

**London Borough of Sutton**  
**Air Quality Action Plan 2024 - 2029**



## SUMMARY

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in the London Borough of Sutton between April 2024 and March 2029.

This action plan replaces the previous action plan which ran from 2019 to 2023. Highlights of successful projects delivered through the past action plan include:

- Provision of infrastructure and support to encourage a modal switch to walking and cycling - 10 permanent school streets were introduced in November 2021 and we are planning for additional schemes to be implemented.
- A new Sustainable Transport Strategy Supplementary Planning Document was adopted in November 2021.
- Introduce a Dockless electric bike hire scheme to encourage mode-shift amongst residents & commuter's - An electric bike hire operator was selected and we launched this scheme with 120 e-bikes in June 2022 at trains stations, urban centres, NHS sites & colleges. Take up was good and continues to grow such that we have renewed the contract for another year.
- Ensure that Smoke Control Areas are appropriately identified and fully promoted and enforced - The consolidation of historic Smoke Control Orders has been agreed at a council level.
- Increase use of vegetation and tree planting to help reduce exposure to air pollutants - 3978 trees were planted in 2021-2022 alone.
- Installation of ULEV infrastructure including both standard and rapid electric vehicle charging points

Air pollution is associated with a number of adverse health impacts, it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equality issues, because areas with poor air quality are also often the less affluent areas<sup>1,2</sup>. The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion<sup>3</sup>.

The London Borough of Sutton is committed to reducing the exposure of people in Sutton to poor air quality in order to improve health.

We have developed actions that can be considered under seven broad topics:

- **Monitoring and other core statutory duties:** maintaining monitoring networks is absolutely critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also a number of other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution;

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<sup>1</sup> *Environmental equity, air quality, socioeconomic status and respiratory health, 2010*

<sup>2</sup> *Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.*

<sup>3</sup> *Defra. Air Pollution: Action in a Changing Climate, March 2010*

- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NOX emissions across London so are important in affecting NO2 concentrations;
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy duty diesel-fueled vehicles with high primary NO2 emissions;
- **Borough fleet actions:** our fleet includes light and heavy duty diesel-fueled vehicles such as mini buses and refuse collection vehicles with high primary NO2 & PM emissions. Tackling our own fleet means we will be leading by example;
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures; and
- **Cleaner transport:** road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

Our priorities are:

- Switch trips to less polluting transport modes, including improving infrastructure for cycling and walking
- Increase uptake of low emission and zero carbon vehicles in fleets used by the Borough
- Reducing pollution in and around schools by implementing School Streets
- Minimise emissions from construction
- Enforcing the Non-Road Mobile Machinery (NRMM) Low Emission Zone
- Installing Ultra Low Emission Vehicle (ULEV) infrastructure
- Promoting and enforcing borough-wide smoke control area
- Promoting and delivering energy efficiency retrofitting projects in workplaces and homes
- Awareness raising - supporting alert services such as Airtext, and promoting the Mayor of London's air pollution forecasts.

You will see in our annual status reports the Council has worked hard to engage with stakeholders and communities which can make a difference to air quality in the borough. We would like to thank all those who have worked with us in the past and we look forward to working with you again as well with new partners as we deliver this new action plan over the coming years.

In this AQAP we outline how we plan to effectively use local levers to tackle air quality issues within our control.

However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, regulating emissions from taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond the London Borough of Sutton's direct influence.

## RESPONSIBILITIES AND COMMITMENT

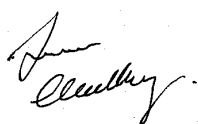
This AQAP was prepared by Regulatory Services at the London Borough of Sutton with the support and agreement of the following officers and departments:

Pollution Control, Environment and Neighbourhoods, Housing and Regeneration, Development Control, Climate Action, Communications, Procurement, Public Health, Highways and Sustainable Transport.

This AQAP has been approved by:



Sarah Rye  
Assistant Director of Highways, Transportation and Regulatory Services



Imran Choudhury  
Director of Public Health

[to be applied to final version]

Councillor Barry Lewis  
Lead Member for Environment & Sustainable Transport

This AQAP will be subject to an annual appraisal of progress. Progress each year will be reported in the Annual Status Report produced by London Borough of Sutton as part of its statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to report author John Sibson, Lead Officer Pollution Control at:

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## **ABBREVIATIONS**

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM10	Particulate matter less than 10 microns in diameter
PM2.5	Particulate matter less than 2.5 microns in diameter
LBS	London Borough of Sutton
TfL	Transport for London

## Introduction

This Air Quality Action Plan (AQ) outlines the actions that London Borough of Sutton will deliver between 2024 and 2029, in order to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough. The AQAP It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process<sup>4</sup>.

### 1. Summary of current air quality in London Borough of Sutton

The UK Clean Air Strategy released in 2019, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health.

London Borough of Sutton is meeting all of the national objectives other than for the gas Nitrogen Dioxide (NO<sub>2</sub>). London Borough of Sutton is meeting the current objectives for Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>). However, for PM<sub>2.5</sub> the legal objective is far higher than the World Health Organisation (WHO) recommended guideline limit. For this reason, in the London Environment Strategy, the Mayor has committed to meeting the WHO health-based guideline limits across London by 2030. London Borough of Sutton is still exceeding World Health Organisation guideline PM<sub>2.5</sub> limits, and so a key area of focus will be to help the Mayor meet this 2030 target.

Air pollution is a major cause of premature death and disease; and is the largest environmental risk to public health in the UK. Both short and long-term exposure to air pollution can lead to a wide range of harmful effects which come about at every stage of life. Imperial College London carried out research in 2020 looking at the health burden of current air pollution and estimates of the mortality impacts of PM<sub>2.5</sub> and NO<sub>2</sub> in London. The overall findings from this research suggest that in 2019 in London Borough of Sutton, the equivalent mortality burden attributable to human-made PM<sub>2.5</sub> and NO<sub>2</sub> was 7.4%, the fourth lowest in London.<sup>5</sup> This calculation includes deaths from all causes including respiratory, lung cancer and cardiovascular disease.

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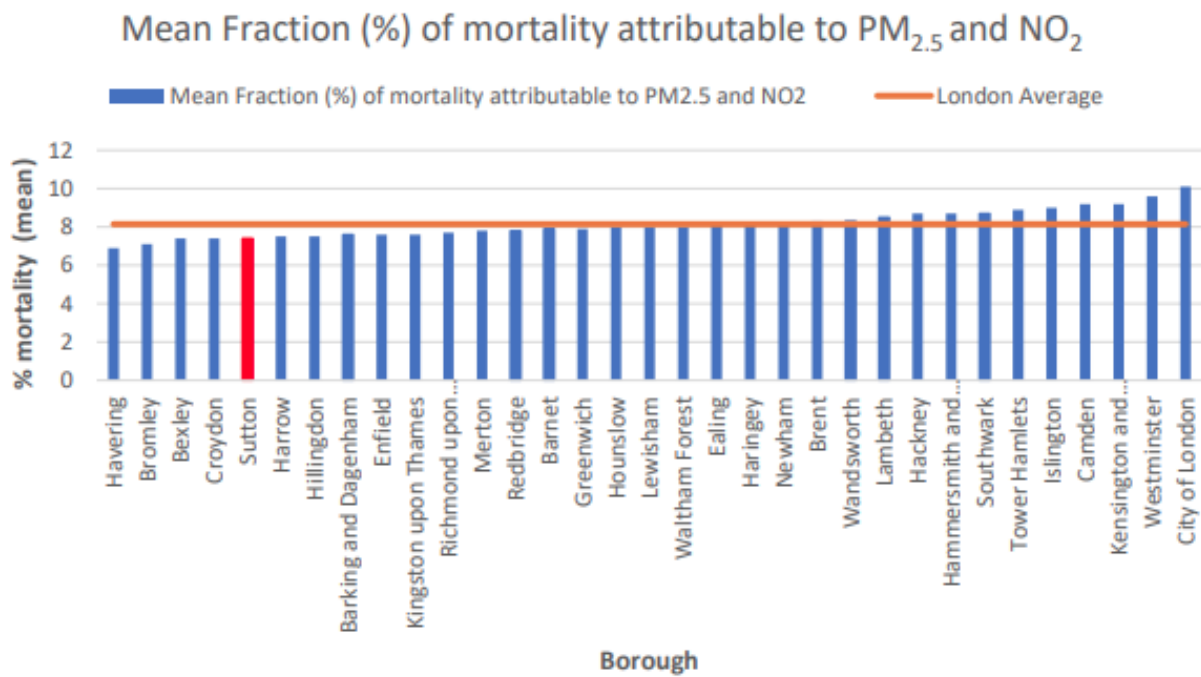
<sup>4</sup> LLAQM Policy and Technical Guidance

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

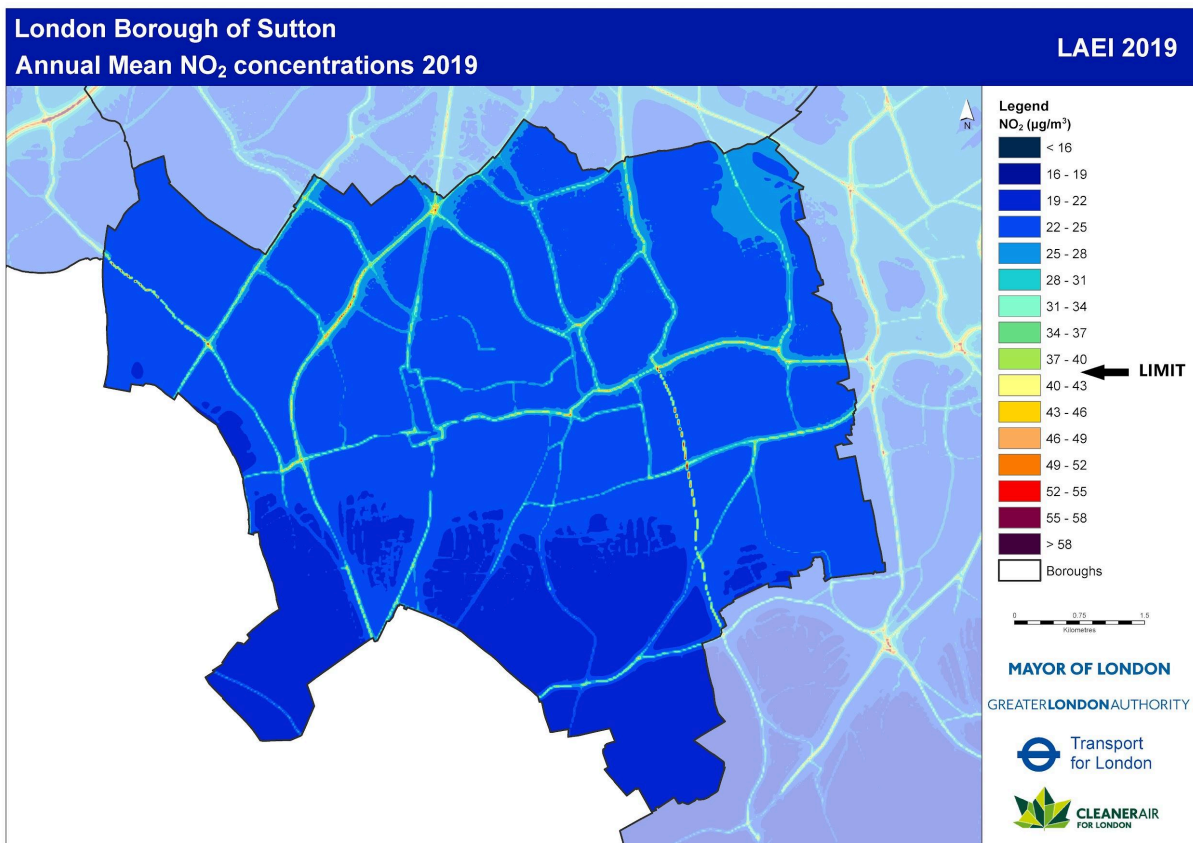
<sup>5</sup> Air Quality Information for Public Health Professionals – London Borough of Sutton

[https://www.london.gov.uk/sites/default/files/sutton\\_air\\_quality\\_for\\_public\\_health\\_professionals.pdf](https://www.london.gov.uk/sites/default/files/sutton_air_quality_for_public_health_professionals.pdf)

**Figure 1** The mean fraction of mortality attributable to PM<sub>2.5</sub> and NO<sub>2</sub> in each London borough compared to the London average. Taken from Air Quality Information for Public Health Professionals – London Borough of Sutton 2022.



**Figure 2** Modelled map of annual mean NO<sub>2</sub> concentrations (from the LAEI 2019<sup>6</sup>)



<sup>6</sup> LAEI 2019 - [London Atmospheric Emissions Inventory, 2019](#)



Figure 3 Modelled map of annual mean PM<sub>10</sub> (from the LAEI 2019)

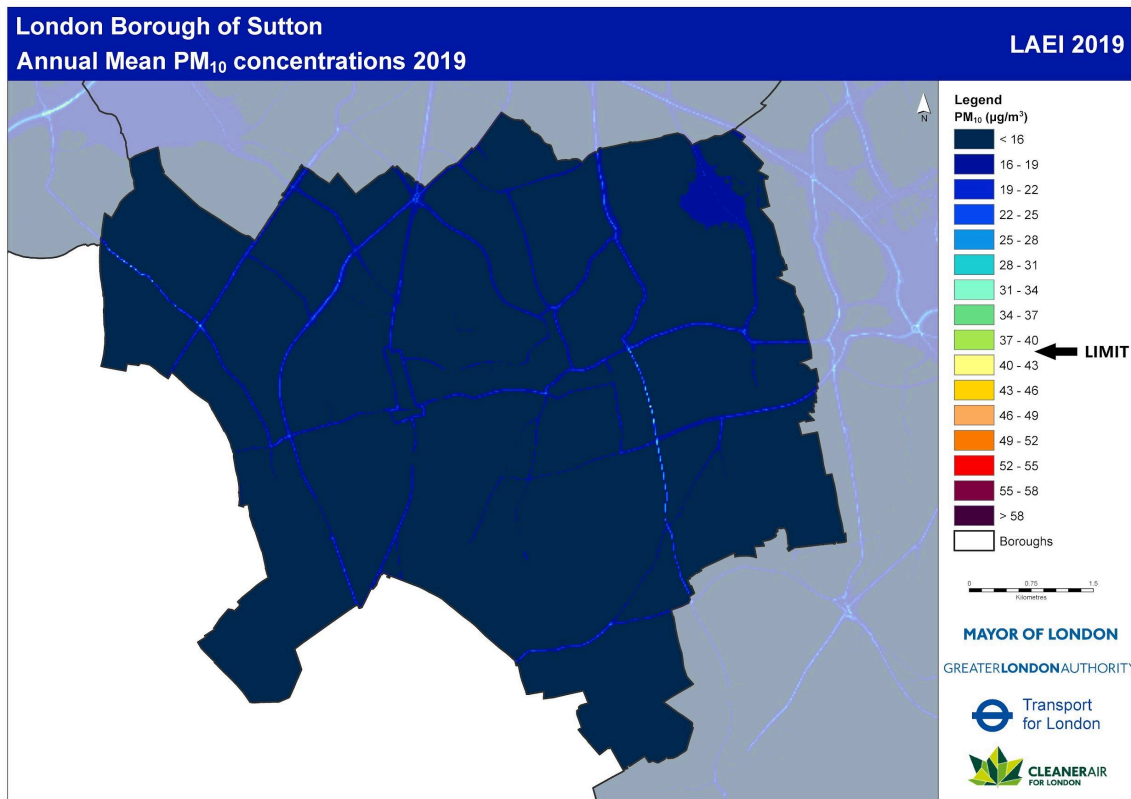
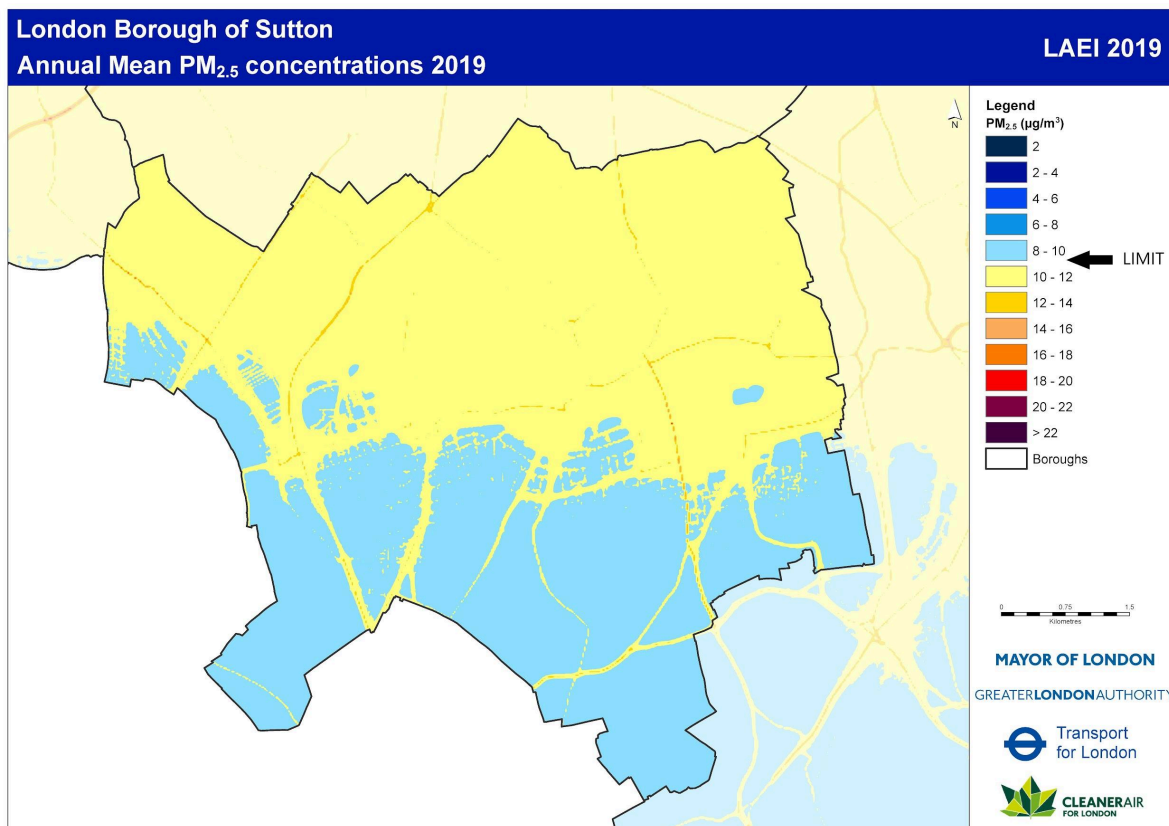


Figure 4 Modelled map of annual mean PM<sub>2.5</sub> (from the LAEI 2019)



### *1.1 AQMAs and Focus areas*

In London Borough of Sutton an Air Quality Management Area (AQMA) has been declared across the entire borough.

The AQMA has been declared for the following pollutants:

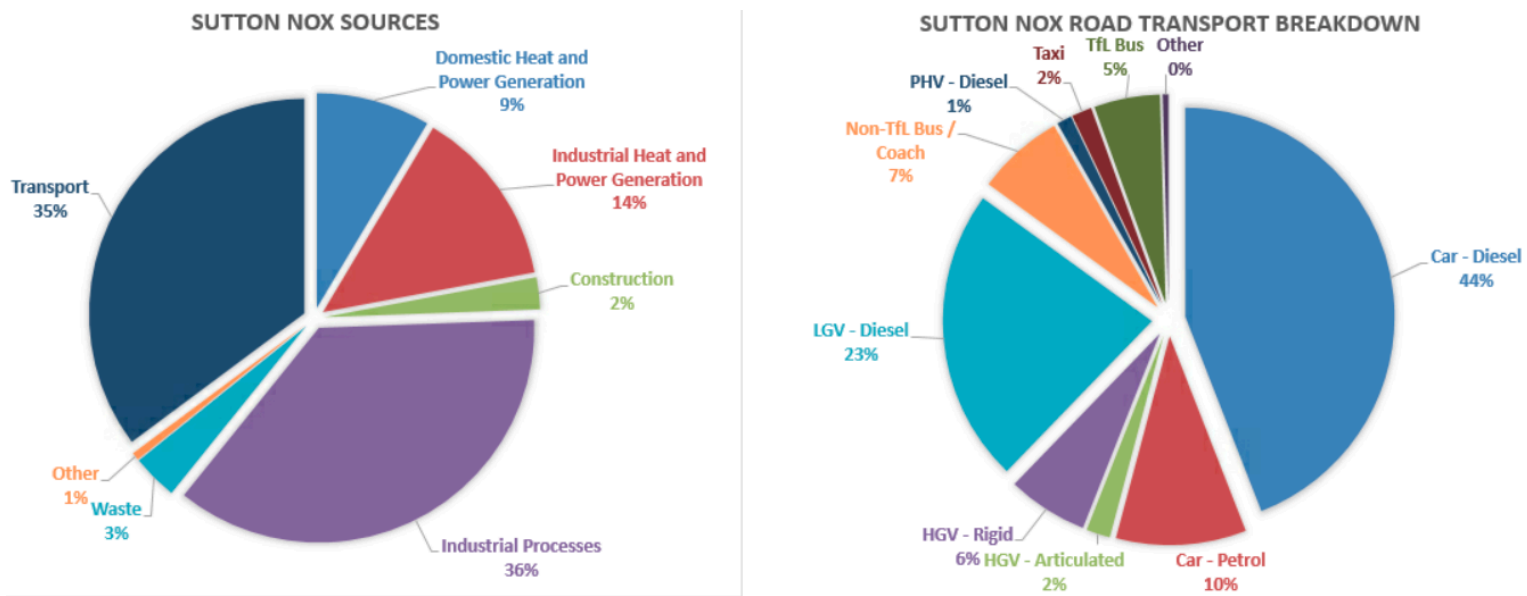
- Nitrogen Dioxide - because we continue to fail to meet the National Objective limit value for this pollutant at some of our monitoring stations. At the time the AQMA was declared, modelling indicates it was or was likely to be breached at a number of other locations.
- Particulate Matter (PM<sub>10</sub> & PM<sub>2.5</sub>) because although we are meeting National Limits we are exceeding World Health Organisation air quality guidelines for these pollutants. We have a formal responsibility to work towards reductions of PM<sub>2.5</sub>, which is a fraction of PM<sub>10</sub> and concentrations of PM<sub>2.5</sub> are Transport, Industrial Process, Construction and Domestic Biomass.

### *1.2 Sources of Pollution in London Borough of Sutton*

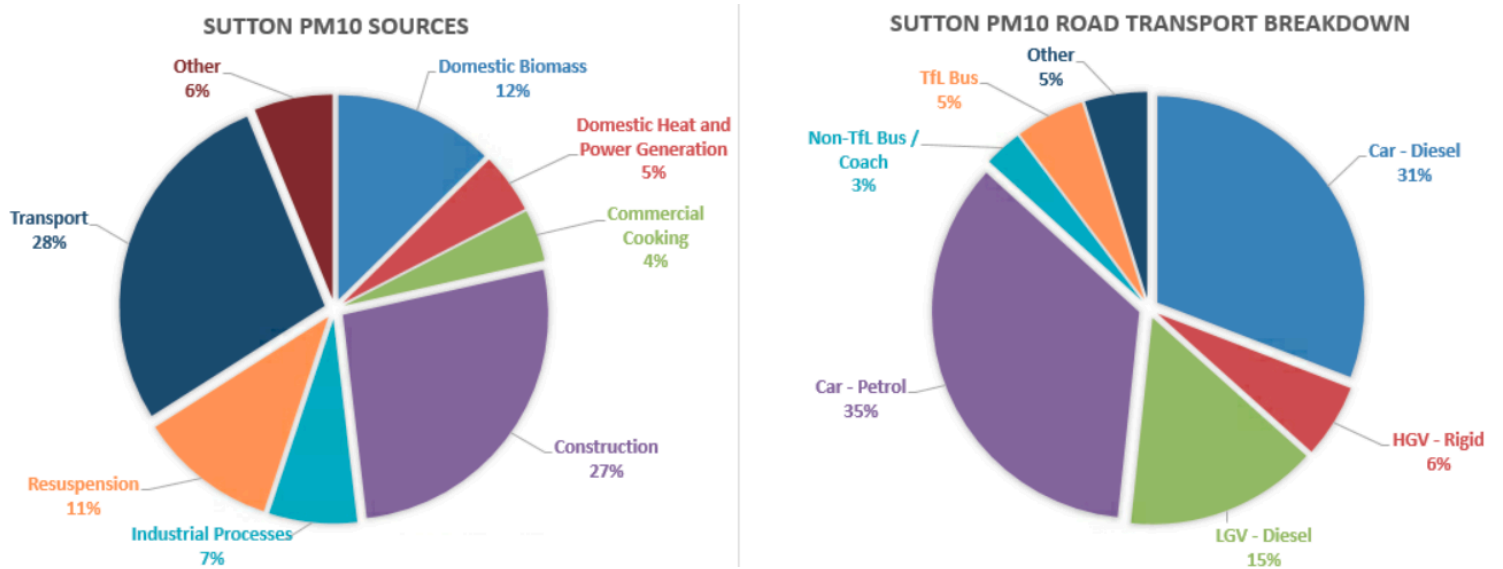
Pollution in the London Borough of Sutton comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of NO<sub>2</sub> are Industrial Processes, Transport, Industrial Heat & Power Generation and Domestic Heat & Power Generation. The main sources of particulate matter are Transport, Construction and Domestic Biomass.

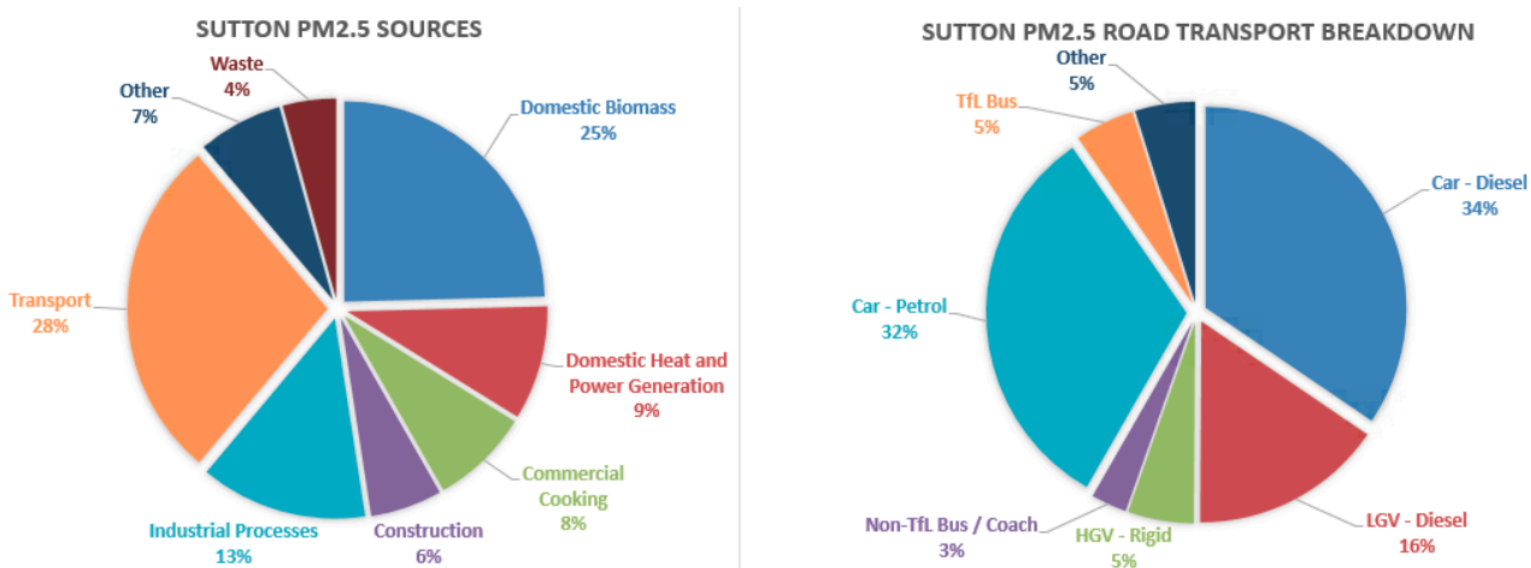
**Figure 5 NOx Emissions by source and vehicle type (from the LAEI 2019)**



**Figure 6 PM<sub>10</sub> Emissions by source and vehicle type (from the LAEI 2019)**



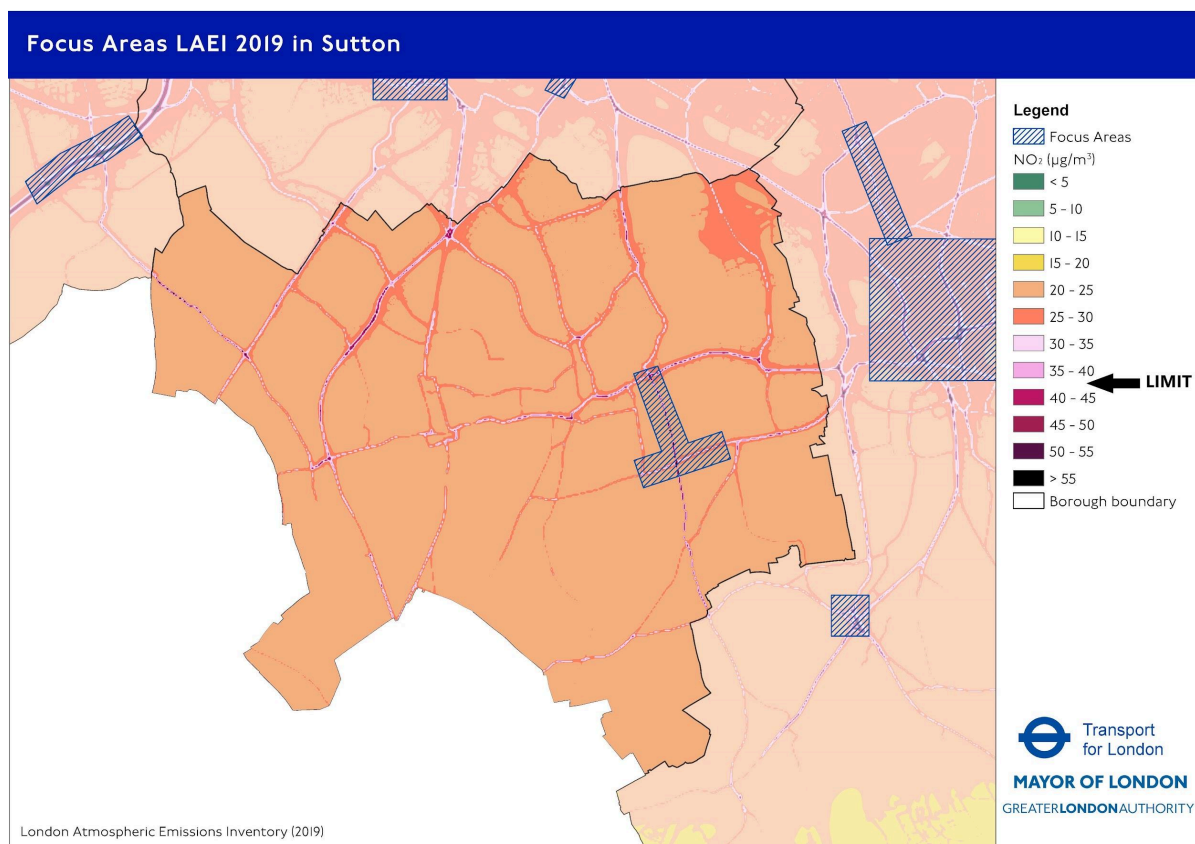
**Figure 7 PM<sub>2.5</sub> Emissions by source and vehicle type (from the LAEI 2019)**



An Air Quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There is one focus area in the borough:

- Woodcote Road, Stanley Park Road & Stafford Road, Wallington;

**Figure 8 - locations of Air Quality Focus Area**



## 2. London Borough of Sutton's Air Quality Priorities

Air quality priorities are chosen using an estimation of difficulty of implementation versus magnitude of potential impact on local air quality.

The London Borough of Sutton has nine air quality priorities which are supported by the Action Plan:

- Switch trips to less polluting transport modes  
We are working to achieve further behaviour change through education, training and publicity and by improving walking and cycling infrastructure.
- Increase uptake of zero emission vehicles in the Borough's fleet.  
Review and update policies to guidance on scoring bidders for procurement projects who use low emission or electric vehicles more favourably. Aims to a fully zero emission vehicle waste fleet.
- Reducing pollution in and around schools.  
We propose to consult on the introduction of a third phase, bringing more schools into the School Streets Scheme - to protect children at schools from harmful emissions and dangerous traffic.
- Minimise emissions from construction through the development of Sutton's own Technical Construction Guide - setting out the environmental construction standards we are aiming for on council-led schemes and council-owned property, encompassing major works, general maintenance and repairs.
- Enforcing the Non-Road Mobile Machinery (NRMM) Low Emission Zone  
The borough will continue to take part in a Pan-London NRMM enforcement scheme funded by the Mayor of London's Air Quality Fund. Regular inspections are being made to ensure compliance with the Low Emission Zone for NRMM. We will also ensure that developers are bound by planning conditions to allow only compliant plant and equipment to operate on their sites, registering them appropriately using the GLA's online portal.
- Installing Ultra Low Emission Vehicle (ULEV) infrastructure  
The Council will continue to bid for additional funding to increase electric vehicle (ev) charging infrastructure within the borough, promoting a switch to cleaner vehicles.
- Promoting and enforcing borough wide Smoke Control Area  
The London borough of Sutton is entirely covered by a Smoke Control Area. This prohibits the burning of all but the cleanest fuels, except when using an authorised appliance. To ensure that borough residents and businesses comply with this rule we will create a communications campaign at strategic times of year to raise awareness of the harms caused by burning solid fuels in built up areas.
- Promoting and delivering energy efficiency retrofitting projects in workplaces and homes.  
While the borough has been continuing to ensure a high standard of energy efficiency is incorporated into new development, retrofitting old ones is a new priority for this action plan.
- Awareness raising  
The borough will continue to promote alert and awareness raising programmes such as Airtext and the Mayor's pollution forecasts to inform the most vulnerable, residents, businesses and visitors in the borough

### **3. Development and Implementation of London Borough of Sutton AQAP**

#### *3.1 Consultation and Stakeholder Engagement*

In developing/updating the action plan we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1. In addition we have undertaken the following stakeholder engagement:

- Consultation and engagement through Citizen Space
- Communications Plan to drive engagement and encourage contributions

The response to our consultation stakeholder engagement is given in Appendix A.

Table 3.1 Statutory Consultation Undertaken

- Secretary of State
- Mayor of London
- Transport for London
- Environment Agency
- Neighbouring Authorities
  - Royal Borough of Kingston upon Thames
  - London Borough of Merton
  - London Borough of Croydon
  - Epsom and Ewell Borough Council
  - Reigate and Banstead Borough Council
  - Surrey County Council
- Clinical Commissioning Group
- Opportunity Sutton (BID)
- Chamber of Commerce

#### 4. Action Plan

Table 4.1 shows the London Borough of Sutton’s Air Quality Action Plan.

It contains:

- a list of the actions that form part of the plan grouped under the seven priorities;
- the responsible individual and departments/organisations who will deliver this action;
- estimated ease of implementation;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation
- the outputs, targets and Key Performance Indicators
- how progress will be monitored.

Action	Theme	Measure	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale	Outputs, Targets and KPIs
1	Monitoring and other core statutory duties	Maintaining and where possible expanding air quality monitoring networks, and fulfilling other statutory duties such as reporting on progress	Environmental Protection	Low – Medium	Moderate benefit	Review by end 2024 and ongoing	Monitoring network maintained and enhanced through a review and appraisal of monitoring locations to ensure continued relevance.  Attendance at relevant working group meetings, seminars and training.
2	Emissions from developments and buildings	Ensuring emissions from construction are minimised	Planning	Low	Benefits potentially significant but not quantifiable	Ongoing	Air Quality Assessments required for 100% of major applications;  Sustainable Transport Strategy Strategic Planning Document sets out planning guidelines for the use of Construction Logistic Plans to mitigate impact on the local area. Measured by the number of

							<p>Construction Management Plans approved through the development control process;</p> <p>Number of construction sites about which relevant complaints are received; 100% of complaints investigated within 3 working days.</p>
3	Emissions from developments and buildings	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	Environmental Protection	Low	Benefits potentially significant but not quantifiable	Ongoing	<p>100% of all relevant planning applications to include a condition requiring NRMM compliance; measured as a number per year.</p> <p>Continued subscription to the pan-London NRMM Scheme.</p> <p>Provision of a quarterly list of active development sites to the NRMM enforcement project leads - to ensure the reduction of non-compliant construction sites.</p>
4	Emissions from developments and buildings	Reducing emissions from Combined Heat and Power (CHP)	Planning	Low	Benefits potentially significant but not quantifiable	Ongoing	<p>100% of relevant applications to include appropriate conditions.</p> <p>Performance to be reported annually as standard in the Annual Status Report on air quality.</p>



5	Emissions from developments and buildings	Applying London Plan 2021 Air Quality Neutral policies to new major development.	Planning	Low	Benefits potentially significant but not quantifiable	Ongoing	100% of relevant applications to include appropriate conditions.  Performance to be reported annually as standard in the Annual Status Report on air quality.
6	Emissions from developments and buildings	Urban Greening Factor requirement for relevant development in line with the London Plan; Maintenance plans for green infrastructure secured by planning condition.	Planning	Medium	Benefits are potentially significant but not quantifiable	All officers involved with major schemes to have received training on Healthy Streets Check and apply the checklist to all schemes	100% of relevant applications to include appropriate conditions.
7	Emissions from developments and buildings	Ensuring Smoke Control Zones are fully promoted and enforced	Pollution Control	Low - Medium	Moderate benefit	Ongoing	Suppliers of appliance and fuels visited or contacted regarding the sale of exempt appliances / authorised fuel - target 10 visits per year  100% of complaints investigated within 3 working days, and appropriate enforcement action taken in accordance with out Enforcement Policy;  Commitment to membership and promotion of the London Woodburning Project 2024/25 - 2027/28

8	Emissions from developments and buildings	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE:FIT, RE:NEW 'Sutton Healthy Homes' and through borough carbon offset funds.	Property Service/ Environment Project Officer	Medium	Benefits are small and localised but can be more significant depending on scale of retrofit programme	All domestic boilers in SHP residential properties to be energy efficient by 2026.  15% of the borough's energy needs to be met from renewable or community sources by 2026.	Percentage of Sutton Housing Partnership residential properties fitted with energy efficient boilers;  Energy efficiency improvements delivered within Council's own buildings.  15% of the borough's energy needs to be met from renewable or community sources by 2026.
9	Emissions from developments and buildings	Ensure that planning and development within the borough are compliant with relevant planning policies ( Air Quality Positive and Healthy Streets Approach) in relation to air quality in order to mitigate the potential impacts of development on air quality and to protect the health and amenity of the population.	Planning	Medium	Moderate benefit	Ongoing	Performance to be reported annually in the Annual Status Report on air quality.

10	Public health and awareness raising	Ensure that the Director of Public Health is fully briefed on the content of the Annual Status Reports on air quality in relation to the current situation in our local authority area, actions that have been taken thus far, and what is needed to reduce the health impacts of poor air quality in the future.	Environmental Protection	Low	Benefits are small and localised but can be more significant depending on scale of retrofit programme	Annually after March 31st - in time for ASR submission deadline.	<p>Air Quality Action Plan signed off by the Director of Public Health</p> <p>Annual Status Reports to be reviewed by the Director of Public Health prior to publication.</p> <p>Air quality updates to be provided to the Director of Public Health through an Air Quality Working Group of officers that will meet a minimum of twice per year.</p>
11	Public health and awareness raising	Director of Public Health will be consulted on all relevant air quality projects to liaise with key stakeholders.	Public Health	Low-Medium	Benefits are potentially significant but not quantifiable	Ongoing	<p>Air quality projects and initiatives to be brought to the Air Quality Working Group, membership includes representatives from Public Health and will meet a minimum of twice per year.</p> <p>Measured by number of</p> <ul style="list-style-type: none"> <li>- website hits,</li> <li>- emails or newsletters distributed,</li> <li>- hard copy posters/leaflets distributed</li> <li>- social media interactions</li> </ul> <p>(as appropriate)</p>

12	Public health and awareness raising	Promotion of availability of airTEXT air pollution alert system on the website, doctor's surgeries, hospitals, and schools. Mayor's air quality alerts to be disseminated using social media.	Environmental Protection	Low - Medium	Moderate benefit	Ongoing	<p>105 year on year increase in the number of Sutton based registered users of airTEXT service;</p> <p>Quarterly promotion of the airTEXT service through website, social media, NHS and other methods as appropriate.</p> <p>Measured by the number of events where AirTEXT promoted and the number of air quality alerts disseminated.</p>
13	Public health and awareness raising	Work with businesses to support their travel planning. Encourage schools to join the TfL STARS accredited travel planning programme	Sustainable Transport	Low - Medium	Moderate benefit	Ongoing	<p>Number of schools to have accredited travel plans each year, to improve walking and scooting - target of 25 schools in 2024/25, rising to 27 schools in 2025/26, 2026/27 and 2027/28 and 29 schools in 2028/29.</p> <p>Number of businesses engaged with on travel planning using TfL Behaviour Change funding - target still to be established pending planning of the funding spend.</p>
14	Public health and awareness raising	Encourage safe active travel over car use by preserving safe routes to school	Sustainable Transport	Medium	Moderate benefit	Ongoing	Use of TfL Safer Corridors and Neighbourhoods LIP budget including Behaviour Change workstreams; 21 schemes proposed for 2024/25, further targets to be set annually as part of budget management processes.
15	Public health and	Encourage safe active travel over car use by	Sustainable Transport	Medium	Moderate benefit	Ongoing	Subject to TfL for funding, and other funding opportunities, the Council proposes

	awareness raising	maintaining an effective Bikeability service offered to adults, families and all school across the borough					to expand the Bikeability service to engage with 1200 unique children and 200 unique adults per year.
16	Public health and awareness raising	Promote green walking routes over car use	Sustainable Transport	Medium	Moderate Benefit	Ongoing	<p>Promote relevant apps &amp; work with Green Spaces team to identify and promote/sign good, direct walking routes to encourage behaviour change in commuters, local shopper and school journeys (complementary benefit to leisure users of open spaces). This work is subject to specific funding bids through which a range of bid specific targets will be established and reported on annually.</p> <p>Produce and distribute a revised cycling &amp; walking map of the Borough by the end of March 2025. This will predominantly be an online tool, enhanced by the delivery of 1000 printed maps every year at events and in local amenities, such as leisure centres, libraries etc. Measure of success through online tracking, visits per page, number of leaflets taken and resident surveys.</p>

17	Public health and awareness raising	Air quality in and around schools	Environmental Protection/ Sustainable Transport / Public Health	Low - Medium	Limited benefit	Ongoing	<p>Change in levels of awareness of air quality issues among the school community; measured through hands up surveys and engagement as part of School Street schemes.</p> <p>Change in modes of transport used to travel to / from school; linked to Action 13.</p> <p>Number of schools that have carried out an air quality audit and/or are using the toolkit of measures to improve air quality - targets linked to Action 13.</p>
18	Delivery servicing and freight	Update of procurement policies to reduce pollution from logistics and servicing	Procurement	Medium	Moderate benefit	Ongoing	<p>Work with Waste Contractors and other suppliers to develop plans to trial and then transition to a fully zero emission vehicle fleet by 2029.</p>
19	Delivery servicing and freight	Reducing emissions from deliveries to local businesses and residents	Energy Manager / Head of FM Client / Climate Partnerships Manager	High	High benefit	2024/25 and ongoing	<p>On-street charging points delivered for residents and businesses; target 100 per year.</p> <p>Explore opportunities to work with industry partners to consolidate last mile parcel deliveries and reduce delivery vehicle mileage. Local lockers to be installed in up to 15 locations by the end of 2024/25.</p>

20	Borough Fleet	Reducing emissions from council fleets	Procurement	Low	Limited benefit	2025/2026	<p>Policies reviewed in place which include guidance on scoring bidders using low emission vehicles more favourably by 2026.</p> <p>60% of Council fleet vehicles to be electric in the next contract, other vehicles minimum Euro6 and no diesel by 2029.</p>
21	Localised solutions	Expanding and improving green Infrastructure (GI)	Parks and Open Spaces	Medium	Moderate benefit		Bid for funding to provide green infrastructure.
22	Localised solutions	Implement a programme of School Streets, working with residents and schools.	Sustainable Transport and Commissioning (Highways)	Medium	Medium	Ongoing	<p>Feasibility and consultation on School Streets Phase 3 Programme in 2024/25 (subject to funding).</p> <p>Schools engagement taking place through STARS with all schools that have a School Street scheme being engaged with STARS by the end of 2024/25, and thereafter as each additional School Street is implemented.</p>
23	Localised solutions	Undertake 'Neighbourhood Place Shaping' consultation with residents regarding the 'Safer and Healthier Streets' programme, developing and co-designing potential schemes as appropriate.	Sustainable Transport and Commissioning (Highways)	Medium	Medium	Ongoing	Two key areas - Worcester Park and Butter Hill - have been identified for further engagement in 2024 to consider traffic measures, including improvements for pedestrians and ways to manage through traffic levels. No specific measures have been designed yet, and will follow from the engagement in 2024/25 and beyond.

24	Cleaner transport	Ensuring that Sustainable Transport and Air Quality policies and projects are integrated	Pollution Control / Highways & Transport	Low	Benefits potentially significant but not quantifiable	Ongoing	<p>Head of Highways and Sustainable Transport briefed on the Services' role in delivering air quality measures through an Air Quality Working Group of officers that will meet a minimum of twice per year.</p> <p>Briefing prepared for officers on integrating air quality into transport policies and programmes by the end of 2026.</p>
25	Cleaner transport	Discouraging unnecessary idling by taxis and other vehicles	Pollution Control / Parking Services / Sustainable Transport	Low	Limited benefit	<p>Mapping of complaints received will be ongoing so focus will be on reported hotspots. Investigate options for creating No Engine Idling Zone(s) around a school at peak times.</p>	<p>Number of engine-idling information and educational signs installed; target being 20 new or replacement signs per year.</p> <p>Recording the number of complaints about engine idling received where signage exists and where it doesn't; to inform new locations for signage.</p> <p>Number of drivers engaged; target being a minimum of 50 engagements per year.</p> <p>Number of schools where campaign carried out; starting in 2025/26 and thereafter reaching 3 schools per year.</p>



26	Cleaner transport	TfL are now proposing for the red bus fleet to be zero emission by 2030. The council will continue to lobby for earlier adoption in Sutton as changes caused by the Bus Review are implemented.	Highways & Sustainable Transport	High	Medium	2030	<p>Lobby TfL for improvements to bus services and fleet in Sutton. A number of agreed routes changes are due to be rolled out in 2024.</p> <p>Improvements to the frequency, coverage and zero emissions status of bus services in the borough, currently around 50% of bus routes are zero emission our target is to work with TfL to secure an increase in 2024/25 and thereafter year on year until 100% of routes are serviced by zero emission buses by 2030.</p>
27	Cleaner transport	Continue to seek improvement to rail services in the borough including metroisation, meaning a more frequent service.	Highways & Sustainable Transport	High	Low	Ongoing	<p>Increase train frequency and improve active travel options to serve the London Cancer Hub and Belmont, achieved through working with TfL and ebike operator(s) to provide improved availability of dockless ebikes through increased deployment of bikes and additional green parking bays. Measured through uptake in use of ebikes via data from the operators and surveys.</p> <p>Support wider metroisation proposals, including turnbacks at Wallington and Cheam</p>
28	Cleaner transport	Deliver and monitor the Parking Strategy to identify any	Highways & Sustainable Transport and	Low - Medium	High benefit	Ongoing	Displacement identified and measures implemented to manage the impact. To aid this understanding the borough have

		displacement activities and reduction in traffic	Parking Services				<p>carried out before and after parking beat surveys at a number of locations to understand the impacts where permit parking schemes have been introduced.</p> <p>Beat surveys will continue and will identify reductions in the level of vehicles in the area, and from that it is identified that there will have been local reductions in traffic volumes</p>
29	Cleaner transport	<p>Produce a new travel plan for council staff travel to, from and at work, including HR policies, travel allowances, the use of personal vehicles, pool and electric hire bikes, car clubs, lift sharing and public transport. Encourage partners to do the same.</p> <p>As part of this work, review awareness and effectiveness of cycle to work salary sacrifice scheme and investigate the feasibility of a salary sacrifice scheme to</p>	Climate action and sustainability	Low	Medium	2025	<p>Travel plan to be completed by the end of 2026.</p> <p>Pool bike membership measured through uptake via induction for staff new to this service.</p> <p>Uptake of the salary sacrifice scheme, electric bike hire and car club membership measured through payroll.</p>

		support staff take up of electric vehicles (or other renewable fuels).					
30	Cleaner transport	Encourage e-bike use by working with bike shops to promote offers on e-bikes, promote to residents, and encourage workplaces to introduce electric cargo bikes as part of services/ goods delivery.	Highways & Sustainable Transport / Climate Partnerships Manager	Low	Low	Ongoing	<p>Promotion and uptake of the dockless e-bike scheme through press releases, the Council website and social media. Measured by trip data and hires per day (against the number of bikes available). This is ongoing throughout the life of the Action Plan. Uptake targets for Outer London Boroughs are to be agreed with TfL and reported in the Annual Status Reports.</p> <p>Explore funding opportunities for the introduction of cargo bike schemes to support local business deliveries in 2024/25 and 2025/26.</p>
31	Cleaner transport	Build upon previous successes, securing funding to install electric vehicle charging points in residential roads and at key places across the borough where this supports a switch away from more polluting vehicles, with an aim to install 100 points a year.	Highways & Sustainable Transport	Medium - High	Limited benefit	<p>At least 100 lamp column chargers added every year.</p> <p>Replacing concrete street lamp column stock will allow implementation of future EV charging points on street lamp columns - Ongoing until 2027</p>	<p>Measured by the number and type of accessible electric vehicle charging points installed in the borough each year; there are no current targets for this activity.</p> <p>Measured by the number of electric vehicles registered to postcodes within the borough. Strategy and toolkit to be put in place to create targets in 2024/25.</p> <p>Progress on the electrification of the car club fleet throughout the lifetime of the</p>

								new contract due to commence in 2024/25.
32	Cleaner transport	Provision of infrastructure to support walking and cycling  Lobby for improvements in facilities to support walking and cycling on the Transport for London Road Network.	Highways & Sustainable Transport and Commissioning (Highways)/ Principal Policy Officer	High	Moderate benefit	Implement the Sustainable Transport Strategy 2020 - 2025		<p>Progress is reported annually to the Environment and Sustainable Transport Committee.</p> <p>Full utilisation of TfL funding for transport projects each year.</p> <p>E-bikes promotion including the dockless e-bike hire scheme through press releases, the Council website and in council social media. Measured by trip data and hires per day (against the number of bikes available). This is ongoing throughout the life of the Action Plan.</p>

Key

Cost Description	Estimated cost range
Low	< £10,000
Low - Medium	£10,000 - £50,000
Medium	£50,000 - 100,000
Medium - High	£100,000 - £150,000
High	> £150,000 + ongoing costs