop cutting down trees and building on green spaces (b) Strong enforcement of air quality policies (c) Grants, subsidies and incentives Respondent 2 (a) Tell us how to avoid the dreadful air and how to protect children</i>		