

# **H&F Air Quality Commission**

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## **Submissions of Written Evidence**

### **Volume 3**

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Hello Peter, thank you for the opportunity given to the airTEXT Consortium to provide written evidence to the H&F Air Quality Commission.

Firstly please accept my apologies for not meeting the deadline earlier this week, but here is a little background on the service & the important role airTEXT provides in London which we feel is relevant to H&F's Air Quality Commission.

airTEXT is a free service for the public providing air quality alerts by SMS text message, email and voicemail and 3-day forecasts of air quality, pollen, UV and temperature across Greater London. airTEXT is an independent service, operated by Cambridge Environmental Research Consultants (CERC) Ltd in partnership with a Consortium made up of representatives from all the London boroughs, the GLA, Public Health England and the Environment Agency.

On the airTEXT website <http://www.airtext.info/health>, airTEXT provides information on the current levels of air pollution that reference to the Defra daily air quality index (DAQI). When levels are high we produce alerts and issue health advice to help Londoners and visitors avoid the effects of pollution episodes, for example by carrying or taking extra medication or by changing travel plans.

A health evaluation of airTEXT users revealed those with a medical condition were seen to respond to direct alert messages. Through (1) increased preparedness: keeping inhalers nearby (27%) or taking an extra dose of medication to prevent symptoms (14%).  
Or (2) by avoiding exposure to air pollution: staying indoors more than usual (19%) or reducing strenuous exercise (15%).

We also remind people that air pollution levels are normally low in London and for most of the time they will not notice any effects on their health and that it is important to not become alarmed or panic when they receive an airTEXT alert. airTEXT alerts are designed to help them by ensuring they have any necessary medication at hand or to prepare for the day ahead to help reduce exposure.

airTEXT is a invaluable resource for people living in a city such as London which is prone to pollution episodes. It helps inform people to take precautions and to protect their health.

One service user said of airTEXT: "Before airTEXT I regarded my health as matter of fact; when I had symptoms I presumed I was under the weather. Now I remember that the medicines are important to my well-being. Thank you for your excellent service'.

I attach a slide (which was summited to a conference of the International Federation of Environmental Health) on the pioneering work airTEXT has done.

Thank you, Paul Clift.

Chair of the airTEXT Consortium (and Environmental Health Manager - Environmental Services), Public Protection Division, Islington Council, Municipal Offices, 222 Upper Street, London. N1 1XR.

FROM Louanne Tranchell - HAMMERSMITH COMMUNITY TRUST LTD

Dear Ollie

thank you for this important work FoE are undertaking (and for our much remembered PARIS witness)

In the 1990s LBH&F were committed to measuring air pollution: we had a large "box" sited on the Broadway that picked up variations on a daily basis and in harness with other London Boroughs and with a dedicated excellent LBHF officer. Local debate had hotly researched the difference between petrol and diesel driven buses (there were 19 London Transport routes converging + other coaches etc) as part of the 1984 public consultation on the new Bus Station planned for Hammersmith Broadway.

The Heathrow-Piccadilly road registered very HIGH at the time; the location of Ealing Hammersmith West London College on this Talgarth Road was a "concern" - all those young students exposed to exceptional pollution? During the GLC years to 1986, Heathrow itself was a bright red blotch on any West London map which recorded pollution. As usual there was deep conflict between these records and economic/commercial plans for the Future of London. A very senior GLC officer gave a London-wide strategy briefing to the planning committee (probably to introduce the then novel proposals for the Olympics in East London) in which she solely identified Heathrow as the "driver" for West London. (not even mentioning the River Thames or anything "small-grain" which we trust more.)

What innocent days they were! Soon the big Box with its unhappy records was moved from the busy Broadway to beside the tennis courts in Brook Green - later to be banished as was that "thread" of research. The Bus Station was part redeveloped with Retail trumping Transport - so it is "split" on two levels. It opened in 1993 and it soon was as local people predicted "too small" and not conforming to Disabled Access. Now TfL would prefer to demolish and "start again" - to put the new Bus Station at the foot of a 30+storey (possibly LUX Residential) tower.

TfL were granted significant sites in the heart of Hammersmith in the 1970s by an Act of Parliament "in order to achieve a fully integrated transport interchange". TfL were not previously the land-owner - it was public land. (It is important to recognise this at a time when there is another big SHIFT in the ownership of land, for hospitals, prisons, schools, libraries, police-stations, sorting offices, utilities as well as infrastructure and transportation) Recent TfL History has been thoroughly distorted by widespread regard for the scale and achievement of the team that brought the world the London Olympics. The 1980s edict of the Thatcher years that the new Bus Station must be "Self-financing - nothing from the Public Purse" raised the property values and damaged the case for social uses - housing, health, education, facilities.

As we witnessed in Paris, especially from the many groups that took part in the PREP. the previous evening - it is important to campaign on increasing awareness of LOW-CARBON for the health of the planet; and to bring low carbon routes and models into view when planning for the future. I have yearned (and expected) a louder VOICE from FoE and other environment-aware groups in response to the graphic-rich announcement on BBC Newsnight about "250 towers over 20 storeys in the pipeline for London" Demolition is a HIGH CARBON activity; without a well planned, well weighted REASON new towers are also. Currently they have "multiplied" more as a fashion, novelty, urge to

be in the "IN-CROWD" and certainly "to make money" (at what a cost).

Very best wishes with your contribution

Louanne Tranchell

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Dear Peter Smith

I have just read that your deadline for comments was 2 February. That seems a very short window for getting comments from the public, and I do hope you can take action on mine.

Like other borough residents I have noticed the worsening air quality and the effect of traffic pollution on my state of health. One matter really grates with me, and that is people running their car engines while parked at the kerbside. Sometimes they are talking on their mobiles, or they are minicabs waiting for a fare, but other times there seems no obvious reason for it. They seem completely oblivious to the noxious fumes they are pumping out into the environment. When it happens outside my house (I live in Dalling Road) I politely ask the driver to turn their engine off and explain why. The effect of their fumes on passers by, particularly young children sitting in pushchairs often almost at the same level as the car exhaust, or older people who are already suffering lung problems, is considerable.

Why, why, why can't this be stopped? Yes it is a drop in the ocean, but it is completely unnecessary. Most importantly, it would make people think, in the same way that the plastic bag tax has made people think about their contribution to helping the environment. A small step, but an important one. Likewise switching off engines is a small step, but an important one.

Please can the commission take action on this. Please pass these comments to Rosemary Pettit.

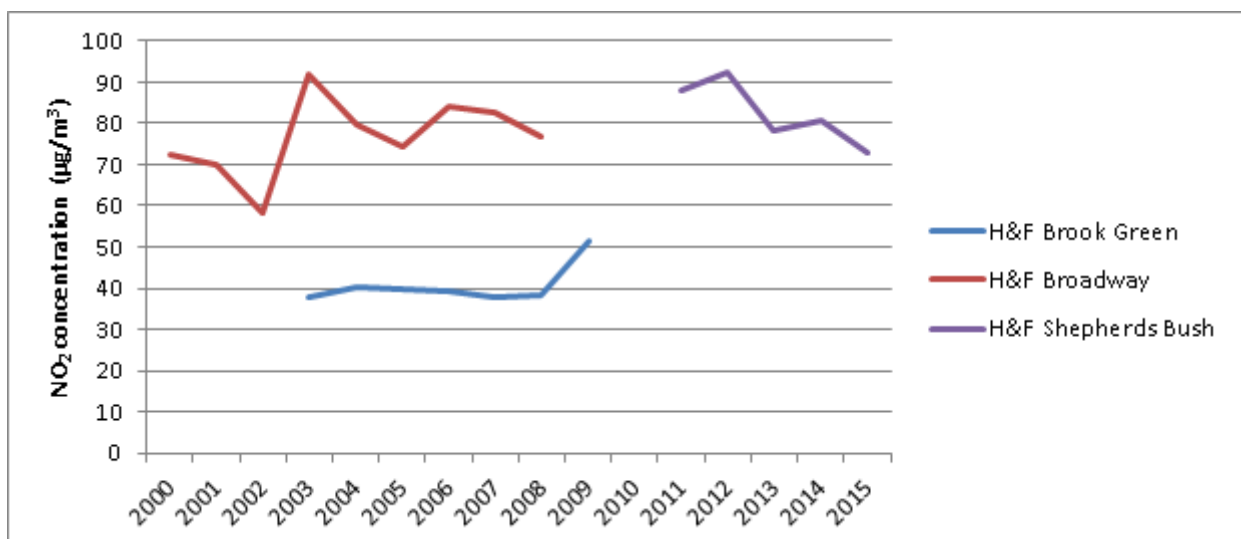
Thank you,  
Margaret Hyde

Peter, Rosemary

Apologies for my lack of response.

Most of the evidence we have on air pollution is contained within the 'Part 1' report. However, I have pulled out some additional information specific to Hammersmith and Fulham, as follows:

- **School-children.** One of the headlines from our report is that 24% of all schoolchildren in London attend schools which are above the legal and health limits for NO<sub>2</sub>. The data shows that the corresponding figure for Hammersmith and Fulham is 65% - there are 17,000 schoolchildren in schools above the limits, out of a total school population of 26,000. Two thirds (67%) of schools in Hammersmith and Fulham are in areas above the NO<sub>2</sub> pollution limit. Hammersmith and Fulham is the 6<sup>th</sup> worst borough (after City of London, Westminster, Kensington and Chelsea, Camden and Islington) in terms of the proportion of school children affected.
- **Workforce.** Our report also states that 3.8 million people in London (44% of the workday population) work in locations that are above the legal limit for NO<sub>2</sub>. The corresponding figure for Hammersmith and Fulham is 183,000 (or 88% of the workday population).
- **NO<sub>2</sub> trends.** I have inserted below a chart which shows the NO<sub>2</sub> concentrations at monitoring stations in Hammersmith and Fulham. There is only one monitoring station currently in operation for NO<sub>2</sub>, at Shepherds Bush (other monitoring stations have closed down). At Shepherds Bush the annual average concentration is over 70 µg/m<sup>3</sup> – nearly double the legal limit of 40 µg/m<sup>3</sup>. There has been some improvement at this site in recent years, but pollution levels are still high. There are individual days when the NO<sub>2</sub> concentration in Shepherds Bush peaks at over 100 µg/m<sup>3</sup>



Apologies if that is somewhat depressing and concerning, but I thought it would be useful to present you with all the information we have available.

We are currently working on the 'Part 2' report, and hope to publish this in late March or early April.

We are modelling a range of policies to tackle air pollution, as follows:

- |                       |  |
|-----------------------|--|
| <b>Road transport</b> | <ul style="list-style-type: none"><li>• Adoption of tighter Euro 6 standards (including Real Driving Emissions test)</li><li>• Tightening/extending the Ultra Low Emission Zone and/or Low Emission Zone</li><li>• Further investment in low emission buses</li><li>• Policies to encourage uptake of low emission taxis or retirement/retrofit of older taxis</li><li>• Fiscal incentives to encourage a switch away from diesel</li><li>• Freight consolidation / retiming</li></ul> |
| <b>Gas combustion</b> | <ul style="list-style-type: none"><li>• Boiler scrappage scheme</li><li>• Regulations concerning boiler/CHP emissions</li></ul>  |
| <b>Other</b>          | <ul style="list-style-type: none"><li>• Tightening/enforcement of emissions standards for construction vehicles</li></ul>  |

I hope you find this information useful.

Regards

[Richard Howard](#)

[Head of Environment and Energy](#)



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Dear Rosemary and Peter,

The Tri-Borough Councils of Westminster City Council, Royal Borough of Kensington & Chelsea and London Borough of Hammersmith and Fulham have teamed up to create the Cleaner Air for West London project. Elizabeth Fonseca suggested I should get in contact with you both. I work for an environmental behaviour change charity called Global Action Plan that have teamed up with the tri-borough. We have specialised in environmental behaviour change for over 21 years and have a wealth of experience within the air quality sector.

The project will help mitigate the impact of poor air quality on vulnerable residents in the three boroughs – specifically people living with long term conditions such as cardiovascular disease and respiratory disease. I have attached a brief one pager that provides you with further detail. The Cleaner Air for West London project aims to:

- Raise awareness of the dangers of air pollution with patients.
- Encourage individuals to adopt low pollution exposure behaviours.
- Embed advice within care pathways and share best practice.

We are also aiming to embed change within the CLCH. If you have any contacts that you feel would be of value then please let me know. It would be fantastic if we could arrange a call this week to formally introduce you to the programme and to discover how we can support each other to achieve our combined goals and aspirations.

Regards,

Martyn

**Martyn Lowder**  
Programme Officer  
Global Action Plan - creating the climate for change

Dear Rosemary,

Thanks for getting back to me so quickly and for recording my comments. After I sent the email to you, I also called Gavin Simmons to see if street trees on King Street can be delivered as part of the TfL project. He also said that there are many challenges with underground services etc but he is making enquiries about it. I have included his email below, for your interest.

I wish you well with your projects and will record my comments on the TfL consultation.

Kind regards  
Sean

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From: Simmons Gavin <[gavin.simmons@lbhf.gov.uk](mailto:gavin.simmons@lbhf.gov.uk)>  
Sent: 05 February 2016 14:47  
To: Duffill Richard; Johns Annelise  
Cc: Sean Adamson ([shortsean@live.com](mailto:shortsean@live.com))  
Subject: Proposed East-West cycle route and TFL improvements to Hammersmith Gyratory

Richard/Annelise,

I took a call earlier from Mr Adamson of the Avonmore Area Residents Group about the new cycle route proposal and specifically the possibility of using the opportunity to plant trees and improve the greenery along King Street.

In the past finding planting locations along the eastern end of King Street has been difficult due to the large volumes of underground services together with limited footpath width and high pedestrian foot-fall. Although currently at an early stage, it would be very helpful if the potential for planting could be considered throughout the design process so we can maximise the benefits the scheme can provide.

many thanks

Gavin Simmons  
Principal Arboricultural Officer

Transportation and Highways  
London Borough of Hammersmith & Fulham  
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email: [gavin.simmons@lbhf.gov.uk](mailto:gavin.simmons@lbhf.gov.uk)<<mailto:gavin.simmons@lbhf.gov.uk>>  
Web: [www.lbhf.gov.uk](http://www.lbhf.gov.uk)  
Director: Mahmood Siddiqi BSc (Hons), MIHT

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From: Rosemary Pettit <[rosemary@rosemarypettit.plus.com](mailto:rosemary@rosemarypettit.plus.com)>  
Sent: 05 February 2016 15:22  
To: Sean Adamson



Cc: Peter Smith; Elizabeth Fonseca ; Nick Boyle; Stubbing Edward; Gavin Simmons; Andrew Pendleton; David Chamberlain; Derek Clements-Croome; Kate Forbes; Leonardo Monzon; Natalie Lindsay  
Subject: FW: Have your say on proposals for new dedicated cycle lanes at Hammersmith gyratory - Transport for London - Citizen Space

Dear Sean,

<https://consultations.tfl.gov.uk/roads/hammersmith-gyratory?cid=hammersmith-gyratory>

Thank you for this most positive comment. Do respond to the TfL consultation accordingly. I don't know if the strips of paving that you refer to are suitable for a green planting scheme (such as along Talgarth Rd between Butterwick and Shortlands) so I am referring this to Council officers for their advice. But you must be right to seek to mitigate pollution beside this cycle path.

I quite agree with you that the Air Quality Commission should seek more green planting in the redesign, including round the Broadway itself. As to King St and its lack of trees, wearing a different, Hammersmith Society hat, we have tried on several occasions to get more trees in King St, not least on the southern border of Lyric Square. The pipe and cable work - and the voids under Lyric Square - all militate against this. But the proposed TfL works are another opportunity to introduce high street trees in a redesign.

I'm asking Peter Smith (LBHF Head of Policy and Strategy) to record your email as a resident contribution to the H&F Air Quality Commission. (Peter - Sean chairs both the Avonmore Residents Association and also the Friends of Marcus Garvey Park.)

Thank you again, Sean, do encourage your members to contribute to the consultation.

Best wishes,

Rosemary

Rosemary Pettit

[rosemary@rosemarypettit.plus.com](mailto:rosemary@rosemarypettit.plus.com)

-----Original Message-----

From: Sean Adamson [<mailto:shortsean@live.com>]

Sent: 05 February 2016 14:12

To: [rosemary@rosemarypettit.plus.com](mailto:rosemary@rosemarypettit.plus.com)

Subject: Re: Have your say on proposals for new dedicated cycle lanes at Hammersmith gyratory - Transport for London - Citizen Space

Dear Rosemary,

I hope you're well and enjoying the air quality project. I saw this TfL plan for the Hammersmith town centre and thought that this project is excellent, and with some improvement it would be a very good opportunity to green the centre with plants that can help to remove some of the awful air pollution around the gyratory. The current plan shows lots of lovely new paving which just ends up being as horrible and grey as the current stuff in no time at all, with none of the benefits to air quality, drainage, sound absorbtion or mental health etc that plants could deliver. I think that the paved areas between the cycle path and the road way would be ideal spaces for little green corridors, using medium-height grasses etc and there are opportunities to incorporate a lot more green space in the redesign. Is this an idea that your air quality project can take up?

I really would like to see more trees along King Street too, as I find it quite shocking that the 'Cleaner & Greener' council's main high street is almost completely devoid of trees for the entire length of the shopping strip. Perhaps the TfL project can help to redesign this street in such a way that it is possible to plant trees along the footpath or in the division between the road and the cycle path?

Kind regards  
Sean

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From: Sean Adamson <[shortsean@live.com](mailto:shortsean@live.com)>  
Sent: 05 February 2016 13:35  
To: Sean Adamson  
Subject: Have your say on proposals for new dedicated cycle lanes at Hammersmith gyratory - Transport for London - Citizen Space

<https://consultations.tfl.gov.uk/roads/hammersmith-gyratory?cid=hammersmith-gyratory>

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Hi peter and Rosemary

I've been in touch with Simon at Clean Air London - who also sits on UNEP's air quality committee - and he's currently away.

But he sent me this link with his apologies and wondered whether we could treat this as their submission.

<http://cleanair.london/clean-air-manifesto-2016/>

Many thanks.

Andrew.

Dear Peter,  
Many thanks for your invitation to participate in this commission but I am afraid I am unable to provide written evidence in this case.  
Best wishes,

Paul



Paul Willis

Air Quality Measurements Business Area Manager

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Dear Peter

Many thanks for your email. I do not have any recent research findings which are directly relevant to this area of London at the present time.

Dr Sarah Hindley  
Manchester University