

H&F Air Quality Commission

Submissions of Written Evidence

Volume 1

Responses:

	Page No
H&F Airport Expansion Commission	3
David Cashman, Askham Road, W12	14
Dr Virginia Davies	15
Elizabeth Hopkirk	15
Elisabeth Ling	16
Emma Griffiths	17
Frederick Powles, Shepherds Bush	18
Gavin Mitchell	19
Gillian Carney	19
Hammersmith Society	21
Harry Audley, Chair, White City Residents Association	26
Fulham Society	28
Katharine Bichard	28
Dong Li, W12	29
Markus Hofmeier	29
Mireille Glossop	33

Naomi Levy	34
Rachel Campbell-Colquhoun	34
Sebastian Ling	35
Rt Hon Greg Hands MP	36
Valerie Pirie	38
Vinod Aithal	38
H&F Cyclists	39
H&F Cyclists 2	47
Martin Gorst	49
Online comments	50

HAMMERSMITH & FULHAM AIRPORT EXPANSION COMMISSION: SUBMISSION TO H&F AIR QUALITY COMMISSION JANUARY 2016

In response to the call for evidence from the Hammersmith & Fulham Air Quality Commission on 11th January, I have extracted the relevant sections of the submission from the Hammersmith & Fulham Commission on Airport Expansion (HFCAE) to the Davies Commission public consultation on airport expansion in February 2015.

A few words of explanation may help to ease understanding of the material. The Davies Commission's last public consultation exercise was launched in November 2014 inviting submissions by February 2015. It was admitted upfront that the information about air quality was incomplete at that time. Following further work, there was a short, limited public consultation on air quality only, at the eleventh hour, May 2015.

*This account serves to illustrate the low priority apparently afforded to air quality by Heathrow and the Davies Commission. That Davies misjudged the importance of this has been demonstrated by the high priority air quality has been given in the public debate following his final report in July 2015 and by the government's commitment to look further at environmental issues in its holding statement on Davies in December 2015. **The Hammersmith & Fulham Air Quality Commission findings therefore have the potential to influence the Heathrow third runway debate.***

There is a body of legal opinion to the effect that Davies misdirected himself about the nature of the legal test in relation to air quality. In essence, he suggested that if there were worse air pollution in central London than around Heathrow then Heathrow could not be identified as causing any breach of EC Air Quality Regulations. However, some legal experts argue that EC Air Quality Regulations, whose purpose is to improve air quality, cannot be applied to support an organisation which is contributing to a deterioration in air quality. There is the potential for legal action should expansion at Heathrow be chosen. Since this emerged after Davies's report, the HFCAE did not consider this. However, this would be a fruitful avenue for the Air Quality Commission to explore.

It is easier to understand the following material by working backwards:

- *Extract A below is the short response of the HFCAE to the limited consultation in May 2015*
- *Extract B below is the executive summary material on surface access and air quality. Both of these topics are included because Heathrow's assertion that air quality would not deteriorate significantly was based on the (frankly incredible) claim that there would be no or negligible additional traffic through the borough as a result of its proposed expansion*
- *Extract C below is the detailed evidence on air quality in our submission*

Christina Smyth

Chair HFCAE

16th January 2016

EXTRACT A

Hammersmith & Fulham Resident-Led Airport Expansion **Commission: Response to the Airports Commission Air Quality** **Addendum Consultation - May 2015**

Introduction

We are a group of Hammersmith & Fulham residents who assessed the impact of the two Heathrow expansion options on the borough and submitted our report to the Airports Commission's main consultation on the three short listed options on in February 2015. We are independent of the Council and non-party political, although we have received some Council support.

It has not been feasible to re-assemble a group of busy residents both in the short timescale (three weeks) allowed for this additional consultation and with no advance notice. Therefore some members of our group have reviewed the papers to the extent that this was possible. We have had to place some reliance on the analysis provided by Hammersmith &

Fulham Council officials. However, the points we make below are our own.

1. We welcome detailed dispersion modelling addendum We asked for detailed dispersion modelling to be carried out in our original submission and welcome this additional consultation exercise, despite the constraints referred to. It is better to have this than not at all.

2. We think the sustainability assessments and business case are still defective in that this study does not go beyond 2030 when the expanded airport would still not be working to capacity, so that the extent of the harm is still not fully assessed.

3. We note the confirmation that air quality would be adversely affected The study broadly confirms the Airports Commission's original assessment that Heathrow expansion would

- increase emissions of NO_x and PM₁₀ across the study area causing total damage costs as high as £1.3 billion
- cause increases in NO₂ concentrations for up to 47,063 properties and 121,377 people close to Heathrow
- contribute to the on-going exceedences of the NO₂ Limit Value at Bath Road and other routes in west London including the A4 and A40 in Hammersmith & Fulham

4. We continue to be unclear about the Airport Commission's weighting of the air quality issue. Surely a breach of statutory EU limit values (or an impact which increases the extent of that breach) presents an absolute bar on action impacting the breach adversely? It is hard to see how this relatively clear cut issue can be traded off against different issues where judgement may be more qualitative, such as job creation and involve the extent of a benefit.

5. We think the Airports Commission's failure to incorporate the impact of April's Supreme Court ruling in its assessments is a serious omission. The ruling stated that the government must draw up a plan to meet the EU limit values by the end of 2015. This overturned the government's position that there was no time limit by which it had to draw up such a plan. The ruling therefore effectively sets a new and tougher environment for a decision about expansion at Heathrow. This factor was not present when the Airports Commission conducted its

main consultation on the three short-listed options and now needs to be brought into account. This will affect both the business case, for example, in relation to potential EC fines, and the sustainability assessment.

6. There continues to be a credibility gap in connection with the proposed mitigations. They are simply referred to in the latest study but have not been modelled in full. It is not clear whether the planning assumptions about a modal shift to public transport on the part of both Heathrow schemes are built into the new model. As we said in our original submission, the proposition that such a large modal shift would be achieved resulting in no or negligible increase in car journeys through Hammersmith & Fulham is simply not credible. Neither has the impact of a congestion charge been modelled, perhaps using different levels of charge to model changed behaviours. Finally, given that Heathrow Airport Ltd continues to be responsible for contributing to current air quality limit exceedences, believing in their genuine intention to tackle the additional air pollution which would be caused by expansion is somewhat of an act of faith.

7. The study confirms that the impact of extra Heathrow-related traffic on roads running through Hammersmith & Fulham will be a further deterioration in air quality

The assessment underlines our concerns that both of the expansion proposals have negative impacts in Hammersmith & Fulham, together with the risk of fines, through action which the borough has no control over.

8. We are concerned about what the absence of a comprehensive health impact assessment tells us about the Airports Commission's weighting of quality of life issues, as well as undermining the business case in relation to longer term effects. This seems especially important as studies continue to emerge about the health impacts of proximity to airports (cf the recent Swedish studies relating to noise and obesity).

Hammersmith & Fulham Commission on Airport Expansion

28th May 2015

EXTRACT B (FROM EXECUTIVE SUMMARY)

Surface access

On the basis of evidence provided by the AC, the effects of expansion on LBHF for road and public transport would be overwhelmingly negative.

Despite a wider offer of public transport to and from Heathrow by 2030, the Piccadilly Line would suffer severe overcrowding as it would continue to be heavily used by an increasing number of Heathrow passengers to and from Central London. The AC blames “background growth” (i.e. the forecast increase in London residents and commuters) for pressure on the Piccadilly Line and Crossrail: in fact, this growth is planned for by TfL, and HAL and HH effectively appropriate the planned upgrades to the rail and tube network to accommodate Heathrow expansion. To add to over-capacity, no allowance is made for luggage occupancy, already an acute problem which further reduces standing room on Heathrow-bound trains.

On the roads, the AC gives no assessment of the impact on inner west London, other than a general forecast of 1500 extra cars in the morning peak hour going into Heathrow along the M4 from central London. The promoters asserted at the LBHF oral hearing that there would be “no” or “negligible” extra traffic along the A4 corridor through Hammersmith. Neither the promoters’ nor the AC’s claims have apparently been subject to in-depth modelling, and with the forecast increase in passenger numbers to 132-149 million by 2050 from today’s 72.3 million, common sense indicates car traffic will increase. An increase in “kiss and fly” car journeys from central London is acknowledged by the AC. The likely outcome is acute worsening congestion on the A4 through Hammersmith and severe pressure on local junctions including the Hammersmith gyratory, impacting on local residents, commuters and business traffic, and on air quality. There is a heavy reliance by the promoters on a dramatic predicted shift from road to public transport, reducing from 59% in 2013 to 45% in 2030 – but no assurance that this will be achieved.

For both Underground transport and road traffic, the AC fails to conduct modelling up to the period of full expansion in 2050, instead stopping at 2030. There is therefore no “worst case scenario”, which is a major omission in assessing effects on LBHF residents and workers.

There is an overall assumption on the part of the promoters that other authorities (Department for Transport, local councils, TfL) would pick up the surface transport issues and that, consequently, they are not a high priority for the promoters.

Air quality

This is another issue which is important for residents but on which we have almost no information. Given the traffic congestion in the borough, we already have our share of the 4,247 deaths attributable to small particles from vehicle exhausts across Greater London. The whole of LBHF is an Air Quality Management Area and already exceeds national air quality thresholds in many places.

Detailed air quality modelling has not been carried out by the promoters or the Commission. The AC acknowledges that it would have been preferable to carry out air quality dispersion modelling to assess the risks of exceedances of national air quality standards prior to consultation. LBHF is outside the AC's high level study area for air quality and detailed monitoring has not been carried out anywhere.

It is hard to avoid the conclusion that air pollution would increase with Heathrow expansion. On examining such information as is available in the AC documentation, we note that there is a low to likely risk of exceeding annual NO₂ European Union Limit Values on the A4 Bath Road and M4 in Hillingdon. These roads lead directly into and out of the A4 Great West Road running through the borough, adjoining which there are six schools and their playgrounds. We note that on 8 December 2014 the House of Commons Environmental Audit select committee recommended that schools, hospitals and care homes should not be built near main roads to reduce the tens of thousands of deaths being caused by the “invisible killer” of air pollution.

Road traffic to and from Heathrow contributes to the borough's poor air quality, although TfL challenge the proposers' claims that pollution from

aircraft is not an issue. We agree with this but have not been able to take this further in the time available.

The promoters do in fact acknowledge that air quality is a problem but rest their claims that expansion will not make it any worse on the assumptions about the modal shift to public transport and its capacity to cope, which were discussed in the Surface Access section above. We do not find these claims credible. Without mitigation measures, the AC considers that both Heathrow expansion proposals would have 'significantly adverse' impacts on air quality. Although mitigation measures could be introduced to reduce impacts, the AC notes that substantial and forceful measures may be required to reduce impacts, and even then, they would still be classified as 'adverse'.

EXTRACT C (FROM DETAILED ANALYSIS)

2.4 Air quality assessment

A. What conclusions do you draw about the shortlisted options?

5. Improving air quality consistent with EU standards and local planning policy requirements

There are 2 sets of air quality limit values to consider: national mass emissions of Nitrogen Oxides (NO_x) and Particulate Matter (PM), and local air quality requirements. HH asserts that improving air quality and meeting EU standards and local air quality objectives is fundamental and that their scheme is required to comply as the UK is legally bound to meet these objectives. On this we agree.

To take the local air quality issue first, the AC and HAL assert that air pollution's impact on sensitive receptors (people and natural habitat) is increased by its proximity to the receptor - hence road traffic is the dominant emission source resulting from expansion at Heathrow to affect our borough. TfL agrees with this assumption but they add that they would challenge the assertion that airport emissions (from airplane engines, break and tyre wear, Auxiliary Power Units) do not affect air quality outside the airport perimeter.

Many areas in London including LBHF continue to exceed the national

air quality standards. LBHF is already an AQMA (Air Quality Management Area). There are 9 monitoring sites across the borough, 25% of which are at high risk of being in breach of these legally binding EULVs (EU limit values).

As FoE stressed at our Oral Evidence Hearing, a small increase in traffic emissions could make the difference between complying and breaching the legally binding EU limits.

We do not agree with the HAL and HH statements to the effect that their proposals will have no or negligible impacts on road traffic and find this approach to be optimistic and unrealistic on many levels:

- The AC assessment only looks at the surface access impacts of 103.6 million airport passengers per annum (mppa) in 2030. No assessment is done of the 149 mppa that the AC estimates to be the maximum throughput of HAL's proposal. We agree with TfL that *"not testing a worst case scenario underplays any potential impacts"*.
- We understand from TfL that the upgrades and additions to rail infrastructure have been implemented as a response to background demand and therefore will not have capacity to encompass further airport demand, with particular reference to the Piccadilly line and Crossrail, both of which will be over capacity.
- We take HACAN's comments that population growth as a whole and in West London in particular needs to be factored into the transport models.
- Friends of the Earth take a less optimistic approach and suggest that really the only way to change behaviour is to "force" people out of their cars with financial disincentives.
- TfL also believes that the shift in passenger behaviour predicted is *"optimistic considering the limited additional rail infrastructure....Little new infrastructure is envisaged by the Commission, placing greater strain on the Great Western mainline and Piccadilly line corridors."*

To use an example taken from TfL's submitted evidence: *"the Commission predicts a passenger mode shift to rail, from 28% in 2012 to 43% in 2030. If only one third of the predicted mode share is achieved, this could result in an additional 1,000 peak private car trips on the highway network, based on initial estimates using Commission data. This would be on top of the approximately 20,000 peak hour two-way airport related staff and passenger movements forecast at Heathrow in 2030 (as well as background demand)"*.

According to the AC, Pollution Climate Mapping (PCM) modelling indicates that there is a low to likely risk of the annual Nitrogen Dioxide (NO₂) EULVs being exceeded within the Heathrow study area in 2030. These high risk zones, including the A4 Bath Road and M4 in Hillingdon lead directly into and out of the A4 Great West Road that runs through our borough and beside which are 6 schools and their playgrounds. Therefore it is to be noted that neither the AC nor HAL have conducted detailed analysis of the impact of airport expansion on the A4 in LBHF. We agree with TfL's statement that: *"it is imperative that more detailed analysis is carried out by the Commission to fully assess the demand impacts."*

We conclude that HAL's expansion proposal at Heathrow would be likely to result in air quality EULVs being breached in our borough due to road traffic. In order to accept HAL's claim of "no additional road traffic" and their commitment to improve air quality as a result, we would require further extensive evidence to support the modal shift assumptions being made. We would also require detailed modeling and air quality monitoring on LBHF main arterial roads such as the A4 and Hammersmith gyratory.

When questioned, HH said that they planned to carry out detailed local dispersion air quality assessments and that they would consider the Great West Road in LBHF as a potential site. However, they couldn't guarantee that it would be selected for assessment.

The AC has published projected 'with expansion' mass emissions figures. We note that these are significantly higher than HAL's submitted emissions inventory. The AC estimates that by 2050 NO_x would increase by 38%, PM₁₀ by 54.9% and PM_{2.5} by 50%.

According to the AC's studies, the HAL proposal would not exceed the Gothenburg Protocol targets for NO_x in both 2025 and 2030. However, it is likely that target limits may tighten by 2030 and the airport would not be running at full capacity until 2050. HH did not submit a mass emissions inventory, and on a local level existing monitoring data was analysed instead. The National Atmospheric Emissions Inventory (NAEI) has been used. However, it is advisable that the 2010 London Atmospheric Emissions Inventory (LAEI) should be used in conjunction with the NAEI. The LAEI is more appropriate for the Heathrow area and provides a more detailed emission inventory.

UK PM_{2.5} emissions are expected to exceed the Gothenburg Protocol

targets by 2030 with emissions associated with Heathrow airport activity representing 9% of the projected exceedance of the 2020 target (without mitigation). This compares to 4% for the Gatwick scheme. The principal source of PM_{2.5} is aircraft brake and tyre wear and use of Auxiliary Power Units.

We note the recent European Court of Justice's ruling that the UK must comply with NO_x limit values "as soon as possible". We think therefore that national mass emissions should be high on the agenda for the AC and need to be fully considered as part of the current assessment work.

The EU is already seeking to fine the Government for exceedances of limit values, therefore any exceedance of either EU or Gothenburg protocol targets is deemed to be unacceptable. The AC would need to provide full details of any proposed mitigation scheme and quantify the benefits.

Option (a) One new runway to the northwest (Heathrow's official proposal)

HAL admit that air quality in the London context is a serious problem, but assert that although Heathrow-related traffic contributes, other traffic has impacts. We agree with this statement but regard Heathrow's contribution to the problem as significant and therefore it should be monitored, modelled and considered very carefully in the context of the proposed expansion scheme.

HAL's case for mitigating the impact of expansion and improving local air quality (including in LBHF) rests on a modal shift from cars to public transport for airport journeys. They claim that their expansion plan will bring no additional traffic to roads, including the A4 Great West Road (one of the main arterial roads into central London in LBHF) as the public transport infrastructure is set to improve and be upgraded. They suggest that Crossrail, the planned Piccadilly line upgrade and the new HS2 link into Old Oak Common – all of which have the go-ahead (bar HS2 which is considered likely) – and a proposed but as yet unplanned scheme linking Heathrow with south-west London, will motivate and ensure this shift in passenger behaviour.

When questioned at the Oral Evidence Hearing, HAL did not seem to consider national emissions an issue and claimed that PM limits were

met. We asked them which mitigation measures they would be putting into practice without expansion and they listed the following measures:

- Landing charges that are already in place to encourage the cleanest fleet will continue
- Airside measures to incentivize cleaner vehicles and vehicle pooling
- New technologies including electric airside charging will continue
- HAL will continue to encourage TfL to invest in cleaner vehicles and work with taxis to reduce “empty” journeys.
- Steeper and curved flight paths

It is to be noted then that the majority of the proposed mitigation measures are already in place and few are reliant on expansion. We actively encourage the continuation of these mitigation measures with or without expansion. We also encourage additional mitigation measures that could be implemented. These are noted in Section B.

HAL have undertaken detailed dispersion modeling and forecasting that the AC has yet to undertake, and these results underpin their claims regarding improved air quality. Bearing in mind their mass emissions inventory is significantly underestimated according to the AC’s independent studies, we conclude therefore that it is unhelpful that the AC’s comparative data is not yet available and especially concerning that it will only be available after the public consultation process is closed.

[The findings for the unofficial Heathrow proposal, Heathrow Hub, were essentially the same so are not repeated here.]

To: THE AIR QUALITY COMMISSION

Dear Peter Smith,

'Reducing pollution for myself and others'

I am a 73 year old resident of Askham Court Sheltered Housing scheme.

My flat is directly opposite the newly built Queensmill School for children with autism in Askham Road, W12. Children are brought to the school from a wide area in Ford diesel mini-buses in the morning and collected again mid-afternoon. Ten or more buses queue in Askham Road for up to 20 minutes to enter the school forecourt to drop-off and pick-up the children (see attachments). Most drivers run their vehicle engines on idle while they wait, regardless of seasonal temperatures.

I endeavored to make school forecourt staff aware of both the illegality of idling vehicles while stationary and the possible adverse health effects on the children and others from inhaling diesel/nitrogen dioxide fumes. I gave them a print-out of the Air Quality Commission post of 11th August 2015 on the H&F website which declared the Council's determination to tackle the 'deadly problem of air pollution' in the borough. As a result of that action I was introduced to a HATS bus company supervisor who assured me that drivers would be instructed to follow correct procedure to switch off engines while stationary outside the school. My intervention has had no effect. Drivers continue to idle their vehicles.

On their website HATS state, 'all vehicles are LEZ compliant... we are working toward the latest Euro 5 emission standard'. I understand that the World Health Organization has classified diesel exhaust as carcinogenic and that there is no safe level for humans. In the light of this statement I am concerned for the health of the children in the mornings aboard buses that are parked tight behind each other and where exhaust fumes could be entering vehicle cabs. I am also concerned about the general level of pollution and its effect on my fellow elderly sheltered housing residents as well as other people in my neighborhood.

I would like to bring the situation described above to the attention of the Commission and also request an urgent investigation to establish whether the circumstances in Askham Road require immediate action by H&F Council.

I notice that H&F Council do not have dedicated enforcement officers to issue fixed penalty notices under the Road Traffic (Vehicle Emissions) Regulations 2002 to drivers who ignore requests to turn off stationary engines. I urge the Commission to recommend the introduction of enforcement officers. Their presence would have ensured an immediate solution to the idling problem in Askham Road.

I look forward to your response.

Regards,

David Cashman

Dear Mr Smith

If we are to do anything about the quality of air in H&F, we must somehow try to encourage fewer people to drive huge SUVs, especially diesel versions, whilst also encouraging more people out of their cars and onto their feet or bike. I work as a doctor in a paediatric bariatric surgery service, and childhood obesity is at least as serious a health issue to our residents as air quality

Yours sincerely

Mrs Virginia Rattray
aka Dr Virginia Davies

Dear Mr Smith,

I'm responding to the request for residents to write in about our experience of pollution in the borough.

Firstly, thanks for being concerned enough to ask us.

Since I swapped a car and the Tube for a bike I've become keenly aware of just how many vehicles are pumping out fumes. I now find it quite hard to believe how so many people think it's completely acceptable to pollute the air that we all breathe. If anyone was that anti-social in other areas such as noisy parties or fly tipping everyone would be outraged and sanctions would be implemented. It seems odd that driving doesn't yet carry the same stigma. I worry about my nephews' health and development (but their parents drive a car!).

I hope you find a way of encouraging more people on to foot and bikes - perhaps with the 20mph limit on all the borough's roads, and Cycle Superhighways like they have in other boroughs.

I think most vehicles have to pass an emissions test at their MoT so I guess they can't pollute beyond the legal limit for more than a year. It would be great if you could put more resources into catching offenders between MoTs. But my main question is do mopeds have the same controls? They often feel like the worst offenders, and are often run by people who are earning very low pizza delivery wages so maybe can't afford to keep their engines in top condition. Anything you can do?

Could the borough aim to ban non-hybrid or non-electric cars within the next decade?!

Could you ban big/construction lorries in peak hours? Both for fumes and to make the roads safer for people thinking about cycling?

Many thanks for your time
Elizabeth Hopkirk

Dear Peter,

Thank you very much for starting this consultation. I am a mother of two young children in the area (6 and 8 years old), and live near Brook Green.

From my point of view, the most noticeable impact are:

1) When I walk on the pavement with the children, especially in winter, it is really clear even from just the smell that some cars are very polluting, we should put restrictions on certain very old cars, or vans.

2) On similar occasions, and especially in winter, or at lunchtime in winter, there are many builders / professionals who sit in their cars with the engine on. This is also true of minicabs (eg. Addison Lee, Uber). Builders in their vans also have their lunch with the engine on. Although I understand they would like to be warm, or listen to music, I think it creates a huge amount of pollution. This is very bad for two reasons. First of all they are parked, so they are the closest to the pavement, and hence it's the worse for pedestrians. It's much much worse for children and babies whom faces are exactly at the level of their fumes. Secondly, I believe that the engines produce much more pollution when the car is not moving (I have read that, I don't know if this is proven).

3) Black cabs are an interesting touristic feature. However, I do not understand why we tolerate that they pollute so much. I understand that they want to protect their rights. However, they should be required to drive in electric cars. Our health is more important than the fact that they look like "black cabs". If they can't afford a new taxi, then we should put a system in place to incentivise them to migrate to electric cars.

4) Buses. Certain buses are very polluting and I would like to see more investment in this area, to see more of them switched to electric buses.

5) Refuse collection trucks: would it reduce the pollution and congestion in the area if the waste was collected every two weeks? I know this consultation has closed, however, we need to think of ways to reduce

6) On certain occasions, very large trucks drive past very small streets around Brook Green. They damage a lot the pavement, for example at the corner of Brook Green and Aynhoe road, where the pavement is curved. I do not see why such large lorries (I am not talking of vans but proper full length lorries) are able to drive through these tiny streets. We should look to restrict certain of our small roads to light traffic only.

7) Overall, the problem lies a lot with the inventory of cars and that Diesel was wrongly promoted several years ago. We need to give an incentive for people to switch to less polluting cars.

8) Air pollution - I would urge you to do more to collect data in the neighborhood about airplane pollution. Since moving to Hammersmith in 2008, I have noticed a considerable increase in the number of planes flying over our heads. This is noticeable both in terms of noise, but I am sure in terms of air pollution.

9) Flyover - Fly under: lastly, I would really appreciate to get updates from the borough on the project of flyunder. This seems a good opportunity to tackle the pollution on the A4. As a pedestrian, I take the tube at Baron's court. It has made me very happy that you have renovated the pedestrian crossing, and removed the barriers. It is much faster to cross, and I no longer get stuck in the middle. However, the level of pollution on this A4 - which is very easy to spot as the houses get black only in a few years - is concerning.

Thank you again, this is the issue most important to me, and I deeply care about it.

Best wishes,

Elisabeth Ling

Hi,

Just wanted to send you my thoughts on pollution in Hammersmith. I was brought up in Hammersmith and now I have 2 small children who I am bringing up here. I do worry about their health and would consider moving to a cleaner area.

- Crossing the roads is very unpleasant now - I actually preferred the underpasses - it was safer!

- I am not sure what you can do really - being at the end of the M4, Hammersmith Broadway really is a gateway but I think if you can reduce local traffic then that will make a big difference.

- People should not be driving for the school run - it's ridiculous! - there are so many primary schools in Hammersmith - if you need to drive to school then you should think about going to a school that is closer!

- There is so much construction going on at the moment this must be adding a lot more pollution.

- Public transport is excellent in the borough.

Good luck!

Emma

Peter

I received an email stating that you were soliciting responses to a consultation on air pollution in LBHF. I live by Shepherds Bush Green and consider diesel fume pollution to be a major issue. It would seem to be corroborated by the pollution maps <http://www.londonair.org.uk/london/asp/annualmaps.asp/>. Walking and cycling on London roads is a comparable experience to enduring passive smoking in restaurants before the smoking ban and the case for addressing NO2 pollution specifically is unambiguous given the clear evidence that NO2 directly contributes to health issues and deaths.

In my view there are two main areas for improvement:

- Punitive restrictions on diesel vehicles proposed for London in 2020 are inadequate; LBHF should introduce its own zero emissions zones with higher penalties for breaches and lobby GLA to make the restrictions harsher, particularly on discretionary use of diesel cars:
 - To avoid causing issues for commercial traffic higher penalties could be applied to discretionary use of diesel cars (e.g. by commuters or residents) with lesser penalties for non-discretionary use of diesel vehicles (e.g. construction or delivery vehicles).
 - Such penalties could also be increased at particular times of day (during rush-hours for example).
- Incentives for use of electric or plug-in hybrid petrol vehicles should be increased and existing incentives should be made more accessible:
 - For example I am contemplating a purchase of an electric car so and there is apparently an OLEV scheme that would allow me to make use of a central government grant to put an electric charging station on my street (I do not have off-street parking so cannot run a cable from my house). However, I cannot find any advertised contact details or information on how or where I might apply to LBHF to get this sorted out. Other boroughs appear to be more proactive in this respect.
 - Parking restrictions could be loosened for electric vehicles.
 - LBHF could make an effort to change its own fleet to electric or PHEV.

I hope my thoughts are helpful – if only inasmuch as I consider this to be a major issue in the borough and London generally that requires immediate attention. I lived in Tokyo previously where diesel vehicles are uncommon and the air quality is seems to be notably better than in London.

Frederick Powles

Vice President

European Principal Group

Oaktree Capital Management (UK) LLP

27 Knightsbridge, London, SW1X 7LY

Dear Peter

Firstly may i say what a worthwhile commission this is, I feel this is an increasingly important topic especially as I have two young children. We live on Southerton Road, Hammersmith and while this is not a particularly busy road and Brackenbury village itself is fairly traffic free, the surrounding areas are a growing cause for concern as more and more residential properties are built.

The main reason I am writing is that I am looking to buy a new car but recent press and industry articles on the negative health effects of diesel and the possibility of banning or heavily taxing in urban areas is pushing my decision towards an electric car. The issue I have is with charging, I live in a town house with no off street parking, are there any plans in place to either provide charging stations on each road or any other proposals to combat the problem? It seems to me that the areas that require electric cars the most (i.e. cities) have the least effective solutions to encourage their use.

I look forward to hearing from you

Regards

Gavin Mitchell

One car I am looking at is the Tesla and they provide a charging station and instalation. Just a thought but could it be possible to have this installed outside of my house and perhaps have a reserved parking space? If cost is an issue perhaps looking to Telsa to cover costs or even myself.

Thanks. Gavin

Dear Sirs,

I was interested in this article and would like to comment.

I have lived in Barons Court and worked in Hammersmith/West Kensington area for 35 years now - and I have noticed the air pollution is getting a lot worse. I currently work opposite the council offices. I do not enjoy going out for any "fresh air" as there isn't any.

I have had watery / itchy eyes and sore throats more regularly and the sniffing and coughing is a lot worse after I have been walking in the area. I have also had to start using an inhaler to ease breathing. I know my eyes have been affected (chronic blepharitis) and have to take daily medication/ steroids to ease it as nothing else can be done.

I used to walk along the Talgarth Road to Hammersmith but the air was so bad I now take a much longer route; round the back of the tennis courts, towards Charing X hospital, across Fulham Palace road, through the small park, down by the river and cut through to King Street in Hammersmith. Although I cannot avoid the fumes altogether as there is a lot of congestion in Margavine Road with the school drop off and Fullham Palace Road - I feel at least I'm doing something to avoid it! If I'm having to walk past a long line of traffic now, i.e., Palliser road where traffic lines up towards Barons Court Station - I have to cover my nose and mouth with tissue as I can see the car fumes floating around me. I end up looking like I'm in tears when I get to work.

May I suggest - if there were more side routes/streets/short cuts that can be used around main traffic areas- that would help for people to be able to avoid the main roads and encourage walking. But a lot of the side roads that I have tried all come to a dead end with either a garage mechanic/ or blocked off for a business. For example there is no way to avoid the heavy traffic fumes from Hammersmith Broadway to Barons Court. It's either via Fulham Palace Road or Talgarth road. The graveyard is closed in Winter so that cannot be used as an alternative walking route.

Walking should be healthy and I used to enjoy it - but not anymore! I cannot avoid walking in the rush hour as I am working normal hours. I used to ride a bike but I'd get fumigated behind a bus and ended up wearing face protection masks so not fun that way either.

Excuse the rant but I have one further important note to add - Why is the Council allowing the Thames Water Counters Creek storm relief sewer to plan on building the sewer on Talgarth Road?

Isn't the pollution bad enough here? The Council report themselves that air pollution is excessive in this area and causes ill health - so how is it that they are consulting with Thames on this ? It will make air pollution even worse, not to mention the noise pollution and complete disruption. Yet again, businesses come first.

Perhaps gas marks should be provided ? ! I would happily join a protest at the junction of North End Road and Talgarth Road to bring awareness to people!

I understand also that according to EU Directives, the air pollution limit is allowed to be exceeded 35 times a year? What's the point in making Directives if you're going to allow this frequency? The fact that air pollution has exceeded the limit allowed (which I'm sure is very generous) should trigger major intervention by the Council to prevent it happening again; not just once but for always in order to protect life itself.

Rant over. Thankyou for your efforts - a worthy cause!

Kind regards

Gillian

On behalf of the Hammersmith Society, I am pleased to have the opportunity to make the following comments on air quality in Hammersmith. Our committee have discussed this important issue and we welcome the Council's initiative in setting up the Commission.

Although I do not need to explain to Rosemary, but for the benefit to the Commission, the Hammersmith Society is the overarching amenity society in the northern half of the London Borough of Hammersmith and Fulham. It was established in 1962 as a result of protests at the construction of the A4 Great West Road through the centre of Hammersmith. Our aims and objectives are to promote excellence in the environment, planning and urban design.

Since 1989, we have run an annual Environment Award scheme : Note that this is specifically not a 'Design Award' scheme, although we have given awards for excellent designs. Over the years, we have given awards to a number of environment improvement schemes, which we have felt contributed specifically, such as gardens or tree planting. In 2014 our main award went to a 30 unit mixed tenure 'Passivhaus' scheme commissioned by Octavia Housing Association.

We are aware that with Hammersmith being a fairly dense urban area. there are many factors which contribute to air quality. In Victorian times, Hammersmith was renowned for its good air quality relative to the rest of the city and as a result many laundries were established. The reality of course was that Hammersmith was a polluter from its many coalfires and industries but the prevailing westerly winds carried the smoke to the east.

General situation in Hammersmith

Air quality is a critical public health issue on Hammersmith due to our position as a key transport node. Hammersmith Gyratory, Hammersmith Flyover, the A4 and Westway/A40 all contribute to make Hammersmith one of the areas in London most affected by vehicle emissions.

The whole of LBHF is an Air Quality Management Area and already exceed national air quality thresholds in many places. We understand that there are 9 monitoring sites across the Borough 25% of which are at high risk of being in regularly breaching EU limit values. The greatest concentrations of nitrous oxides and particulates cluster around (in Hammersmith) Shepherds Bush and Hammersmith Broadway town centres, and along main trunk roads including the A4 and A40. These two roads are the main east-west routes into London and it is unrealistic that the flow of traffic can be significantly reduced. In the case of the A4, for example, it carries 90,000 vehicles a day. The air quality aspect can therefore only be significantly improved by changing the form of propulsion (ie. Reduce diesel and petrol and increase electrically driven). In the case of the A4, there are on going discussions into tunnelling the road : This would not only remove the main source of pollution at street level, but would allow for the exhaust fumes to be processed and filtered.

Away from the arterial trunk roads, there are several local distributor roads where there are air quality hot spots. Fulham Palace Rd, Shepherds Bush Road, Uxbridge Rd and Goldhawk Rd are among significant contributors to air pollution.

Given the traffic congestion in Hammersmith and Fulham, we already have our share of the 4,247 deaths attributable to small particles from vehicle exhausts across Greater London. LBHF should therefore play its part in reducing where possible the number of road journeys by encouraging the use of public transport and cycling, and by the wider use of electric vehicles. It has been slower than some other boroughs in the introduction of charging points for electric vehicles in public places.

A further significant contributor to pollution is from buildings:

First of all there is the gas emission from heating of buildings in winter – and to a much lesser extent cooling in summer. This is mainly carbon dioxide. But also the processes of making materials used in construction and the on-site machinery and process used in construction, are significant. There needs to be more consideration of the embodied energy in buildings and which should be a factor in the decision whether to retain and convert an existing building or to demolish and replace it.

The United Kingdom has signed up the latest world agreement (in Paris) on Climate Change and the reduction of carbon dioxide and other emission gases. The set targets can only be achieved by significant reductions in the burning of fossil fuels used for the production of building materials and heating and lighting of buildings. This in turn can only be achieved by radically reducing energy consumption by greater efficiencies in insulation, controlled ventilation and use of low energy lighting. Although national Building Regulations have made significant changes to construction practice, there is still a long way to go. All new and significantly altered existing buildings should at the very least be to BRE AAM* Excellent Standards. However, LBHF should work towards a goal of a requirement for carbon-neutral buildings (Eg. PassivHaus standards).

(* BRE AAM is the most generally recognised international standard for the assessment).

Tree and vegetation cover in Hammersmith and Fulham

In our submission to H&F's Air Quality Commission we focus on the benefits of trees to air quality in the borough.

Urban vegetation can directly and indirectly affect local and regional air quality by altering the urban atmospheric environment. The ways in which trees affect air quality are through:

- Temperature reduction and other microclimatic effects
- Removal of air pollutants
- Emission of Volatile organic compounds (VOCs)

Additional effects can also be through:

- Tree maintenance emissions
- Energy effects on buildings

1. **Temperature Reduction and microclimatic effects:** Tree transpiration and tree canopies can affect air temperature, radiation absorption and heat storage, wind speed, relative humidity, turbulence, surface albedo, surface roughness and consequently the evolution of the mixing-layer height. Such changes in local meteorology can have an affect on local pollutant concentrations in urban areas. Urban trees are generally associated with contributing to cooler summer air temperatures, however in some instances they may have the opposite effect causing an increase in air temperature. Where tree stands consist of scattered tree canopies, radiation can reach and heat ground surfaces; at the same time, the canopy may reduce atmospheric mixing, preventing cooler air from reaching the area. In such cases, tree shade and transpiration may not compensate for the increased air temperatures due to a reduction in overall mixing. However reduced air temperature as a result of tree planting is believed to improve air quality because emissions of many pollutants and/or ozone-forming chemicals are temperature dependent.

2. **Removal of Air Pollutants:** Trees can remove gaseous air pollution either through uptake via leaf stomata or the plant surface. Once inside the leaf, gases diffuse into intercellular spaces and may be absorbed by water films to form acids or react with inner-leaf surfaces. Recent research suggests that the planting of trees along the sides of roads could reduce NO₂ concentrations in addition to providing amenity value [1]. Trees can also remove pollution by intercepting airborne particles. Some particles can be absorbed into the tree, though most that are intercepted are retained on the plant surface. The intercepted particle is often re-suspended to the atmosphere, washed off by rain, or dispersed through leaf fall. Consequently, vegetation is thought to be only a temporary retention site for many atmospheric particles.

3. **Energy Effects on Buildings:** Additional effects of urban trees can be through energy conservation from buildings. Trees reduce building energy use by lowering temperatures and shading buildings during the summer, and blocking winds in winter. However, they can increase energy use by shading buildings in winter, and may increase or decrease energy use by blocking summer breezes. Thus, proper tree placement near buildings is critical to achieve maximum building energy conservation benefits. When building energy use is lowered, pollutant emissions from power plants are also lowered. While lower pollutant emissions generally improve air quality, lower nitrogen oxide emissions, particularly ground-level emissions, may lead to a local increase in ozone concentrations under certain conditions due to nitrogen oxide scavenging of ozone.

Existing street tree cover in Hammersmith and Fulham is as follows: 9000 trees and increasing. This figure does not take account of trees in parks, in private gardens, or on other residential or commercial land. The borough could accommodate many more trees - depending on their size - than it has at the moment (as stated by H&F's Principal Arboricultural Officer). The quality of trees is, however, decreasing as trees now being planted are smaller, short-lived species, with smaller canopies. Small trees often appear as suitable, less challenging alternative species for hard urban environments.

Urban tree canopy cover, or the amount and distribution of leaf area as seen from the air, is the driving force behind the ability of urban trees to bring benefits to communities. As canopy cover increases, so do the benefits afforded by the leaf area. The tree canopy cover

of the borough is not known, although the Mayor of London's 'Measuring Tree Canopy Cover in London' (Sept 2015) estimates 19.5% for Greater London, probably less nearer central London. Tree canopy is more important than tree numbers when assessing benefits.

Types of trees

'Right tree, right place'. Trees improve the quality of air in differing ways. Plane trees, for example, are better at catching particulates than they are at reducing nitrogen dioxide levels. Large-leaved street trees may hold in pollution from traffic (and be less helpful to pedestrians and cyclists), but benefit residents above pavement level. On the other hand, large-leaved trees in concentrated areas of buildings, concrete and hard surfaces mitigate the 'heat island effect' which causes temperatures to be considerably higher than surrounding areas. These higher temperatures can increase levels of ground-level ozone that exacerbate symptoms of chronic lung conditions. Trees in front of buildings are beneficial in forming a barrier between the pollutant (traffic) and people. In general, the greater the canopy and the greater the leaf area, the more benefit.

Growing pressures on urban trees

The pressures on urban trees are considerable and the reasons for tree removal are varied. Developers, Council services and residents share a responsibility for tree loss.

Drivers for removal include:

- An aging tree population, leading to dying and dangerous trees;
- Increased threats from diseases, often related to specific species;
- Lack of understanding of the benefits trees bring to society, and of available solutions to integrate them into an urban infrastructure when dealing with issues such as subsidence, pavement heave, blocked drains (and now SUDs), loss of light, priority of CTV cameras and slippery paths due to leaf and fruit drop;
- Demand for new building development and work to the utilities infrastructure;
- 'Right tree right place' approach not being adhered to at planting, compromising the tree's future prospects.

In this borough examples of SUDs include small-leaved birches planted outside Sainsbury Local in Goldhawk Rd to reduce a perceived threat of blockages, security cameras (and their sightlines) taking priority over tree planting outside Shepherds Bush station, and a single tree planted too close to a Linden Homes development at Seven Stars; this tree will be short-lived. (See building development, below.)

Building development and trees

In Hammersmith and Fulham – and no doubt elsewhere - trees and landscaping more generally are considered ancillary – reserved - matters and not incorporated in detail into

the development proposal and process at an early stage. Time and again this has led to loss of proposed new trees, or damage to existing, protected trees by the developer when it is too late to change the building design or otherwise incorporate new trees, especially those of a similar size. As an instance, the LAMDA development on Talgarth Rd lost a tree because the developer's arboriculturalist and contractor did not integrate their requirements. (See recommendations, below.)

Hammersmith Society recommendations :

LBHF to develop and adopt a Tree Strategy

International best practice shows that the best way to achieve wider tree canopy cover is to develop and adopt a Tree Strategy by

- ? setting local tree canopy cover targets to drive and monitor progress, and
- ? encouraging and celebrating local success.

Utilities

LBHF to set strong best practice guidelines for utility companies on the positioning of pipes and cables underground. New pipes and cables to be placed adjacent to the boundary of properties to enable street trees to be more easily planted.

Developers

To avoid loss or damage to trees on, or near, development sites trees to be considered an integral element of service provision, on a par with utilities. LBHF needs to require developers to demonstrate not only an aspiration to plant trees but also the ways and means to do so. Tree protection should be closely monitored and the developer give assurances to that effect. Developers to reposition pipes and cables if these interfere with the planting of agreed trees on or near their properties. There is a gap here in procedure to be addressed.

Private gardens and shared landscapes

Within the proposed Tree Strategy, LBHF should encourage householders and other freeholders to plant suitable trees and shrubs in private gardens and open spaces to reverse the trend for hard paving. Measures are to include extending TPOs and discouragement of parking crossovers, and new requirements for a minimum 50% soft landscaping for front and back gardens enacted through the planning application system. Where private driveways are accepted, there should be a strict requirement that they are constructed in accordance with SUDS principles

Finally, we would note and commend two initiatives on which Transport for London and LBHF are now working :

Low Emissions Neighbourhoods : A Low Emission Neighbourhood (LEN) is an area-based scheme that includes a package of measures focused on reducing emissions (and promoting

sustainable living more generally). A LEN is delivered by a borough with support from Transport for London (TfL), the Greater London Authority (GLA) and the local community.

Neighbourhoods of the Future : This is concept which started in Holland. The aim is to future proof urban areas in an integrated manner in terms of air quality and water management by means of sustainable urban interventions, creating future proof neighbourhoods within the framework of a 'green blue city'.

Both are to be encouraged.

Best wishes with the Commission

Tom Ryland

Chairman

The Hammersmith Society

Dear Rosemary,

Whilst I recognise that the commission is likely to be looking at the effects of air pollution more broadly, I am making this submission, in part, to offer evidence relating to White City Estate, for which I serve as Chair of the Residents' Association, but also raise some points that are of a wider context.

We have been aware for more than a decade that the levels of particulates PM10, PM2.5, CO and NO2, are at levels that are likely to have a negative impact on health. This has been primarily attributed motor vehicle emissions. The Wormholt and White City Ward and College Park and Old Oak Ward are divided by the A40 (Westway). Additionally there are major roads to the East, Wood Lane, with the A3220 slightly further, and to the South there is South Africa Road and Uxbridge Road again a little further.

It is however the effect of the A40 that has the greatest impact. Whilst health outcomes for the two wards mentioned above are noticeably lower than those for people living in the South of the borough (though other factors such as income levels are also relevant), it is also demonstrable that those living closest to the A40 on the North of the estate have poorer health outcomes than those living on the South side of the estate, away from the A40.

I am not aware of any in depth analysis being carried out to determine conclusively that it is motor vehicle emissions that are the cause of this difference across the Estate; however the only other significant difference that has been demonstrated between the two sides of the estate is noise. This too is associated with the A40. Noise levels for those properties along the A40 are at levels that are known to lead to poor quality of sleep and increased levels of stress. This is added to by evidence that complaints about noise related anti-social behaviour are more numerous in the north of the estate. One likely reason for this being the

high level of background noise from 24 hour hum of traffic on the A40, leading to a corresponding increase in noisy activity from residents, in (a possibly subconscious) response.

It is clear that with the additional developments in both White City and Old Oak, traffic in the area is likely to increase. This increase will, once developments are complete, be as a result of both residential and business activity, although it is hoped it will be somewhat mitigated by the significant public transport infrastructure. It is worth noting however, that these developments are expected to take up to three decades to reach completion. Because of this, considerations about air quality should not be confined to traffic projections for completed developments. It is recognised that Heavy Goods Vehicles servicing development sites can be a significant contributor to air pollution. In the case of the HS2 works there is an expectation of 1,400 HGV journeys per day, the A40 being a major artery. Additionally there will be high levels of dust particles thrown up by very significant ground works and demolition, further eroding air-quality in the area.

The paucity of green space is also of concern, as green spaces do have a positive impact on air pollution. There should clearly be no reduction in the amount of green space in the north of the borough, but wherever possible developments should include substantial new green spaces and not rely on the existing green spaces to service newcomers. Green land should not be replaced with hard standing, albeit still “open Space”. In particular trees, especially larger varieties, are being felled and replaced with smaller varieties or not at all, as larger trees are perceived by some as problematic in management terms, however those such as the London Plane Tree are highly effective at capturing CO₂. If these trees, once felled are burned they will very quickly release the CO₂ that they have captured over many years back in to the atmosphere. But it is not just the capture of CO₂ that is important. Trees are very good at removing particulates from the air. The particulates stick to the leaves and are washed in to the groundwater by the rain. This is a function of the leaves to catch floating sources of nutrients. The London Plane captures pollutants in the bark. The bark then flakes off shedding the pollutants that may interfere with air reaching the trunk. Planting trees in areas suffering higher levels of air pollution can contribute significantly to air quality improvement. Tree removal should be permitted only when absolutely necessary and not simply for convenience. Additionally, a small garden variety sapling is an inadequate replacement for a mature Cherry or London Plane.

Harry Audley

Chair – White City Residents’ Association

Thank you for the letter of 6 January regarding air quality control in the Borough. We are pleased to know that the Council will be looking into this matter and would like to be kept informed as matters progress.

We have not seen the report commissioned by the GLA in 2000 - is this available on line?

We do understand that there are few/or no fixed monitoring points in Fulham and we feel strongly that there should certainly be one close to Putney Bridge.

Maya Donelan

Hon Sec, Fulham Society

Dear Mr Smith

I read with interest that you are collecting local residents' views regarding air quality.

There are obvious problems caused by heavy traffic along the main routes through the borough, but my concern is the widespread acceptance of the practice of "idling" amongst drivers, i.e. parking up, with the engine running, for prolonged periods of time. The people who do this are frequently minicab drivers waiting for their next job, or tradesmen in their work vans. Their boss might be paying for the diesel, so burning a bit of it up so that they can charge their mobile phone or use the air conditioner, is not a concern to them. But to the local residents in the streets where they decide to do this, you can really notice a difference in the air quality. I have a young son and when I push him down our street in Fulham in his pushchair, I will often knock on the windows of idling vehicles and ask them to switch their engines off, because I can smell their exhaust through the street. I have seen builders vans with the engine running and the front cab with three builders fast asleep inside. The amount of diesel used this way every day in the borough must add to the deterioration in air quality.

I believe that in some other London boroughs such as Westminster and Camden, it has now been classified as an offence to idle. Can we please investigate moving it to this footing in Hammersmith & Fulham? I saw a London news bulletin over the summer whereby Westminster's inspectors would knock on the window of a driver and warn them that if they continued idling, they would risk a fine. It would be great if we could get this in LBHF also and start getting it into the nation's consciousness that idling, like throwing cigarette butts into the street and wasting single use plastic bags, is no longer acceptable behaviour.

I look forward to hearing your thoughts on this.

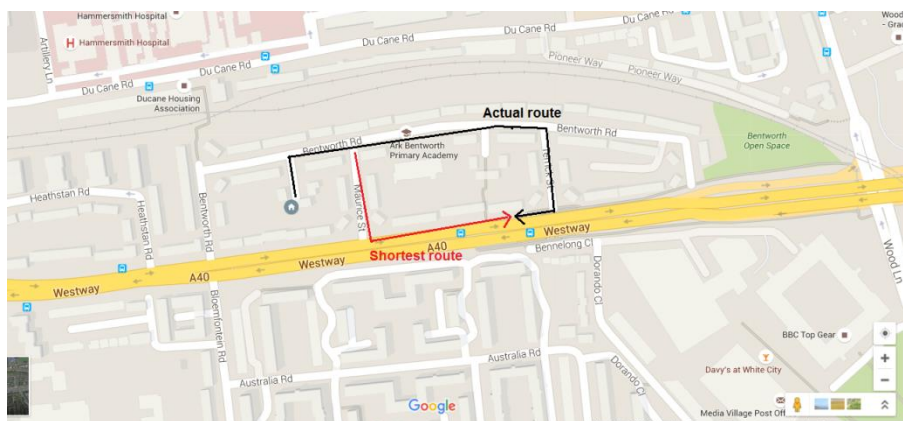
Yours sincerely

Katharine Bichard

Peter,

I am a H&F resident. I feel I can help with providing a small example to the third question - "Have you made changes because of air pollution? Maybe you've changed your route to work to avoid certain areas."

I live on the west end of Bentworth Road, W12 and walk to White City Station every morning to catch the Tube. The nearest path to reach the station for me is to turn on to A40 then follow it until reaching a pedestrian subway, which crosses A40. However the air pollution on A40 is very severe and I feel forced to choose a longer route that is mainly on Bentworth Road, passing the Bentworth Primary School, then turn to A40 in order to minimise my time along it. See attached picture for illustration.



Regards,

Dong Li

Dear Peter,

I hereby write you on the matter of air pollution in Hammersmith & Fulham, as asked for in the recent Newsletter.

My name is Markus Hofmeier, and I live since 3 years in 70 Shorrolds Road, SW6 7UA, in the middle of Fulham.

Let me give a bit of context to you on my view on the pollution problem:

When I decided to move to Fulham, and actually buy property here, I came because of the quality of life (shops, look, village feeling, secure living) and the good public transport connection. Obviously Fulham is not a cheap area to live in, but a very wanted one for these reasons.

I still would say that I love to live here, but I also think that my number one reason to change area would be the pollution problem, next to the increasing number of crimes in my neighbourhood. I started to discuss leaving Fulham in the future about a year ago more seriously. That's about the time when airplanes crossed more frequently above my house.

In the past my natural choice would have been to move a bit more outside, towards Richmond. But given the air traffic there, it's not even an option anymore.

For myself, I would consider Ealing for example quite seriously, and the number one reason for this is the better air quality I experienced there when visiting my friends. I was quite in a "positive shock".

Having said that, I really hope that H&M can up there game, and don't want to see their committed, responsible and high income people leave.

Giving more feedback on the pollution problem:

There are 2 main drivers of pollution in my area:

- the increased air traffic, and changed landing angle of the airplanes to Heathrow (they now can land in a steeper angle as you might know, to handle more airplanes).
- the car traffic on the main roads with Taxis, Buses, Vans, and - you might not believe it - Scooters, using engine technology which is not up to the standard of clean driving (diesel filter systems, and similar).
- Indirectly there is a third, more global driver of pollution, and that is how energy and resources are used (Water, heating, etc.). That is a whole topic on it's own, which I won't elaborate here.

How does this affect our lives?

- General discomfort with the noise and pollution levels.
- The feeling of "not getting fresh air" into the lungs
- Usage of air filter masks when I bicycle through traffic
- Fear of negative impact on health
- Annoyance with noise pollution by the airplanes
- Consciously realising when in areas of less pollution how much better the air quality is there

- Financial problems for the neighbourhood, with on one side expanding health costs, and on the other side high income people looking for better, less polluted areas, attracting different businesses for different target groups (lower income, etc.). Fulham is in a luxury position to be so wanted, but I would not be too confident too soon about it. I know in my personal area around 8 people alone which consider moving because of the pollution (and crime).

What are the general rules we should follow in solving the problem?

- Freedom on movement and own choice how, BUT in a clean way
- bring back the fun: people love the “village feeling” of neighbourhoods. They want to relate to each other, and don’t feel in danger.
- you want to have motivated residents which actively care for their neighbourhood.

What could be possible solutions to fix the problem in 0-10 years?

- Decommission/restrict busses, vans, taxis, and other vehicles which are not up to the clean engine standard (tbd which one this is), in the year 2017. Across London, not only Fulham
- restrict traffic more and encourage alternative ways of transport (e.g. bicycles should be free for residents, etc.)
- Spread air traffic to other airports as well, don’t even think of building a third landing strip for airplanes in Heathrow
- Have substantially more trees, green lanes, planting programs installed. Think green roof tops, vertical gardens, etc. etc. It should be a huge step changer to really envision green everywhere you go.
- There are **2 traffic groups**: traffic which moves INSIDE the neighbourhood, and traffic which CROSSES the neighbourhood.

For the INSIDE traffic you need to:

- a) Make North End Road a no traffic area.
- b) introduce a system, so that non-residential people can’t access streets so easily (tbd how this could work, I imagine something like a more granular congestion zone allowance).
- c) Try to make it hard to use the car, and encourage using bicycles, etc.

d) come up with an online enabled system, where professional transport (taxis, delivery vans, handyman vans, etc.) are checked whether they have rights to access certain areas of the town.

e) make car sharing even easier

f) traffic free days, e.g. one Sunday a month. Slowly expanding to more Sundays...

g) introduction of one way street systems, similar to New York. ideally enabled so that directions can be changed on demand (see c) on the section "Crossing traffic").

FOR THE CROSSING traffic:

a) create "super highways" which let people cross London from east to West and North to south really quickly and without much stops. Possible scenarios are: tunnels, fly overs. Think a bit like cross rail, but for vehicles. Massive investments, but worth thinking of it.

b) create short tunnels or bridges on crossing points of main streets, so traffic can flow without interruption.

c) introduce flexible usage of streets, depending on traffic times. E.g. : imagine you can create 3 lanes: use then 2 of the lanes for morning traffic INTO the city center. and change that later in the day, to use 2 lanes for the evening traffic OUTSIDE the city center... I hope it's clear what I mean?

What could be possible solutions in 10-20 years?

- All or most traffic must be used by low to zero emission vehicles
- no cross Zones in residential areas for vehicles which don't belong there, and/or have high emission
- air traffic is completely routed outside London zone 1-6 in new built airports "in the middle of nowhere". High speed trains connect people to airports.
- Heathrow became a residential area and does not act as airport anymore
- More traffic "highways" crossing London from east to West and North to South
- Drone Delivery systems, Robot enabled goods delivery which need less real estate on streets
- Usage of more greens on roof tops, etc.
- massive no traffic areas, where bicycles and similar help people move

- mobile enabled traffic system, so cars follow the dynamic traffic system to get from a to b in the quickest way. This mobile system needs to talk to the street system/traffic lights which can dynamically change direction. It's like a system which does not regulate traffic by stop lights, but more advanced. So both are connected in a smart way: the car and the traffic regulating lights! The traffic light system "knows" which cars want to go where, and regulate the traffic dynamically depending on demand!

There is much more that could be said on this matter, but I hope I could give a bit of feedback.

Each single problem needs to be looked at in much more detail, and come up with unconventional, agile ideas to improve in a pragmatic way. That is the main challenge, and I really wish you all the best in this matter.

Being a service designer myself, I know that it's challenging, but also fun to come up with solutions. And come up with solutions which are short term, and others long term, and to find the right balance.

I hope I was a bit of a help giving the limited time I had to write you.

If you have any further question, please don't hesitate to contact me.

Markus Hofmeier

I have been a resident in this borough since 1973 and was an employee of H&F till I retired. I have brought up 3 children in this borough and now have 5 grandchildren living here too.

The air quality where I live (near the Goldhawk road) is so bad that it has caused me to have sinus and ear infections constantly. This has caused a severe hearing loss resulting in having to wear hearing aids. I have a chronic sinus problem which is caused by the air around us and have to take constant medication for it.

My worry is really for my grandchildren who also live in this area, one of them has a lung problem. They all attend local schools and I do not think children should be exposed to this kind of polluted air in the playground.

I remember some research which was done in the 70s/80s found that Melcombe school in Fulham had the highest level of air pollution in the playground, so this is not a new issue for the borough. Unfortunately it was never taken seriously so 40 years later nothing has changed.

I am also aware that the local cycling group has been involved in monitoring air quality in various parts of the borough recently, at different levels including the level of a push chair. Their results were clearly showing that the pollution is a lot worse than the official council readings (wherever those might have been taken).

This issue needs to be taken seriously and local people suffering adverse effects, illness and disabilities due to the air quality in H&F need to be listened to .

Wishing good luck to anyone who is going to look into this issue.

Mireille Glossop

Dear Mr Smith,

I am writing in response to the request for views on air pollution in the borough.

I moved a year ago from Addison Gardens to the development in Fulham Reach. This has meant a change in the walk I take to Hammersmith underground station. I have got to know the Fulham Palace Road end of Hammersmith Broadway and I have to say that the pollution is terrible, far worse than in other parts of the borough, eg towards Shepherds Bush Green. I now try as far as possible to walk the back streets and seek to avoid Fulham Palace Road. What is particularly bad is the traffic that can accumulate with cars back to back at a standstill, their engines running. Furthermore there are sections of the road that are narrow so it is impossible to distance oneself from the pollution.

I am also concerned about the planes overhead, some that fly quite low. Apart from the dreadful noise they make what about the pollution they create.

I hope my input has been of assistance.

Kind regards,

Naomi Levy

I'm so pleased to learn that people are actively looking into this issue locally. It directly impacts my quality of life and that of my family.

My husband, in particular, reacts badly to traffic fumes while inflame his sinuses, leaving him suffering with poor breathing almost all the time we are at home (but if we leave, for example for a weekend in the countryside, the problem clears up as long as we are out of town). This impairs his sleep and breathing through his mouth because of the blocked sinuses dehydrates him. The impact on his quality of life is considerable and has led to us planning to move house and leave the borough.

We worry about the impact on my children (0 and 2 years old) and the long term impact on their health of breathing fumes at this early stage in their lives.

Professionally, I have been involved in arrangements to prevent pregnant prisoners been exposed to second hand cigarette smoke (which is MoJ/NOMS policy). However, the irony of the fact that I, then pregnant myself, had to walk across Hammersmith roundabout as part of my daily commute to work was not lost on me. I was convinced that the risks I was exposing my unborn child to by breathing the air at Hammersmith roundabout were at least as great as the risks it is not thought acceptable to expose pregnant prisoners to.

We have actively chosen not to purchase a diesel car because of the emissions and we would strongly welcome policies to deter use of diesel in the borough (differential parking permit rates perhaps?) and to encourage electric cars (a charging point on each street?)

I feel very strongly about these issues and would welcome extremely robust action by the council.

Regards

Rachel Campbell

Dear Peter,

I am a resident of LBHF and I would like to provide the following comments for the air pollution consultation:

1. Urgent action must be taken to reduce air pollution. The children of our borough should not have to breathe such polluted air that may be damaging to their long-term health.
2. I believe a quick and significant improvement could be made by banning people from sitting in parked cars with the engine on (I believe this is called "idling" and is illegal in America and subject to spot fines). It cannot be necessary to sit in a stationary care with the engine on and I believe this is a significant contributory factor to local pollution in the borough.
3. The numbers of diesel cars must be urgently reduced.

Many thanks for addressing this critically important issue

Sebastian Ling

RT. HON. GREG HANDS M.P., CHELSEA & FULHAM



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Peter Smith
London Borough of Hammersmith & Fulham
Room 139
Town Hall
King Street
London
W6 9JU

Our ref: AirQuality
29 January 2016

Dear Mr. Smith,

As the Member of Parliament for Chelsea & Fulham, I am writing to respond to the London Borough of Hammersmith & Fulham's Air Quality Commission Call for Evidence.

First, I am saddened to hear your claim that nitrogen dioxide and particulate matter contribute to the early deaths of 203 local residents per year. While significant improvements have been made in air quality over many years, more needs to be achieved. I am aware, however, that this Government is committed to improving air quality and tackling pollution.

Over the past five years the Government has committed more than £2 billion to help bus operators upgrade their fleets; to reduce pollution from a range of vehicles such as refuse lorries and fire engines through cutting-edge technologies; and to promote the development of clean alternative fuels such as powering taxis with liquid petroleum gas.

Now, the Government has issued a UK plan for improving air quality, and the Mayor of London is responsible for air quality standards in the city. The current Mayor, Boris Johnson, has set up a Low Emission Zone, and has announced the introduction of an Ultra-Low Emission Zone Scheme to ensure that all vehicles driving in the centre of London will be zero- or low-emission by 2020. In addition, the air quality grant scheme has awarded funding to support the Mayor's *Breathe Better Together* campaign to encourage people to change their behaviour and tackle pollution.

Looking to the future, the Conservative Party's London Mayoral Candidate, Zac Goldsmith, is seeking to improve London's living environment by tackling air pollution with tougher rules on HGVs, and encouraging greener vehicles and safer cycling. He also intends to protect the green belt from development, and to create more green spaces and clean up local parks.

handsg@parliament.uk 020 7219 5448 www.greghands.com



One of the main reasons cities continue to face air quality problems is that diesel vehicles have failed to deliver expected emission reductions in real-world driving conditions. The Government has therefore won agreement to introduce more stringent emissions testing across the EU, ensuring vehicles live up to their low emission credentials.

Yours sincerely,

The Rt Hon. Greg Hands MP
Member of Parliament for Chelsea and Fulham

I believe it is quite a well known fact that road humps cause pollution by cars slowing down and then speeding off again. Perhaps they should be replaced with something which does not cause such air pollution?

Personally, I have sold my car as I don't really need it now that I have a senior travel permit. This is worth its weight in gold, or would be if it was a lot heavier!

Val Pirie

Hi Peter,

I saw your email address on the council website to contact about air quality in the borough. I live at the bottom of Munster Road, near New Kings Road, and often walk or cycle to work along the Kings Road towards Chelsea. I can say that although I am reasonably fit and young, the air at rush hour severely affects me, and I often arrive in to work feeling as if it is hard to breathe. This happens both when I walk and cycle the route. I gave up smoking a few years ago, but walking down New Kings Road makes my chest feel like I have smoked a couple of cigarettes. I hope that the commission can do something about this, and as unpalatable as it sounds, the solution has to be fewer motor vehicles on the roads, and more walking, cycling and electric forms of transport. With the costs of driver services such as Uber coming down all the time, the economics of car ownership are starting to become less compelling, which may lead to fewer cars idly parked on streets, and thus clearer roads for smoother traffic flow. In my opinion, the London boroughs should be encouraging fleets of low emission vehicles such as those provided by Uber to displace traditional models of car ownership, whilst also building more segregated cycle lanes to encourage people to cycle. Obviously, there are many solutions to the problem of dirty air, and I hope that the council will do something about it very soon, as my father was recently hospitalised with a severe heart condition in the Midlands, partly due to poor air quality we think, and the sooner this problem is cleared up, the more lives can be saved.

All the best
Vinod

To Rosemary Pettit

Chair, Air Quality Commission

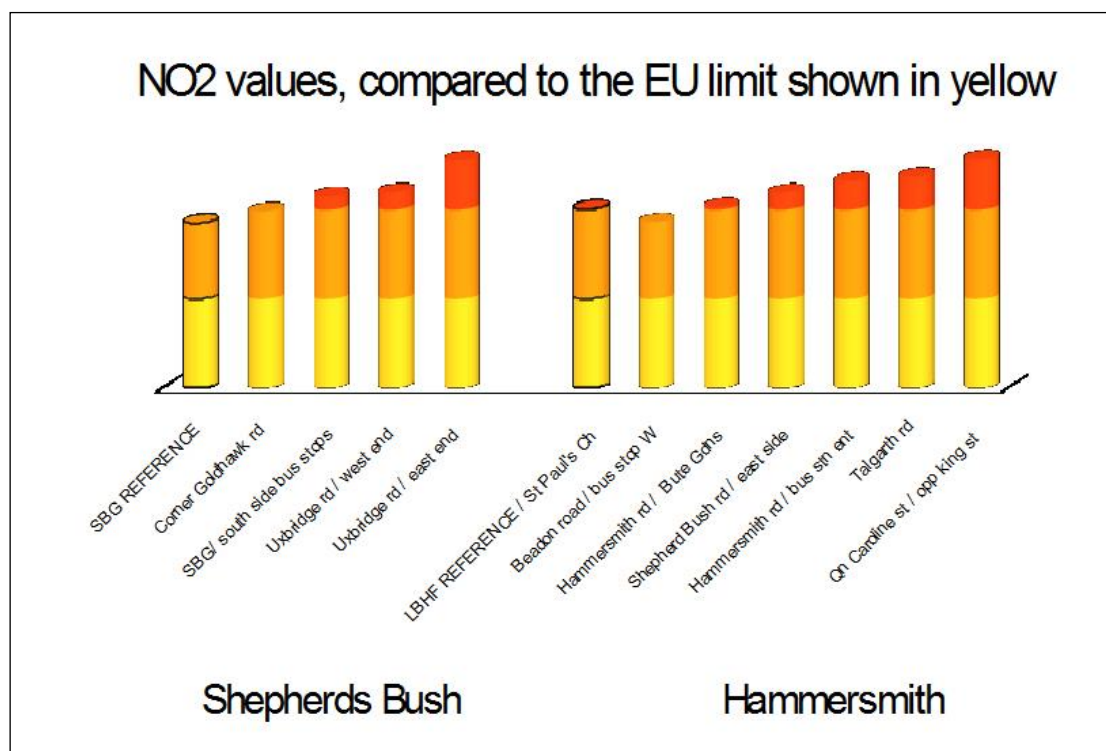
From John Griffiths, hfcyclists

At the meeting of 12 January 2016 of hfcyclists' Management Committee, it was agreed that I would reply on behalf of hfcyclists to your commission.

Over the last year our group, in association with PlanetEarth, carried out some measurements of NO₂ in LBHF. Our detailed results are shown in the two attached files. At that time I was Chair of our group.

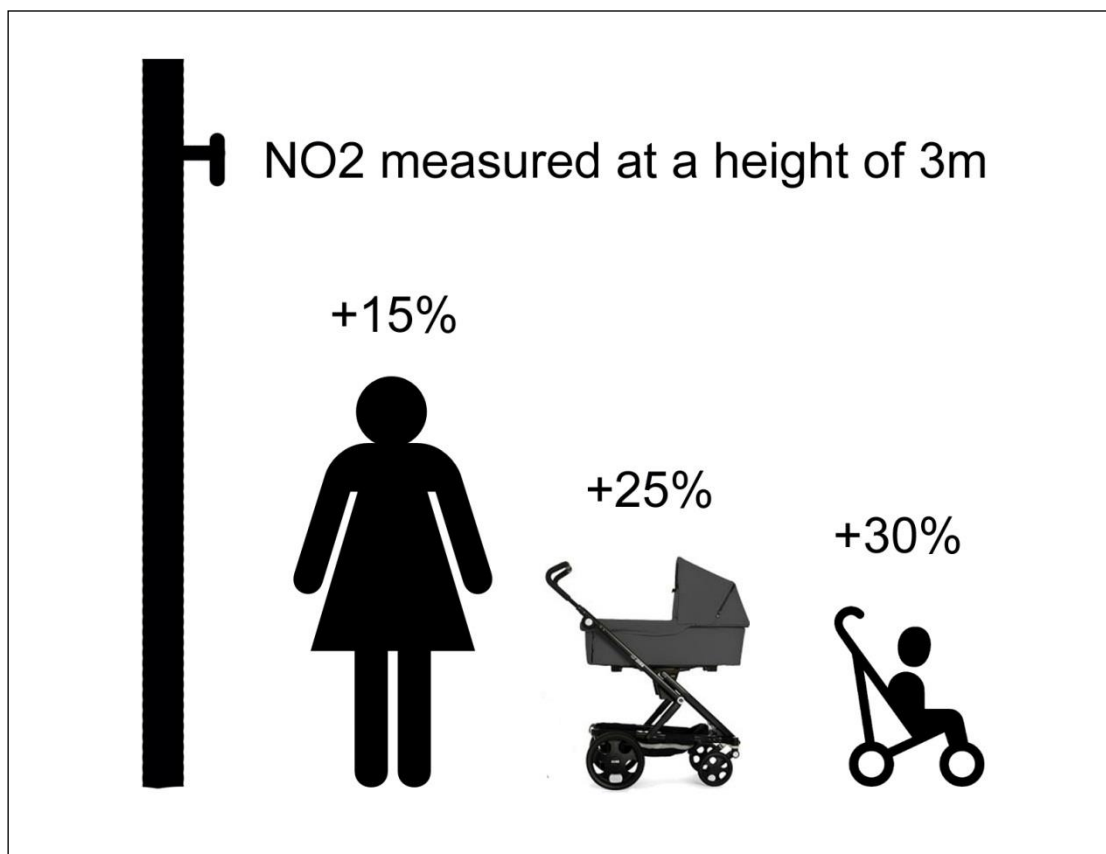
Our results may be summarised as

1] Generally at Shepherd's Bush Green and Hammersmith Gyratory we found the levels of NO₂ to be higher than at the locations chosen by LBHF. LBHF is constrained in the locations where it can take measurements, and effects like the "canyon effect" means pollution can be concentrated in some locations.



The EU limit is 40 micrograms per cubic metre.

2] Also we found NO₂ levels higher at lower levels, so that at pushchair height levels of NO₂ were 30% higher than at the normal measuring height of 3m, and at buggy or pram level, 25% higher.



This may mean that the problem is worse than is recognised by LBHF.

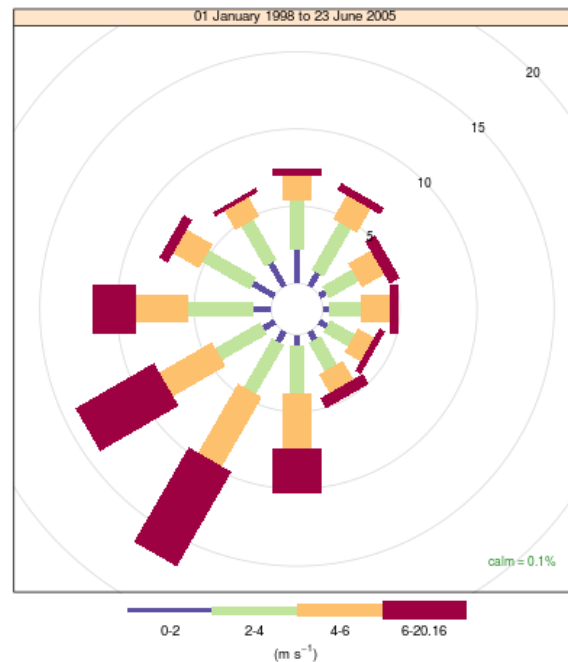
For details of our research see the two files which accompany this document.

John Griffiths

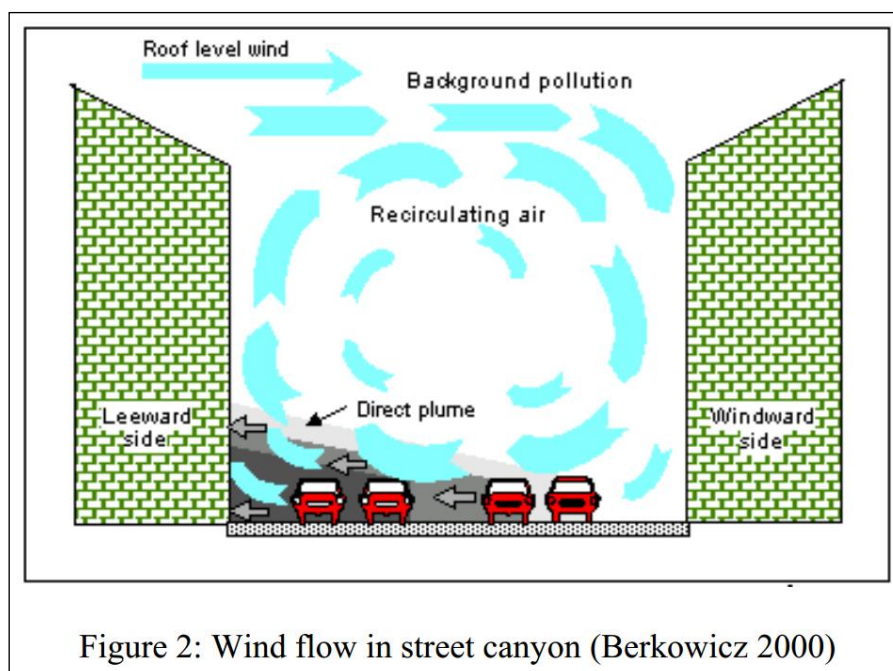
MA [Cantab], MSc Chemistry UCLA

Some background information on the canyon effect

The wind direction and speed is important for air pollution. The following windrose shows the percentage of the time that wind is coming from different directions in London. Pollution is worse at low wind speeds.



In a built up area a “canyon effect” occurs. The following two diagrams illustrate this.



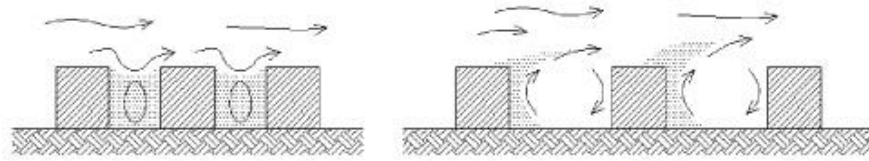


Figure 2.7 Effect of building spacing (street width) to building height on traffic pollution dispersion.

From the book - Ventilation of Buildings by H.B. Awbi

hfcyclists / ClientEarth NO2 project in H&F

About Us

This project was devised by hfcyclists, the local branch of the London Cycling Campaign in Hammersmith and Fulham. We have received funding and guidance from ClientEarth.

Objective

Nitrogen dioxide is a harmful gas, a pollutant mainly coming from the exhaust of diesel engines. It damages the lungs of children and is responsible for many early deaths. We are setting out to find values of NO₂ at breathing height and at push chair height, at Hammersmith Gyratory and Shepherds Bush Green [SBG].

LBHF measure NO₂ at a height of 3.0m. We were expecting the NO₂ values to be greater at lower heights, nearer to the source of pollution. We hoped by measuring at 3.0m and at 2.25m at the same location, we could extrapolate and find the value at 1.5m, breathing height. At a couple of places we measured at four heights, 3.0m, 2.25m, 1.5m and going down to 0.5m, pushchair height. We hope to feed the results into the plans which are in progress for the redesign of road layout at Hammersmith Gyratory and are being considered for Shepherds Bush Green.

The Team

Andrea Lee of ClientEarth, Paul Saunderson and Susie Gretz of hfcyclists, John Griffiths of hfcyclists. Also on the team, Janusz Carmello and Lynn Seveke of hfcyclists.

Method

We attached NO₂ measuring tubes to posts at various locations. They stayed in place for a month before being removed and replaced. The exposed tubes were sent off for analysis. This was done for the monitoring periods of February and March 2015.

Maps showing our monitoring locations

General locations, green dots, one tube at 3m, one at 2.25m

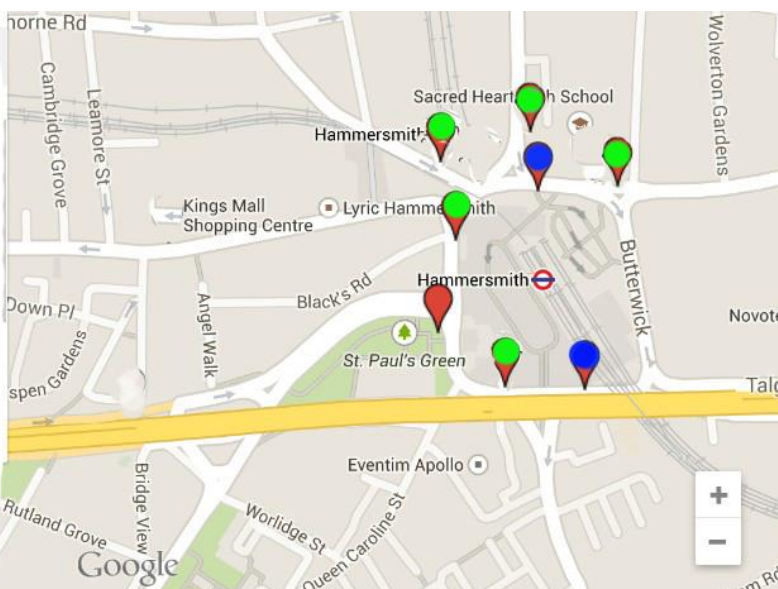
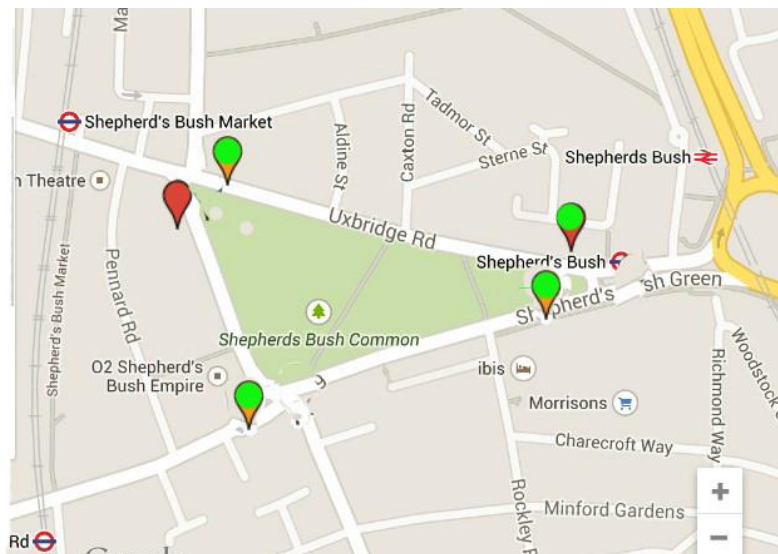
Reference points, The red dots

At SBG, the Automatic Monitoring Station, 3 tubes at 2m

At Hammersmith Gyratory, LBHF site, two tubes at 3.0m, one at 2.25m.

Our gradient points blue dots, studying the NO₂ gradient, tubes at 3.0m, 2.25m, 1.5m, 0.5m

- Gradient 4 tubes
- Places 2 tubes
- LBHF



Results

We did not find any consistent difference between the values at 3.0m and at 2.25m. We were surprised that at some places the values were higher at 3.0m than at 2.25m. In the circumstances we combined the values at the two levels to give an average for that location.

This also meant that we could not extrapolate to estimate the NO₂ concentrations at normal breathing height. However we were able to find how the NO₂ values varied around our locations and how they compared to the NO₂ value at the LBHF reference point.

At the two locations where we measured at 4 different heights we found a gradual increase in NO₂ as we descended to pushchair height.

It is possible that the proximity of the Hammersmith flyover may have affected the height distribution of NO₂.

We applied corrections

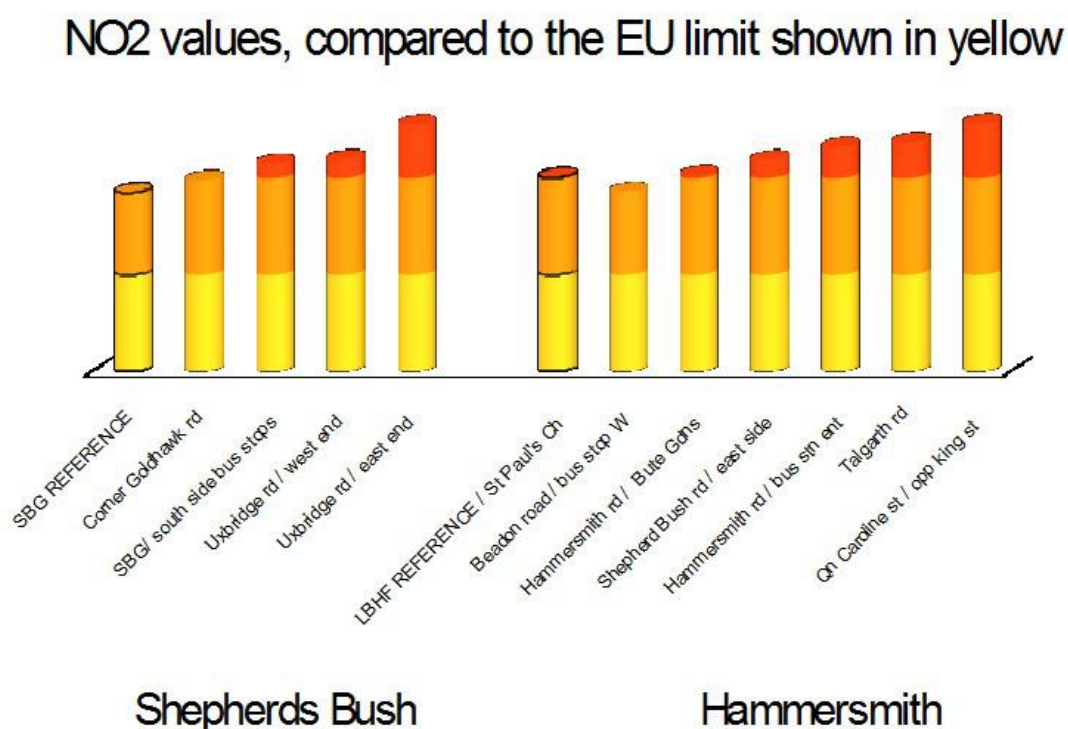
a) for the difference between our reference tubes and the readings from the Automatic Monitoring Station at Shepherd's Bush Green.

b) to estimate an Annual Mean by taking into account how our months compared to the general trend over the last year.

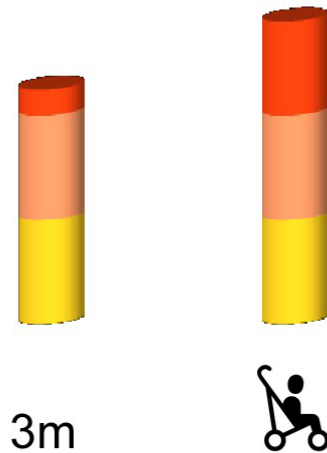
On the following pages are charts showing the adjusted values. The EU limit is 40 µg / m³ [40 microgram per cubic metre].

Detailed Results and analysis

A full list of our measurements and how we handled them and an estimate of their accuracy can be found at this [link](#).



NO2 values 30% higher at pushchair height



From values in Hammersmith.

At pushchair height about 30% higher than at 3m where LBHF measures NO2
NO2 values, up to EU limit in yellow, up to 2x EU limit in orange, and beyond in red

Conclusions

- 1] The NO2 values were all well over the EU limit of $40\mu\text{g} / \text{m}^3$ [40 microgram per cubic metre]. Most were more than 2x the EU limit.
- 2] In Hammersmith all the values apart from the one in Beadon Rd were greater than at the LBHF reference location by St Paul's Church. This may be due to the Canyon Effect where in enclosed places the pollution is concentrated.
- 3] At Shepherds Bush Green there is an Automatic Monitoring Station. Around the area all the values are higher than at the monitoring station. The closest LBHF tube is on the Uxbridge road and does not have a very high reading.
- 4] At present LBHF uses indications of the NO2 pollution levels that are below those that actually exist in some of the busiest spots. To bring these values down to the EU limit some extraordinary measures must be taken. One such would be to encourage a massive modal shift towards cycling for shorter journeys. This would involve using the road space to encourage cycling.
- 5] Whilst we only measured NO2 values in two locations at pushchair height, we found the values at 0.5m to be about 30% greater than at 3.0m where LBHF makes its measurements. At a buggy height of 0.8m the NO2 value is about 25% greater than at 3m. Young children with developing lungs are especially vulnerable to the effects of NO2 pollution.

Contacts

John Griffiths Chair hfcyclists

www.hfcyclists.org.uk

Andrea Lee ClientEarth

Community Engagement Officer (Healthy Air London)

t . +44 207 749 5979

e . alee@clientearth.org

Follow us on Twitter

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www.clientearth.org



NO2_
hfcyclists_Client Earth

To Rosemary Pettit

Further to my submission on behalf of hfcyclists concerning our measurements of NO2 levels, I would like to add the following evidence on behalf of hfcyclists for consideration by the Air Quality Commission. Fred Smith, Paul Gasson and Simon Munk from the London Cycling Campaign have assisted me in putting this together.

1] If you are not already aware of it, I would like to draw your attention to the document "Health Impact of cars in London" published by the Mayor of London in September 2015.

https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

2] Hammersmith and Fulham is dominated by vehicular traffic.

This 10minute talk by Bremt Toderian makes an eloquent case:

<http://thewalrus.ca/tv-cities-for-people-not-just-cars/>

In this talk entitled "Cities for people, not just cars" he discusses Vancouver where traffic is prioritised in the order:

Walking, Cycling, Public Transport, Goods Vehicles, Cars

And he says

"When you design a city for cars it fails for everyone, including drivers. When you design a city for people, a multi-modal city, it works better for everyone including drivers."

He gives the example of Oslo, where a superhighway isolated the town from the fjord. This was torn up and replaced by a multi-modal system, including tram, walking and cycling. It carried more people than before.

3] There is a widespread belief and fear that reducing traffic lanes will cause increased congestion. There is this Wikipedia entry on disappearing traffic

https://en.m.wikipedia.org/wiki/Disappearing_traffic

Disappearing traffic, also sometimes referred to as **suppressed traffic** or **traffic evaporation**, relates to the observation that when highway capacity is reduced (typically due to provision of [lanes for buses](#), street-running trams or bicycles, wider pavements (sidewalks), pedestrianisation, closures for road maintenance, or natural disasters), some proportion of the traffic disappears, resulting in fewer problems of [congestion](#) than had been expected.

4] Where a traffic lane has been closed for roadworks, the case should be investigated to see how much congestion is caused, and if it evaporates over time. For example on Hammersmith gyratory near the entrance to King Street the road was reduced from 3 lanes to 2 lanes for about a month about a year ago. Historic traffic queuing data could be used to see what happened to the traffic.

Likewise Hammersmith Bridge is going to be closed to traffic for about a year in the near future. The traffic flows should be carefully monitored.

John Griffiths
MA [Cantab], MSc Chemistry UCLA
truefeelings@gmail.com

Dear Peter Smith,

Good to see that H&F are planning to tackle this issue. I cycle through the borough along the Uxbridge Road most days and it's not very pleasant. The area around Shepherd's Bush is particularly bad. I'm in my 50s now and have developed what I call a London cough. It's a deep chesty cough that disappears when I'm away on holiday, but comes back within a day of cycling on London's roads. I now try to take the back streets that have fewer vehicles on them, but in H&F there aren't any suitable alternatives to the Uxbridge Road.

Here are a few suggestions to reduce air pollution:

1. Introduce filtered permeability for residential streets to prevent rat running. Better still, take these streets out of the highway network and move them to the parks department. You would then have complete control over them. You could drop the speed limit to 10 mph which is the speed on most private estates, where residents can choose their own limit. You could also change the priority so that motorists would have to give way to children playing in the street, and create an environment where people felt completely safe to walk and cycle.
2. Open up all one-way streets to two-way cycle flow
3. Reduce the number of cars in the borough and free up space for off-road cycle paths by introducing market rates for residential parking. When you compare the thousands of pounds a year that commercial car parks charge for car parking to the £119 per year H&F charges for residential parking it's clear you are heavily subsidising car owners in the borough. If you charged a market rate, only people who absolutely needed their cars would park them on H&F roads. If you simultaneously reduced the number of vehicle parking places by only allowing parking on one side of the road, that would make space for cycle paths and areas where children could play in the street.
Compared to the £750 Manchester charges for parking in the city centre, H&F's current rates appear particularly low.
4. Run electric trolley buses instead of diesel buses. Modern technology should make this relatively easy to do. For instance, it may not be necessary to install overhead wires along the whole route. On-board batteries could be recharged using short stretches of wires. This would remove the need for complicated arrangements of wires at junctions.

I hope that helps.

Good luck,
Martin Gorst
Ealing

Online comments on **Air quality** – on H&F website January 2016

Title: Residents back Hammersmith and Fulhams Air Quality Commission and share their experiences of air pollution

Name: Susie

Display name: Susie

E-mail: susielingam@hotmail.com

Date/time posted: 22/01/2016 17:13:00

Comment:

So much pollution in our streets from big diesel cars, also parents sit running their engines as they wait to collect/drop pupils at Latimer & Godolphin school. Why aren't these pupils using public transport - there is plenty of tube lines and a whole bus station just 5 minutes walk from their school.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Jessamy Reynolds

Display name: J Reynolds

E-mail: Jessamyis@hotmail.com

Date/time posted: 24/01/2016 11:48:00

Comment:

I mostly notice the pollution when walking along the North End Road, especially during rush hour when the road is jammed with endless traffic at a standstill with engines running. The situation is made much worse by the foolish traffic lights at the A4 crossing by West Ken tube station. The left turn traffic lights (pedestrian crossing) should be moved several metres further from the junction, to allow more cars to move onto A4 while waiting for the pedestrian to cross. This will allow more cars to move off from the North End Road, helping reduce the gridlock. Furthermore, signs should be put up encouraging motorists to switch off their engines while waiting in jams.

Title: Residents back Hammersmith and Fulhams Air Quality Commission and share their experiences of air pollution

Name: Prashant Brahmbhatt

Display name: Prashant

E-mail: push@threesigns.com

Date/time posted: 24/01/2016 18:42:00

Comment:

As a resident in Hammersmith Town Center I am deeply concerned with the councils not providing daily air quality data to the public.

Electric vehicles

Title: Workers break ground on first on street EV charging points

Name: Sohail Butt

Display name: Sohail

E-mail: Sohail747@msn.com

Date/time posted: 24/01/2016 17:39:00

Comment:

Great news but can you install some points in zone J. Around residential streets too rather than have them on main roads. Thornfield Road would be a good start !

Title: Workers break ground on first on street EV charging points

Name: Guy Dormehl

Display name: Guy

E-mail: gdormehlsa@gmail.com

Date/time posted: 23/01/2016 11:52:00

Comment:

Please confirm that these are going to be Fast Chargers as "normal/slow" chargers are a total waste of space and money - min 300miles per hour charging.
Unless people can plug in and just do a quick shop/coffee, then the points will only work for local residents and a great opportunity will be wasted to advance EVs.

Reply from the council: Thanks for your question. We'll get a reply from the transport team and post it here as soon as we can.

Title: Workers break ground on first on street EV charging points

Name: Eric Stables

Display name: Sceptical tax payer

E-mail: eric.stables@talktalk.net

Date/time posted: 23/01/2016 12:38:00

Comment:

Ridiculous waste of money.

Might be a good idea to determine the demand from electric car owners first?

Title: Workers break ground on first on street EV charging points

Name: Bozidar Zabavnik

Display name: Zabavnik

E-mail: B.zabavnik@btinternet.com

Date/time posted: 23/01/2016 11:51:00

Comment:

The council has a lot of parking spaces for employees and council vehicles. May I suggest that these spaces be made ecclusively for electric cars only over the next five years. So senior execs instead of driving top of the range BMWs they will drive Nissan Leafs.

Reply from the council: These spaces are only for electric cars that are actively charging. Anyone else will get a parking ticket if they park in these spaces.

Title: Workers break ground on first on street EV charging points

Name: Charles Doyle

Display name: charles

E-mail: charles.doyle@gmail.com

Date/time posted: 22/01/2016 18:01:00

Comment:

How about on the north side of Queensmill Road at the river end since there are only houses on the opposite side of the road there so normal parking would not be so affected.

Reply from the council: Thanks for your suggestion. We are keen to know how much demand there is for charging points and where they could be best sited.

Title: Workers break ground on first on street EV charging points

Name: Patricia Pearson

Display name: Pat

E-mail: emipear@btinternet.com

Date/time posted: 22/01/2016 23:03:00

Comment:

I agree with Simon- Hammersmith Grove , Overstone Road area would be great. Charging points are essential especially in areas with so many flats

Title: Workers break ground on first on street EV charging points

Name: barry gibson

Display name: barry

E-mail: bjgibby@hotmail.co.uk

Date/time posted: 22/01/2016 14:11:00

Comment:

As a full charge for an electric car can take up to 12 hours for a normal charge. How will it be policed from stopping people with electric cars using the bay for parking only, if the car is connected even though it is fully charged?

Reply from the council: We'll ask our green car experts to reply to you on that one.

Another reply from the council: To use the charging points, you need to sign up for the scheme. If you are not actively using the charger during controlled parking times, you'll get a parking ticket. You pay by the hour to charge and the charge rate will be higher than the pay & display rate in surrounding parking bays. Once we know what usage and demand looks like, we have the option to set a maximum charging time limit if we need to.

Title: Workers break ground on first on street EV charging points

Name: Guy Dormehl

Display name: Guy

E-mail: gdormehlsa@gmail.com

Date/time posted: 24/01/2016 13:54:00

Comment:

Have there only been 5 comments and what happened to my query?! How can we see the whole string?

Reply from the council: Apologies Guy. Because we are a local government site, there are legal restrictions on the content we can post. That means we have to pre-moderate all comments, which means your posts cannot be instantaneous. And we try to get answers to people's questions as we moderate comments. But we try to publish as quickly as we can.

Air quality

Title: Have your say and help tackle the deadly problem of air pollution

Name: Irene

Display name: Irene

E-mail: ireneedith@yahoo.it

Date/time posted: 14/01/2016 22:00:00

Comment:

Even though the situation in Fulham is in my view worse than in Hammersmith, I have to say that the area around H. Broadway and Fulham palace road is always so jammed that this causes a terrible pollution. I think that the use of cars in that area is also due to the fact that it's so unpleasant to walk there. The building in the middle of the Broadway is a barrier between Hammersmith and the rest of Fulham, the flyover makes it even worse to walk there, if you want to use a bus instead of the car to go anywhere you need you have to pass through the Broadway's deposit wasting a lot of time.. Cycling in the area is impossible unless you want to suicide yourself.. so people drive! The area has to be turned into a nicer environment if we want to encourage people to use the car less!

Title: Have your say and help tackle the deadly problem of air pollution

Name: mike butcher

Display name: mike butcher

E-mail: mikewbutcher@hotmail.com

Date/time posted: 14/01/2016 11:52:00

Comment:

We know that much of west london exceeds permitted EU pollution levels, noise and atmosphere, and have known this for some time.I hope it will be possible now to treat the matter as urgent and come up with solutions that are put in place quickly.Prime causes are aircraft, helicopters from battersea, heavy goods vehicles, diesel buses, taxis, cars, delivery vans.traffic conjection is particularly bad in the fulham road, fulham high street kings road, fulham palace road junction and there are several schools in this particular area. I hope this new committee can come up with solutions quickly that are enforceable and effective.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Ruth Mayorcas

Display name: Ruth

E-mail: Mozartsmother@gmail.com

Date/time posted: 13/01/2016 21:44:00

Comment:

I live in Chiswick but cycle through Hammersmith almost daily. Pollution has definitely become much worse in the 40 years I have cycled here. In Holland all side roads have filtered permeability stopping rat running and are one way. This makes these roads safe and pleasant for walking and cycling. There is so much public transport in Hammersmith that driving is virtually unnecessary for so many of the journeys. Westfield should not be allowed to offer such cheap parking - in fact in Rotterdam parking is prohibitively expensive to deter parking. All school should have massive no-parking zones around them which are strictly monitored. There is not enough attempt made to stop people driving - given the right infrastructure journeys of up to 2 miles can be undertaken safely by bike. Cycling is perfect for those who are less ambled - and will combat pollution, congestion and the rising obesity and diabetes.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Wayne George

Display name: W George

E-mail: waynegeorge@live.com

Date/time posted: 12/01/2016 19:43:00

Comment:

Air pollution is not a problem local to boroughs but rather a citywide problem caused mainly by the increase of diesel engines on the roads in cars, lorries, vans and buses. There needs to be a complete rethink on diesel use whether through incentives or restrictions. Something needs to be done urgently as our health is at stake.

Title: Residents back Hammersmith and Fulhams Air Quality Commission and share their experiences of air pollution

Name: Mary Shepheard

Display name: Meggi 45

E-mail: maryshepheard@gmail.com

Date/time posted: 14/01/2016 14:59:00

Comment:

For asthmatics life is much more unpleasant since you got rid of the underpass at Hammersmith Broadway and the bridge at Shepherds Bush. Instead of being able to get to the other side easily we now have to wait at the kerb several times inhaling fumes.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Alan Haile

Display name: Alan Haile

E-mail: alanhaile@hotmail.com

Date/time posted: 12/01/2016 15:48:00

Comment:

Air pollution in London is nearly all caused by traffic, especially diesel powered traffic. Start to phase out diesel powered traffic by increasing tax on diesel. The members of the commission don't seem to be particularly qualified for the job from the descriptions given and I wouldn't want anyone from FoE on any commission about anything as they will always be biased from the start. Electric cars are a non started until the costs come down and better batteries appear - sales of electric cars are dropping worldwide.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Mat Johnson

Display name: Mat

E-mail: Matjohnson@hotmail.co.uk

Date/time posted: 11/01/2016 22:58:00

Comment:

We live in a flat overlooking Townmead Rd as it meets Wandsworth Bridge Rd. During rush hour it is hugely congested and we can smell the vehicle fumes coming through the window. Paired with the Cemex factory, we regularly have heavy build up of black soot and particles on our interior window sills so we are reluctant to keep our windows open. We are regularly woken by the loud exhausts of motorbikes and sports cars that take advantage of the fact there are no traffic calming measures on the bridge or on Townmead Rd until past Sainsburys. We feel that one of the other contributing factors to air quality is distinct lack of greenery around this side of the Townmead Rd / Wandsworth Bridge Rd junction. In the summer, especially, you can feel grit whip around your ankles in the wind. There are no trees or street shrubbery to absorb the sound or air pollution from vehicle exhausts, the Cemex factory, or even the sand and aggregate wharf and recycling centre to the south of the river. Depending on the wind, all of that gets blown past our front door. We know this

used to be the industrial centre of Fulham, but the environment needs to improve with the increasing residential properties.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Brian Mooney

Display name: Brian

E-mail: brian.mooney@abd.org.uk

Date/time posted: 11/01/2016 21:59:00

Comment:

Please bear in mind...

* Nearly half of the health impacts of pollution in London is from dirty air blown in from outside the capital, including diesel and industrial fumes from Paris and other parts of the Continent." - Evening Standard, July 2015

* "Even if you banned all private cars from London, it still wouldn't be enough" - Frank Kelly, professor of environmental health at King's College London - Evening Standard, April 2014

and above all read the report on the GLA website

BETTER ENVIRONMENT, BETTER HEALTH

A GLA guide for London's Boroughs

Title: Have your say and help tackle the deadly problem of air pollution

Name: simon lord

Display name: simon

E-mail: simonglord@hotmail.com

Date/time posted: 11/01/2016 08:14:00

Comment:

There is a huge increase of deisel vechicles on are streets in lbhf you allow to many lorries on are side streets to use them as rat runs which has got alot worse with the use of sat navs.I have also noticed a few of my neighbours burning logs in their fire places two of them are local councillors.Please put your own house in order first.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Ian Jones

Display name: Ian Jones

E-mail: ian.jones67@virgin.net

Date/time posted: 10/01/2016 16:10:00

Comment:

A number on the commission do not seem to have specific expertise, which is depressing. I live in Kelvedon Road, which is a day and night rat run. It is an environmental disaster zone. Residents have protested against the amount of traffic, and pollution, since I can remember. Their protests have not made a blind bit of difference. That is a story that could be repeated across London. Planning, not least environmental planning, does not exist in any meaningful sense in the UK. We do not even try and persuade people to get out of their cars. H&FC so far has been lamentable and that applies to each party in control.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Susan Tungay

Display name: Sue T

E-mail: suetungay@gmail.com

Date/time posted: 09/01/2016 17:30:00

Comment:

I am particularly concerned about young children in buggies being pushed along the pavement at just above exhaust height and breathing in toxic fumes. All recent studies show that air quality in London is extremely poor and at times dangerous.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Graham

Display name: Johnt

E-mail: grahamjt@hotmail.co.uk

Date/time posted: 08/01/2016 18:28:00

Comment:

I cycle a lot in the borough and I avoid main roads because I am concerned about pollution levels. I am particularly concerned about pollution levels in the Hammersmith town centre because of the huge amount of traffic using Hammersmith Broadway roundabout and the A4. Shepherds Bush Green is a concern for similar reasons. Like most of London, there are few pedestrian areas in the borough, so it is difficult to get away from traffic, apart from Westfiel

Title: Have your say and help tackle the deadly problem of air pollution

Name: Phil Lang

Display name: Plang

E-mail: gnalpp@gmail.com

Date/time posted:

08/01/2016 10:48:00

Comment:

Please see the following article on how cheap air and noise quality sensors we're employed and a community engaged in order to determine the level of pollution on the Heathrow flight path. Perhaps lessons can be learnt here - <http://theodi.org/summer-showcase-breathe-heathrow>

Title: Have your say and help tackle the deadly problem of air pollution

Name: Jan Chamier

Display name: Jan C

E-mail: janchamier@btinternet.com

Date/time posted: 08/01/2016 10:54:00

Comment:

We are on the Fulham Palace Road, but the only pollution we really notice indoors is in the bedroom, as we open our window at night. Each morning the surfaces of bedside tables etc are covered in a thick film of dust. This could be from the road, but could also be due to the fact that we are on the Heathrow flight path. Either way, one assumes that we are breathing in heavy amounts of dust every night. [Shutting the window would make the room too hot.]

Title: Have your say and help tackle the deadly problem of air pollution

Name: Mrs R Dennistoun

Display name: Mrs R Dennistoun

E-mail: romainedennistoun@gmail.com

Date/time posted: 08/01/2016 10:42:00

Comment:

As an acute asthmatic I am very well aware of the deteriorating air quality. I notice this particularly when traffic is heavy - I avoid getting behind a bus or a lorry at all costs, and when there is significant building or repair works in the road or in residential and commercial properties.

Due to the excellent care I receive from Hammersmith Hospital's Respiratory Unit I can lead a near-normal life. I am certain we can afford to do more to prevent or at least ameliorate these sources of pollution.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Gwladys Hall

Display name: G Hall

E-mail: g_collardeau@yahoo.fr

Date/time posted: 08/01/2016 10:24:00

Comment:

Well done for this initiative. I would love to see air pollution monitoring & testing in front of the schools gate in H&F. How about a test in the road near key schools in the borough? Thanks G

Title: Have your say and help tackle the deadly problem of air pollution

Name: Anthony Lambert

Display name: Anthony

E-mail: alambert@dircon.co.uk

Date/time posted: 08/01/2016 10:25:00

Comment:

Air quality is in large measure determined by atmospheric conditions, and until we have a London-wide vehicle charging system that penalises vehicle use on days that trap pollution, it is hard to see how significant improvements can be made on a borough level. However, H&F should do all it can to deter vehicle use and improve conditions for cyclists and pedestrians – which help improve people's health instead of damaging it. Also public transport in London is so good that there is little need to use vehicles (tradespeople excepted of course) and the quality of life in cities with low use of vehicles is vastly better than those with London's levels of congestion and pollution.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Bozidar Zabavnik

Display name: Zabavnik

E-mail: B.zabavnik@btinternet.com

Date/time posted: 08/01/2016 16:07:00

Comment:

Until every parking space in the borough has a charging point, the chances of the council being able to do anything about air pollution is zero. Notwithstanding that the ability of the national power grid to supply even one eighth of the total car population is pie in the sky. All vehicles are now MOT tested for pollution so legally the council's hands are tied against discriminating against various types of vehicles on the road. The one aspect that the council can improve upon is reducing the number of pinch points where cars are idling, notably Fulham palace road. However there is no aspect that the council could help and that is asking internet delivery companies to use narrower and smaller vehicles

for delivery in exchange for parking benefits with rest room facilities as well as builder's merchants' vehicles.

Title: Have your say and help tackle the deadly problem of air pollution

Name: Peter

Display name: Littlehales

E-mail: peterlittlehales@aol.com

Date/time posted: 08/01/2016 10:31:00

Comment:

I live just off Parsons Green Lane, a busy commuter route AM and PM. Engines ticking over at red traffic lights on the junction with Fulham Road - an even busier road - means that the quality of the air is so bad that I avoid both roads if possible when on foot. (I walk almost everywhere to avoid driving my car. Alternatively I use public transport) Fulham Road east from here to Fulham Broadway is frequently at a standstill with vehicle engines running.

I am not aware of the impact of aviation fuel of over-flying aircraft, but it must be possible to measure it and compare it with other areas not under the flightpath.

I am equally concerned with noise pollution mainly - but not entirely - caused by night flights. Sleeping after 4.00 AM is intermittent due to the arrival of flights from the Far East. Why should a few hundred thousand travellers for that part of the world be allowed to board planes at a time that suits the airlines better, which results in the nightly disturbance of millions of Londoners?

Title: Have your say and help tackle the deadly problem of air pollution

Name: Rudolph Leuthold

Display name: Rudi

E-mail: rudileu@mac.com

Date/time posted: 08/01/2016 12:54:00

Comment:

I have noticed when walking along New Kings Road, Wandsworth Bridge Road and Fulham Road during main traffic hours myself and others find breathing difficult and one gets an unpleasant sensation in the airways and lungs, coughs and feels generally unwell

Title: Forty new electric car charging bays in Hammersmith and Fulham by 2016 in battle to cut air pollution

Name: Daniel Nye

Display name: Daniel

E-mail: danielnye@yahoo.com

Date/time posted: 09/01/2016 13:21:00

Comment:

Please accept this request install an electric vehicle charging bay on Cromwell Grove. Thank you so much

