

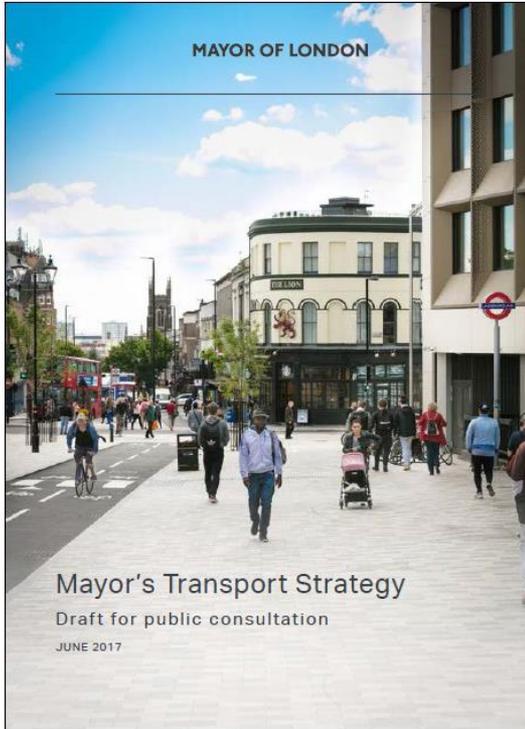
**MAYOR OF LONDON**

# London Plan and Air Quality

Stephen Inch



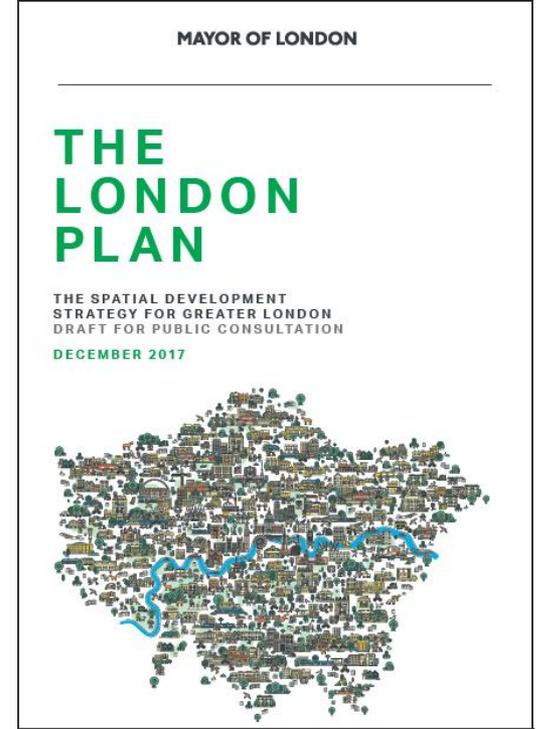
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- Focus on transport policies
- Includes ambitious targets to improve Air Quality and reduce the need car use generally



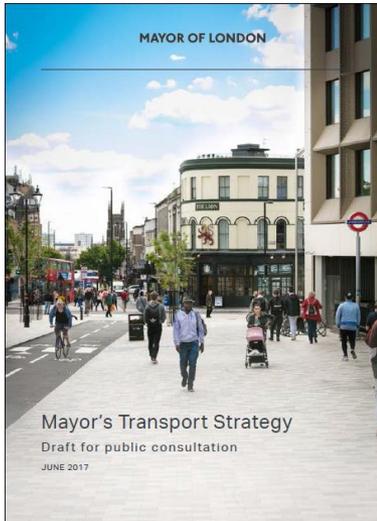
- Focus on cross cutting policies
- Includes polices to ensure that reductions in climate change gas emissions, increased green space etc also benefit air quality



- Focus on the spatial policies needed to deliver London's ambitions.
- Key policies on "good growth" and design led solutions

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## Integrated strategy: environment, transport and planning



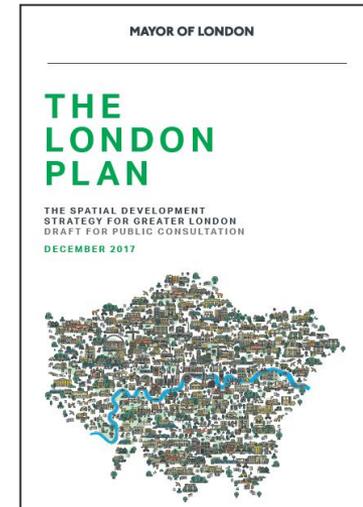
- 80% of journeys in London by “sustainable modes” by 2041
- “Healthy streets”, that re-balance streets away from the dominance of the car in favour of people
- Provision of new public transport infrastructure in areas of high predicted population growth



- Reducing pollutant emissions from all sources, so that London has the cleanest air of any major world city by 2050
- London will be a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy
- London to become a “national park city”



- Healthy streets incorporated in headline Good Growth policies and throughout the Plan.
- Co-ordination of areas identified for the most intense growth with new public transport provision
- New, tougher, parking policies.
- New, stronger air quality policies
- Introduction of a more articulated energy hierarchy, promoting zero-carbon, zero-pollutant energy sources
- Strong green cover and green infrastructure policies.



## The London Plan: Good growth

- The whole of the London Plan is grounded on 6 “Good Growth” policies:
  - Policy GG1 Building strong and inclusive communities
  - Policy GG2 Making the best use of land
  - Policy GG3 Creating a healthy city
  - Policy GG4 Delivering the homes Londoners need
  - Policy GG5 Growing a good economy
  - Policy GG6 Increasing efficiency and resilience
- Policy GG3 is the most important for Air Quality as it explicitly makes the link between air quality and health.
- These policies also consider some of the wider determinants of health, around access to green space and the potential to design the urban environment to support healthier lifestyles.

## Design led solutions

### D2: Delivering good design

To identify an area's capacity for growth and understand how to deliver it in a way which strengthens what is valued in a place, boroughs should undertake an evaluation, in preparing Development Plans and area based strategies, which covers the following elements:

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3) urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density)

4) transport networks (particularly walking and cycling networks), and public transport connectivity (existing and planned)

5) air quality and noise levels

6) open space networks, green infrastructure, and water bodies

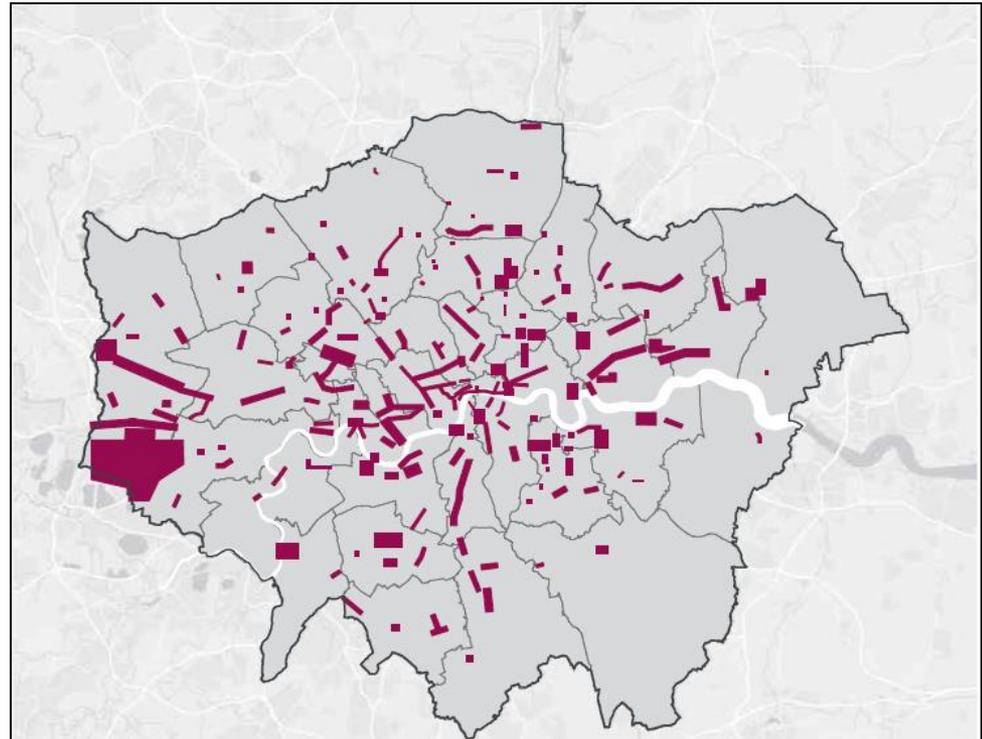
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- There is also a renewed emphasis on the delivery of “small” sites for housing and mixed uses on larger sites

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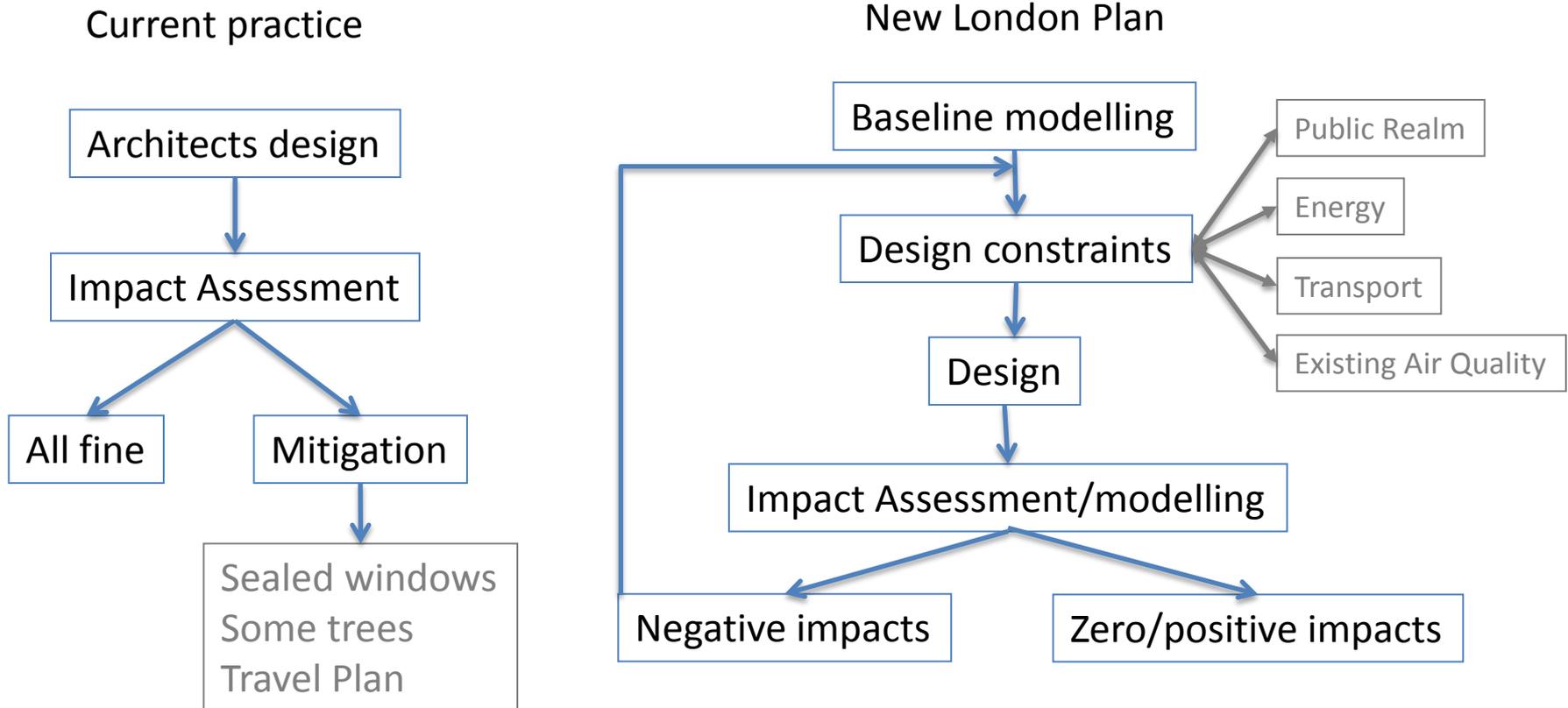
## London Plan: core Air Quality policy (SI1)

- Compliance with legal limits is given formal weight in decision making
- Developments will not be able to use London's improving air quality as "headroom" into which to pollute
- Priority is given to design led solutions to Air Quality and some new emphasis on exposure.
- Air Quality positive introduced for large scale developments
- Clear preference for real improvements delivered on-site (or off site-where needed) over financial or "offsetting" mechanisms
- Lots of detailed guidance to come
- Weight is given to successful policies that were provided in guidance previously: Construction (NRMM), Air Quality Neutral (extended to all developments) and focus areas

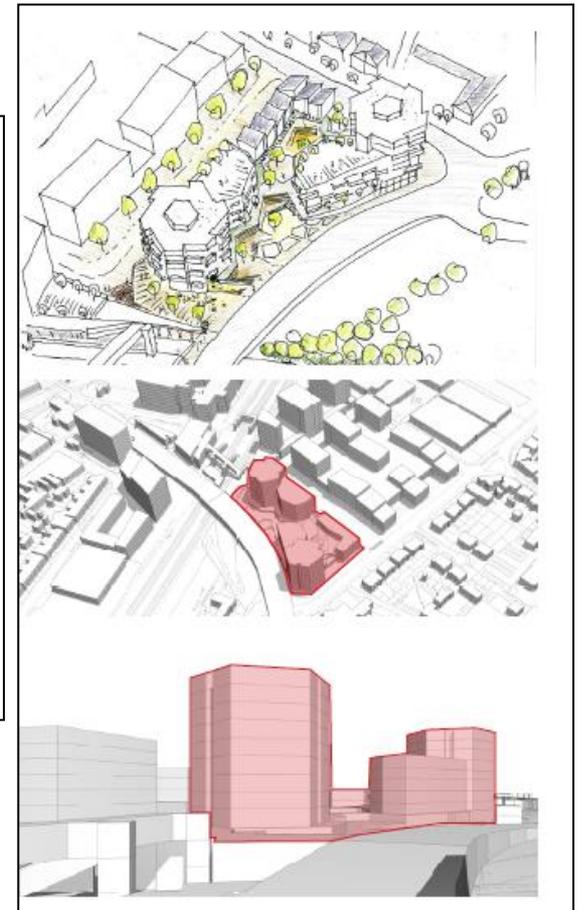
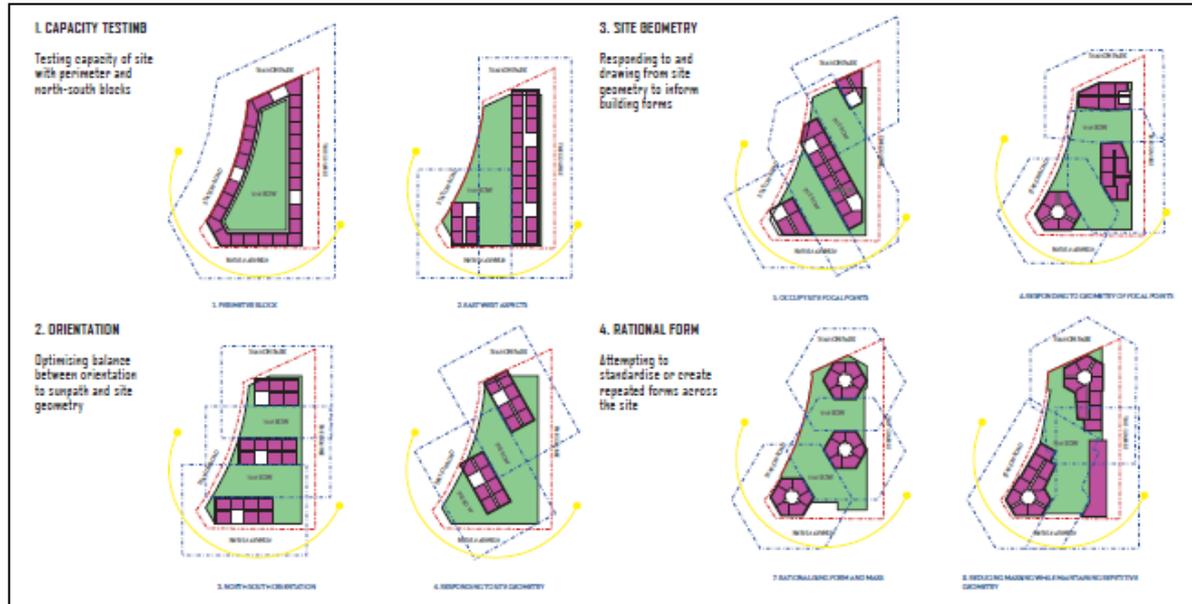


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## Delivering SI1 in practice – the role of assessments

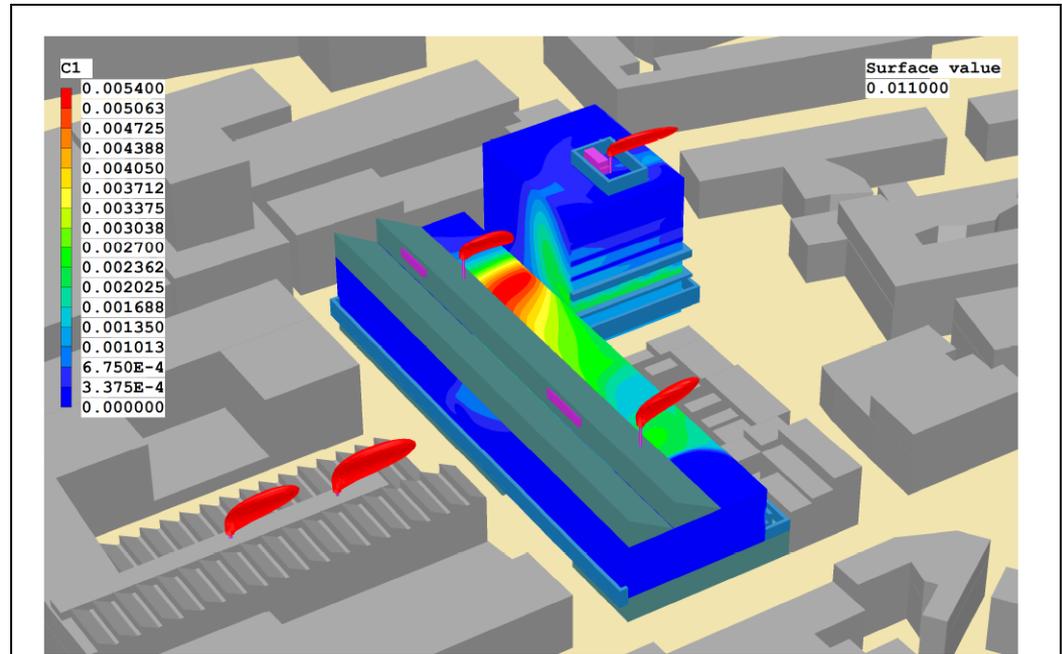


## Getting in early – influencing the design process



## Integration – building emissions

- Building emissions are often poorly handled in planning applications
- Point sources can be, and sometimes are, modelled, but usually separately from transport sources
- “Averaging” of point source concentrations is also problematic and can miss significant transient impacts
- Multiple emissions, such as boilers are rarely addressed
- There is an overreliance on meeting emissions limits when they apply, and the relationship to exposure is often overlooked



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## Integration: transport, healthy streets

- The purpose of the “healthy streets” approach is to put people and sustainable transport at the heart of London’s streets, rather than cars
- This requires both a different approach to designing the public realm and detailed consideration of how transport policies interact with the spaces they serve
- The London Plan addresses these points through design, transport and public realm policies.

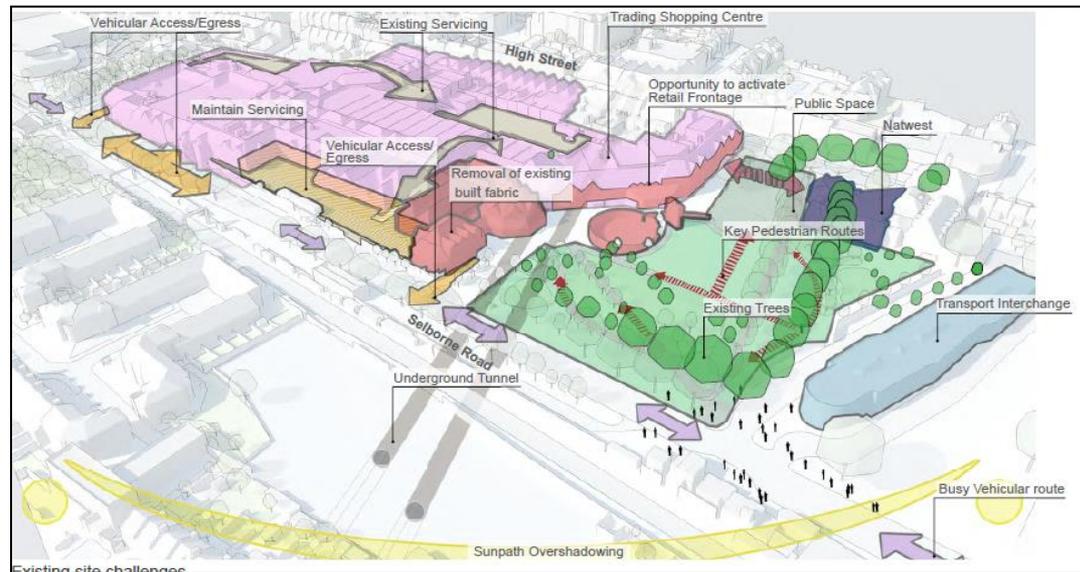
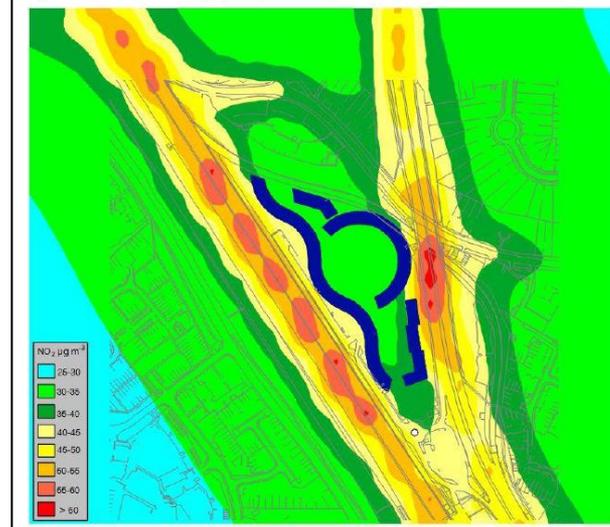


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## Exposure: outdoor space

- Consideration of outdoor space is important to understand exposure, but often overlooked.
- The healthy streets approach helps to some extent, but amenity spaces also need to be considered.
- The new London Plan sets challenging targets for green space, and this will mean that more thought needs to be applied to both the use and quality of the public realm

Figure 9.7: Influence of Building façade upon Site NO<sub>2</sub> Levels



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## Emerging ideas from AQ Positive

Air Quality positive is still being developed, but the core principles are:

- An air quality positive development should:

- First seek to reduce emissions and concentrations, using design to aid dispersion and prevent accumulation of pollutants
- Be future proof and provide facilities for low emission transport and heat
- Be outward looking and think about how it can help reduce exposure for residents from surrounding areas, or enhance opportunities to reduce personal exposure

Key to delivering on the first of these principles are a need to think beyond narrow compliance and a robust approach to understanding uncertainty, transient effects and exposure.



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