

The Mayor of London's School Air Quality Audit Programme

John Keble Church of England Primary School, London
Borough of Brent





Mayor's Foreword

Poor air quality is a major public health issue and cause of inequality in our city. It is shocking that in London alone, air pollution contributes to thousands of early deaths every year, and has been linked to strokes, heart attacks, asthma, dementia and smaller lungs in our children.

We cannot allow this to continue. That is why, since becoming Mayor, I have made tackling poor air quality a priority. That is also why my administration has nearly doubled spending on cleaning up London's toxic air and we are delivering the boldest and most ambitious plan to tackle air quality anywhere in the world.

This includes introducing a new charge on the oldest, most polluting vehicles coming into central London, consulting on expanding the Ultra Low Emission Zone, making buses in London cleaner and greener, and reducing exposure to air pollution around schools.

As part of this, we launched the Mayor's School Air Quality Audit Programme in January 2017, with the aim of reducing emissions and primary school children's exposure to polluted air. I am delighted that this programme has now been completed, with 50 audits undertaken at primary schools located in the most polluted areas of London.

We are confident that implementing the recommendations from these audits will go a long way to delivering cleaner air, reducing health inequalities and, most importantly, improving the health and wellbeing of our children.

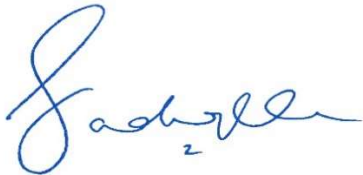
But we want to go even further. The implementation of the recommendations and dissemination of this programme offers us an invaluable opportunity to really make a difference. So, I want to see the London boroughs rolling it out to every school located in pollution hot spots.

The audit recommendations for the 50 schools that have already gone through the process are bespoke to each school, and whilst some recommendations will require funding to implement, there will be some that will not; such as changing walking routes to less exposed routes. Each report also contains a tool kit and template that could be used locally by other schools and similar organisations to undertake their own air quality audit.

We understand that schools and boroughs are under enormous financial pressure, which is why I am encouraging boroughs to prioritise funding through their Local Implementation Plan budgets provided by Transport for London (TfL). I am also urging Clinical Commissioning Groups and local businesses to consider setting aside some funding to support the funding of these recommendations.

In addition, we are keen to encourage schools to sign up to TfL's STARS (Sustainable Travel: Active, Responsible, Safe) programme, if they have not already done so. By swapping car journeys for active travel, through STARS, schools can make a real difference to our city and help create healthier streets for Londoners.

Finally, I would like to commend all those involved in the successful delivery of the School Air Quality Audit Programme - the schools, boroughs, consultants and, above all, the school children.

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a small number '2' written below the name.

Sadiq Khan
Mayor of London

THE MAYOR OF LONDON'S SCHOOL AIR QUALITY AUDIT

John Keble Primary School, London Borough of Brent



ACKNOWLEDGEMENTS & CONTRIBUTIONS

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DISCLAIMER

The contents of this report and its recommendations are principally based on the findings of the independent audit as of the date it was undertaken, and may not account for subsequent changes in local policy, conditions and/or circumstances in and/or around the school.

Supplier



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CONTENTS

1	INTRODUCTION	1
1.1	BACKGROUND	1
1.2	OBJECTIVES	4
2	AUDIT APPROACH	5
2.1	OVERALL AUDIT APPROACH	5
2.2	AUDIT SCHEDULE – JOHN KEBLE CHURCH OF ENGLAND PRIMARY SCHOOL	7
3	CONTEXT AND INITIATIVES	9
3.1	SCHOOL CONTEXT	9
3.2	PLANNED SCHEMES & RECENT INITIATIVES	13
4	AUDIT FINDINGS: SOURCES OF EMISSIONS & EXPOSURE	19
4.1	INTRODUCTION	19
4.2	AIR QUALITY IN THE SURROUNDING AREA	19
4.3	HIGHWAYS – KEY OBSERVATIONS	24
4.4	SCHOOL GROUNDS / BUILDING - KEY OBSERVATIONS	27
4.5	KEY OBSERVATIONS – SUMMARY OF ISSUES	31
5	RECOMMENDATIONS	35
5.1	DEVELOPING THE RECOMMENDATIONS	35
5.2	KEY RECOMMENDATIONS	43
5.3	PRIORITISED MEASURES FOR THE SCHOOL	44
5.4	STARS ACCREDITATION SCHEME FOR SCHOOLS	46
5.5	HEALTHY SCHOOLS LONDON	47
5.6	AIR QUALITY ALERTS	48
5.7	ENGAGEMENT	48
5.8	FUNDING OPPORTUNITIES	49
5.9	MONITORING	54

TABLES

Table 1 – Audit Details	7
Table 2 - Recommended measures for consideration	37
Table 3 – STARS Scheme Accreditation Requirements	46

FIGURES

Figure 1 – Overview of Approach	5
Figure 2 – Key elements of the Audit	6
Figure 3 – Outer Context Plan	11
Figure 4 – Inner Context Plans	12
Figure 5 – Localised Air Quality modelling around John Keble Primary School	19
Figure 6 – Road Transport NO _x Emissions and Volumes	21
Figure 7 – Air Pollution in the surrounding areas	23
Figure 8 – Summary Issue Map	31
Figure 9 – Summary Recommendations Map	43

APPENDICES

Appendix A – The Mayor’s commitment to improving air quality: Key Documents
Appendix B - Audit template
Appendix C - Engagement material
Appendix D –Toolkit Summary

Chapter 1 – Introduction

1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. As part of the Mayor's ambition to tackle poor air quality, WSP has been commissioned to identify a combination of hard-hitting measures and quick-win solutions to help protect pupils' health from toxic air quality, and examine new ways to lower emissions and exposure to pollution in and around primary schools.
- 1.1.2. The Mayor has stated that London is experiencing a '*public health crisis*', and that he is committed to improving air quality, particularly for the most vulnerable Londoners. Over 400 primary schools are located in areas which exceed legal pollution limits, and 25% of primary schools are in areas with dangerously high levels of air pollution.
- 1.1.3. Primary school children are amongst the most vulnerable of the at risk groups, as their lungs are still developing, and toxic air can stunt their growth, causing significant health problems in later life.
- 1.1.4. Road transport is a major contributor to emissions, has a significant impact on air quality, accounting for around half of NO_x emissions. Whilst private car use is decreasing, congestion is increasing¹. Without significant intervention, as the Capital grows rapidly these trends are set to continue.



- 1.1.5. In response the Mayor is implementing a significant programme of measures, including bold proposals to reduce London's deadly air pollution and protect the health and wellbeing of all Londoners, including:

¹ London Assembly, London stalling: Reducing traffic congestion in London, January 2017, Transport for London, Travel in London - Report 9 data, 2017

- i **The Toxicity Charge** (T-Charge) now applies to older, more polluting vehicles in central London, which means that including the Congestion Charge drivers with these vehicles will now pay £21.50 total during peak congestion.
- i **Cleaning up London's Buses** - The Mayor is spending more than £300 million to transform London's bus fleet by retrofitting thousands of buses and committing to phase out pure diesel double deck buses from 2018. 12 Low Emission Bus Zones have been announced, two of which have already been delivered, putting the greenest buses on the capital's most polluted routes. The zones are expected to reduce NO_x emissions by 84 per cent and thousands of school children in these areas will benefit from cleaner air.
- i **The Ultra Low Emission Zone** (ULEZ) will supersede the T-Charge, and operate 24 hours a day, 7 days a week within the same area as the current Congestion Charging Zone (CCZ). The world's first Ultra Low Emission Zone (ULEZ) is to start 8 April 2019, approximately 17 months earlier than planned, and create stricter emissions standards for diesel vehicles, 24 hours, 7 days a week. Those that do not comply will face a charge. This is expected to reduce harmful NO_x (Nitrogen Oxides) emissions by about 50 per cent in central London, 40 per cent in inner London and 30 per cent in outer London.
- i **Expanding the ULEZ and tightening the Low Emission Zone (LEZ)** - As part of the Mayor's pledge to help improve air quality and health for all Londoners, he is also proposing to make the London-wide Low Emission Zone (LEZ) stronger, and expand the Ultra Low Emission Zone (ULEZ) requirements for vehicles. This involves introducing a Euro 6 emissions standard London-wide for heavy duty vehicles (i.e. buses, coaches, Heavy Goods Vehicles (HGVs) vehicles) from 26 October 2020, and expanding the ULEZ for light duty vehicles (i.e. cars, vans and motorcycles) so that all vehicles are subject to emissions standards within an area roughly bounded by the North and South Circular Roads from 25 October 2021. The introduction and expansion of the ULEZ, and tightening of the LEZ standards, is forecast to result in a significant reduction in NO_x emissions across London.
- i **London's taxis** – New taxis licensed after 1 January 2018 will need to be zero emission capable to help clean up London's dirty air, with new 'zero emission' ranks for drivers who pioneer green technology alongside a network of rapid electric charge points.
- i **Low emission neighbourhoods** – five low emission neighbourhoods have been founded across London to pioneer bold new measures to promote the use of low emission vehicles and improve local air quality, including low emission vehicle only streets, measures to promote deliveries by cycle cargo bikes and low emission vehicles, and bold proposals to promote walking and cycling.

- i **The London Environment Strategy** – is a bold and ambitious strategy, with a particular focus on air quality. The strategy was consulted on in 2017 and will be published in 2018, and seeks to address the most urgent environmental challenges facing our London, to safeguard its environment over the longer term. This will be the first strategy to bring together approaches to every aspect of London's environment, including: air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change and ambient noise. To make the Mayor's vision of transforming the city's environment a reality, this strategy establishes some key aims for London, which include having the best air quality of any major city, making more than half of London's area green and for tree canopy cover to increase by ten per cent by 2050, and making London a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy.
- i **The Draft London Plan** - published in November 2017, places a considerable emphasis on air quality, with policy S|1 stating that London's air quality should be significantly improved, and exposure to poor air quality, especially for vulnerable people, should be reduced. The aim of this policy is to ensure that new developments are designed and built, as far as is possible, to improve local air quality and reduce the extent to which the public are exposed to poor air quality. This means that new developments, as a minimum, must not cause new exceedances of legal air quality standards, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits. Where legal limits are already met, or are predicted to be met at the time of completion, new developments must endeavour to maintain the best ambient air quality compatible with sustainable development principles. The draft London plan also highlights the importance of creating new, accessible green open space, particularly in areas where this access is lacking. The Mayor is providing funding through his Greener City Fund to create and improve green spaces and to plant trees, including in schools. A proposed new Urban Greening Factor seeks to encourage major new developments to contribute to the greening of London by incorporating measures such as green roofs, tree planting and green walls.
- i **Healthy Streets Approach** - the Mayor is embedding the 'Healthy Streets' approach in transport strategy. This promotes a holistic approach that can fulfill multiple objectives such as improving the health, liveability, social cohesion and economic prosperity of an area.
- i **The Mayor's Transport Strategy 2018** - The Mayor has set out ambitious plans to improve transport in London over the next 25 years in his draft Transport Strategy, which will act as the backbone of transport planning across London, helping to deliver The Mayor's ambition for 80% of trips in London to be made on foot, by cycle or using public transport by 2041. It includes record investment in new and improved rail, tube and bus services, an unprecedented focus on walking and cycling, and a commitment to make the entire transport system zero-emission by 2050.

- 1.1.6. These measures in combination will dramatically improve London's air quality. However, the Mayor also wanted to take early action at 50 primary schools located in areas with some of the highest air pollution levels, so has provided £250k funding to commission The Mayor of London's School Air Quality Audits programme, to identify **hard-hitting measures** to minimise the impacts of toxic air on primary school children in some of the worse affected areas across London. This is both in terms of **reducing the sources** of harmful emissions, as well as **reducing the exposure** to these emissions. The aim is to establish a robust process and toolkit of measures, which the London boroughs and primary schools can roll out, so that every school that is located in an area of high pollution can benefit from this approach.

1.2 OBJECTIVES

- 1.2.1. The key objectives of the Mayor of London's School Air Quality Audit Programme is to:

- i Identify the sources of outdoor air quality and potential exposure by primary school children at the school and their surrounding catchment areas, and potential indoor exposure through the internal audits.
- i Identify, evaluate and recommend a combination of hard hitting measures and pragmatic approaches, both within and around the school that will help a borough to reduce emissions or reduce primary school children's exposure to poor air quality at those sites, which could be delivered as part of the boroughs' Local Implementation Plan (LIP) funding schemes, as well as other sources of funding such Clinical Commissioning Groups, local businesses and charitable trusts.
- i Engage school communities to educate stakeholders about the impacts of air pollution and contribute towards activities, initiatives and policies that the primary school community could implement.
- i Engage eligible London boroughs and other relevant stakeholders to inform the feasibility of the proposed recommendations.
- i Provide recommendations for the boroughs' consideration and future implementation, and wider dissemination.

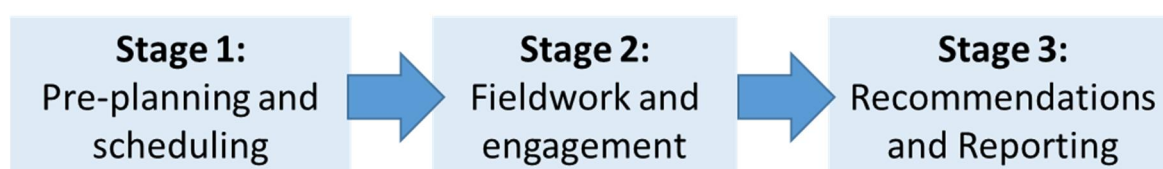
Chapter 2 – Audit Approach

2 AUDIT APPROACH

2.1 OVERALL AUDIT APPROACH

2.1.1. The Mayor of London's School Air Quality Audits follow a structured approach, summarised in Figure 1.

Figure 1 – Overview of Approach



2.1.2. Each audits consists of broadly three key stages:

- i Stage 1: Pre-planning and scheduling
- i Stage 2: Fieldwork and engagement
- i Stage 3: Recommendations and Reporting

Pre-planning and scheduling

The borough air quality primary contacts were contacted by the lead Auditor, and mutually available potential dates for the audit were agreed. The borough then introduced the auditor to the school, and a schedule for the tasks to be undertaken was agreed to fit in with the operations of the school and availability of key staff contributing to the audit.

Prior to the audit air quality modelling was undertaken for the area around the school, with an assessment of the contribution to emissions made by each vehicle type on the roads around the school.

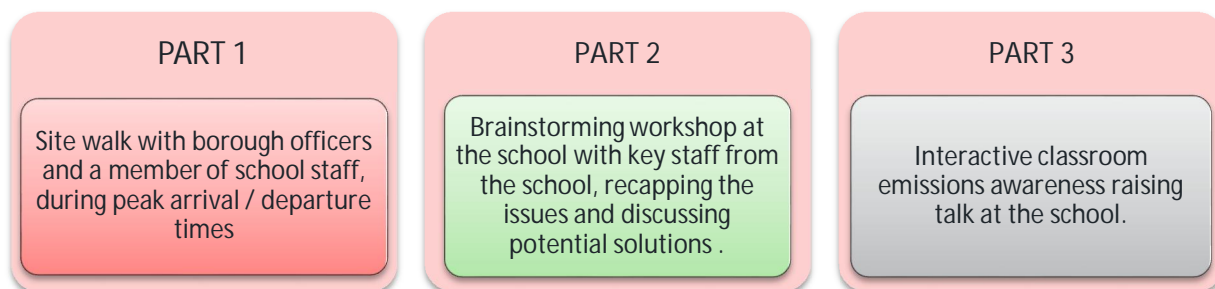
A desktop review of the local areas around the school site, and the wider catchment was also undertaken, to highlight key features for the auditor to assess further on site. This includes sources of pollution, causes of exposure, and notable features in the local area which may have a bearing on the potential mitigation measures (i.e. bus routes, pedestrian crossing locations, nearby construction sites, physical barriers such as railways or rivers). The school's STARS² travel plan progress was also reviewed for reference ahead of the audits. Engagement materials were developed for use in delivering bespoke awareness raising interactive presentations to the children. A toolkit of measures for addressing air quality issues was developed for use in informing our recommendations for each school.

² STARS is TfL's accreditation scheme for London schools and nurseries, promoting travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.

Fieldwork and engagement

- 2.1.3. The approach taken in carrying out the audit comprised of several elements, including a visit to the school by the WSP auditor and officers at the borough who deal with air quality, transport planning and school travel. A key element of the audits was to capture the views of school staff, wider school community and relevant borough officers, in understanding operational considerations, behavioural traits and recent history of the school. As such, we proposed a three-fold approach summarised below:

Figure 2 – Key elements of the Audit



- 2.1.4. Initial observations and site familiarisation were undertaken by the auditor prior to the school opening. This allowed us to sense check the context maps compiled initially from desktop assessments. Observations with the borough officers and school staff were then undertaken throughout the period of drop-off and waiting activity, prior to the school gates opening, until parents have dispersed. During this critical period the auditors captured as much information as possible on activity in and around the school, with comprehensive photo records and discussions with the school staff to capture issues which often occur but were not evident during our observations. The external observations were then followed by a walk around the school building and grounds to enable the auditor to familiarise themselves with its layout, and the proximity of classrooms, nurseries, playgrounds etc to areas of poor air quality.
- 2.1.5. A brainstorming session was then undertaken, with key staff from the school and the borough officers in attendance. This session served several functions. It enabled the auditor to capture additional information on other issues and concerns not observed directly, and additional information on issues such as whether there are any plans for extensions or additional pupil intake for example. Whilst from the borough officers we were able to establish what planned or committed development is nearby, proposed or previously considered transport schemes etc. We then discussed a range of potential measures to address the issues discussed and collected feedback and suggestions from the borough and school representatives to inform the recommended measures.
- 2.1.6. An interactive and bespoke engagement activity was then delivered to a school assembly, using presentation slides to raise awareness of the air pollution, its causes, the health impact, areas of pollution near the school and a range of measures to reduce air pollution. An audit of the building was then undertaken with the assistance of the facilities manager, including a review of the school's boilers, their flues, the ventilation systems and kitchen extraction.

2.2 AUDIT SCHEDULE – JOHN KEBLE CHURCH OF ENGLAND PRIMARY SCHOOL

2.2.1. Table 1 provides further detail of the audit schedule and key participants from the school and borough.

Table 1 – Audit Details

Date of Audit	20 th September 2017	
School Representatives	Lucy Hawker (Deputy Headteacher)	
Borough Representatives	Juhaina Junaid (Air Quality), Valerie Springer (School Travel Plan Officer)	
WSP Auditors	Glenn Higgs and Mark Cottray (also accompanied by WSP auditors Matt Croucher, Tom Holcroft and Martin Battle)	
Itinerary	Timings	Description
	0800 - 0830hrs	Initial observations and site familiarisation by WSP auditors
	0830 – 0900hrs	Site walk and observations with borough travel plan coordinator/ air quality officer and school staff
	0900 – 0915hrs	Internal site walk to appreciate the layout of the building/playgrounds etc
	0915 – 1030hrs	Brainstorming Workshop
	1030 – 1130hrs	Further observations and completion of site audit template by WSP auditor
	1130 - 1200hrs	Engagement activity – Interactive presentation at school assembly

Recommendations and Reporting

2.2.2 The auditor reviewed the findings of the audit and preparatory assessments, with the specialist support of WSP's air quality, transport planning and buildings specialists, to develop advice and recommendations, based on a toolkit of best practice measures and case study examples.

Chapter 3 – Context and Initiatives

3 CONTEXT AND INITIATIVES

3.1 SCHOOL CONTEXT

Borough: Brent

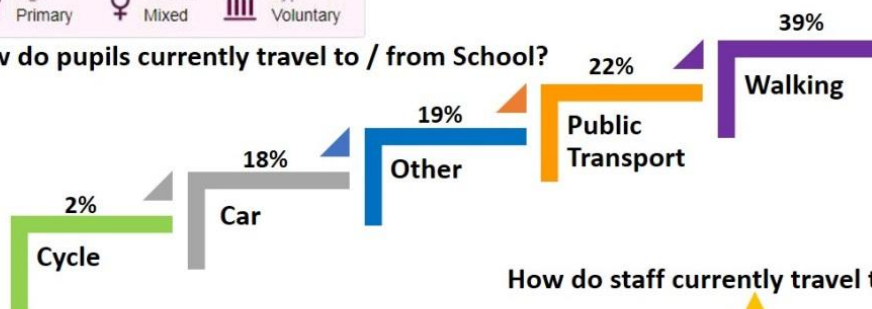
Address: Crownhill Road, Harlesden, NW10 4DR

Pupil Numbers: Approximately 450

 Age Primary
  Gender Mixed
  Type Voluntary



How do pupils currently travel to / from School?



How do staff currently travel to / from the School?

11% travel by other modes; 9% of staff stated that they drive to / from school.

11% said they cycle

22% said they walk

47% of staff said they use public transport

What is the catchment area for the school and how long would it take for pupils to walk to / from the School?



1st Quartile 25% - 0.31km; walking time 4 minutes
 2nd Quartile 50% - 0.58km; walking time 7 minutes
 3rd Quartile 75% - 1.32km; walking time 17 minutes
 Mean - 1.19km; walking time 15 minutes

The map to the left confirms that half of the pupils can travel to / from school within a 7 minute walk, and 75% within a 17 minute walk. The average walking time for pupils is 15 minutes.

- 3.1.1. John Keble Church of England Primary School is located in North West London and sits within the Borough of Brent. The main entrance is on Crownhill Road, a 20 mph road.
- 3.1.2. Approximately 11,500 vehicles per day travel on the core roads within a 200m radius of the school³. This is within the 1st quartile (<25%) in terms of traffic volumes amongst the 50 schools assessed as part of this programme.
- 3.1.3. The majority of pupils (56%) currently travel to/ from school on foot (including Park & Stride) or scooting.
- 3.1.4. 22% travel by public transport (19% bus), 18% by car and 2% by cycle. 'Other modes' is made up of Park & Stride (12%) and Car Share (1%).
- 3.1.5. The travelling to / from the school via sustainable means also applies to school staff, with 47% of staff members travelling via public transport and 22% on foot, indicating that they live within relatively close proximity of the school. 9% of staff stated that they drive to / from school.
- 3.1.6. The subsequent two pages illustrates the inner and outer context plans for the school that provides detail on the main access (both pedestrian and vehicular) to the school, the location of the playgrounds where children are most exposed to air pollution, as well as bus routes in the near vicinity of the school and the catchment area for the school.

³ The traffic flows and vehicles splits presented are based on the average number of vehicles on each LAEI modelled road link within 200m radius of the school in the LAEI 2013 base.

Figure 3 – Outer Context Plan

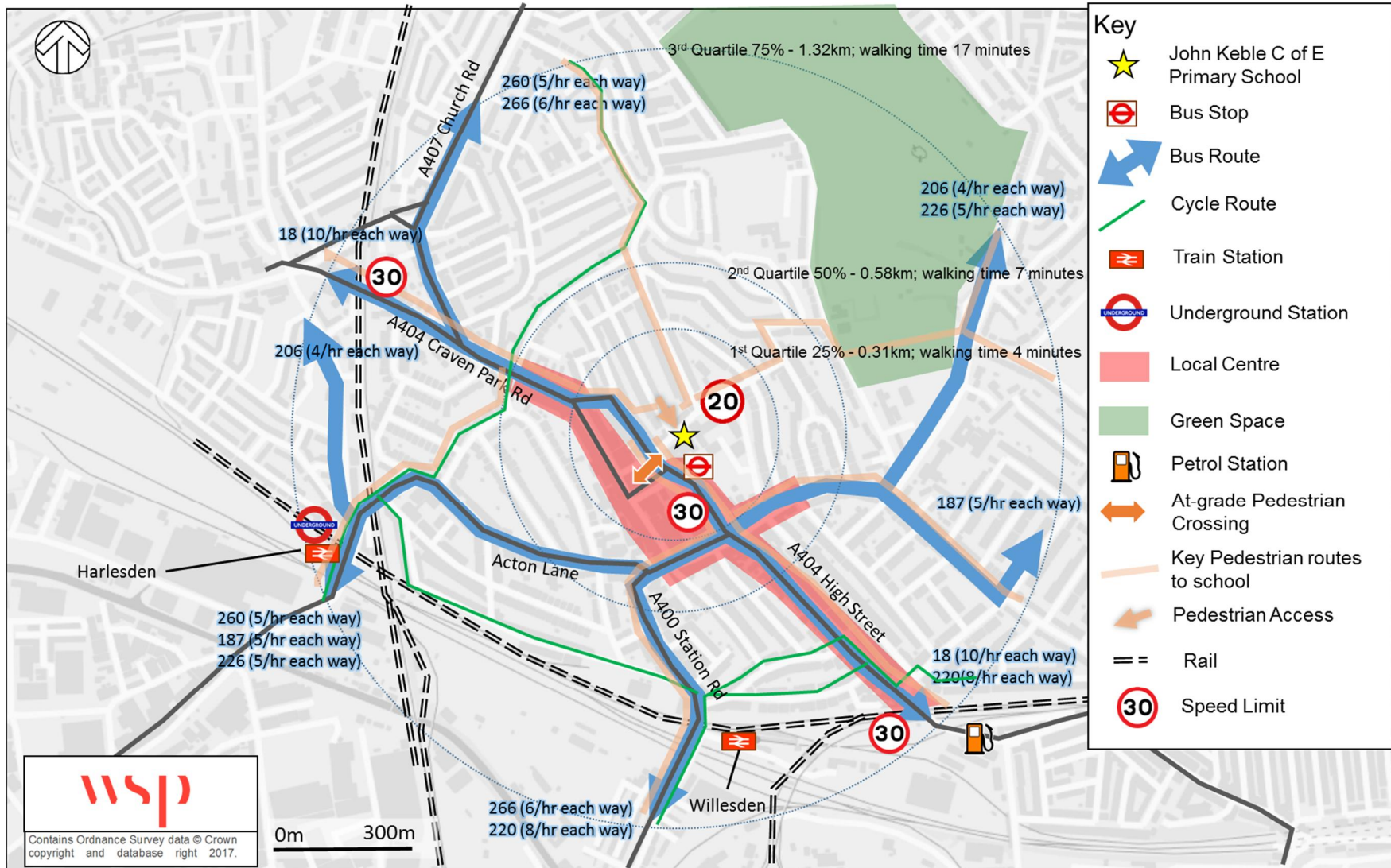


Figure 4 – Inner Context Plans



3.2 PLANNED SCHEMES & RECENT INITIATIVES

LOCAL SCHEMES

HARLESDEN TOWN CENTRE SCHEME

3.2.1. In late 2014, the regeneration scheme for Harlesden town centre was completed. As shown in the diagram below, this included significant changes to the road layout along Manor Park Road adjacent to John Keble school. Crossings were added and relocated, the bus stop was moved, changes were made to parking and improvements were made to footways.



BRENT NO IDLING CAMPAIGN, LOCAL AIR QUALITY MONITORING AND AIR QUALITY CAMPAIGN

3.2.2. The No Idling Campaign is part of the Council's initiative to improve the air quality in and around Brent Schools. The aim is to educate and engage with parents, students and members' of the public and try to reduce idling of vehicles near schools.

3.2.3. The children, teachers and parents of a school will be establishing a 'No Idling Zone'. This zone is an area where all vehicle owners are asked to turn their engines off whilst they wait and with the help of a campaign toolkit created by Brent Council, the school can develop their own campaign to help reduce air pollution near their grounds.



3.2.4. John Keble Primary School is one of two which are currently involved in local air quality monitoring. As shown opposite, the school houses an air quality monitoring station close to the junction of Crownhill Road and the A404. This data is being used by the Council to help understand how pollutants behave and their relationship with the weather, location and human activities. The Council also have monitoring stations located in Kingsbury, Neasden, Kensal Rise and Brent Park, in addition to a network of 27 diffusion tubes measuring levels of nitrogen dioxide across the borough.



3.2.5. John Keble Primary School launched a borough-wide air quality campaign, which consists of a school signing up and participating in an air quality programme, using a toolkit which will assist them to scientifically evaluate the quality of the air around their school environment.

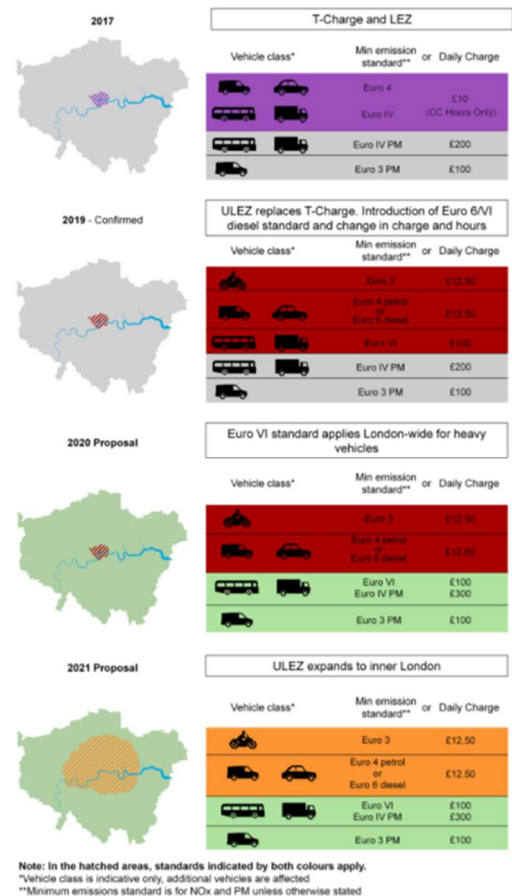
WIDER SCHEMES

Whilst there are no significant schemes or major developments planned within the immediate locality of the school, there are a number of notable transport schemes which are part of London-wide programmes which may have a significant bearing on the air quality around the school, these include:

ULTRA LOW EMISSION ZONE (ULEZ) AND LOW EMISSION ZONE (LEZ)

The ULEZ will operate 24 hours a day, 7 days a week within the same area as the current Congestion Charging Zone (CCZ), and comes into force on 8th April 2019. The introduction of the ULEZ will reduce exhaust emissions of NO₂ and particulate matter PM₁₀ and PM_{2.5}. In 2019, all cars, motorcycles, vans, minibuses, buses, coaches and heavy goods vehicles (HGVs) will need to meet exhaust emission standards, or pay a daily charge. In the case of petrol cars and vans this means Euro 4, and Euro 6 for diesels. HGVs and coaches are also Euro 6.

3.2.6. As part of the Mayor's pledge to help improve air quality and health for all Londoners, he is proposing to make the London-wide Low Emission Zone (LEZ) stronger and expand the Ultra Low Emission Zone (ULEZ). This involves introducing a Euro VI emissions standard London-wide for heavy duty vehicles (buses, coaches, Heavy Goods Vehicles (HGVs) and other specialist heavy vehicles) from 26 October 2020 and expanding the ULEZ for light duty vehicles (such as cars, vans and motorcycles) so that all vehicles are subject to emissions standards within an area roughly bounded by the North and South Circular Roads from 25 October 2021.



- 3.2.7. The introduction and expansion of the ULEZ, and tightening of the LEZ standards, is forecast to result in a 28.6% reduction in NO_x emissions in the London borough of Brent by 2020.

SCHOOL STARS ACTIVITIES

- 3.2.8. STARS (Sustainable Travel: Active, Responsible, Safe), is TfL's accreditation scheme for London schools and nurseries, to inspire young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.
- 3.2.9. As part of the STARS scheme schools receive bespoke guidance from the borough, high quality on-line resources with over 120 activity cars, access to a London-wide community of schools, priority access to funding, accreditation and recognition.
- 3.2.10. John Keble Church of England Primary School holds **Gold** status of the STARS programme, and has been active in undertaking a range of STARS activities, with the following recorded since October 2016:



- i Travel Activity: Bike week, walk to school month, balance bike training, strictly road safety, public transport for school trips, road safety talks, junior travel ambassador scheme, bikeability training, promote responsible behaviour on public transport, public transport for school trips.
- i Supporting Activity: Other curriculum activity (Bring Your Bike)

HEALTHY SCHOOLS LONDON ACCREDITATION

- 3.2.11. Healthy Schools London is a programme that supports London's schools to provide an environment and culture that helps their pupils grow to be healthy happy and learn. This programme supports schools as they work towards an award scheme (sponsored by the Mayor of London), with a network of local coordinators, and a range of resources, tools and advice provided through this website and regular workshops for schools.
- 3.2.12. John Keble currently has **Silver** accreditation which it achieved in 2016.



HEALTHY SCHOOLS
LONDON

Chapter 4 – Audit Findings: Sources of Emissions and Exposure

4 AUDIT FINDINGS: SOURCES OF EMISSIONS & EXPOSURE

4.1 INTRODUCTION

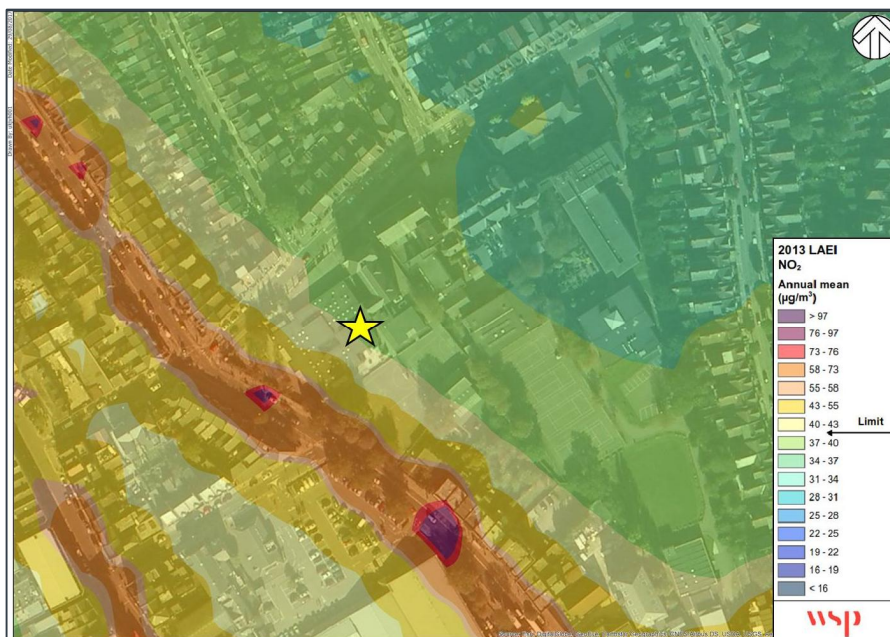
4.1.1. The audit findings are summarised in this chapter as follows:

- i Air quality data
- i Observed issues, emission source or exposure:
 - Highways
 - School grounds and buildings

4.2 AIR QUALITY IN THE SURROUNDING AREA

4.2.1. The air quality data used to assess the pollution climate immediately around each school has used a combination of modelled and measured data. Modelled baseline NO₂ annual mean concentrations have been taken from the 2013 London Atmospheric Emissions Inventory (LAEI) model. NO₂ measurements have been derived for the past ten years (2006-16) for the closest monitoring site to the school from a combination of measurements taken from the London Air Quality Network (LAQN) and Local Authority diffusion tube sites, where available.

Figure 5 – Localised Air Quality modelling around John Keble Primary School



4.2.2. Briefly, the LAEI model provides mapped annual mean NO_x, NO₂, PM₁₀ and PM_{2.5} concentrations on a 20m x 20m basis for the whole of London from a base-year of 2013 for 2020, 2025 and 2030. The LAEI uses air pollution emission estimates from a wide range of sources including transport, industrial, domestic and commercial combustion, agriculture and long-range transport using the most up-to-date activity data, emission factors and projection factors. Figure 5 shows the 2013 LAEI baseline annual mean NO₂ concentrations within the vicinity of John Keble Primary School. The contours (changes in colours) show how the pollution gradient changes, with distance, away from

the heavily trafficked A404. NO₂ concentrations are predicted to be higher along the western boundary which runs alongside the main road which both playgrounds front onto.

- 4.2.3. Nearly 50% of NO_x emissions in London are from road transport. Vehicle emissions data for the LAEI modelled road links within 200m of the school, split by source, have been analysed to identify the key sources contributing to NO₂ in the vicinity of the school. The pie chart below shows that buses account for 5% of the total traffic but contribute 35% of the transport related NO_x emissions locally. HGVs account for 6% but contribute 30% to NO_x emissions.

Figure 6 – Road Transport NO_x Emissions and Volumes

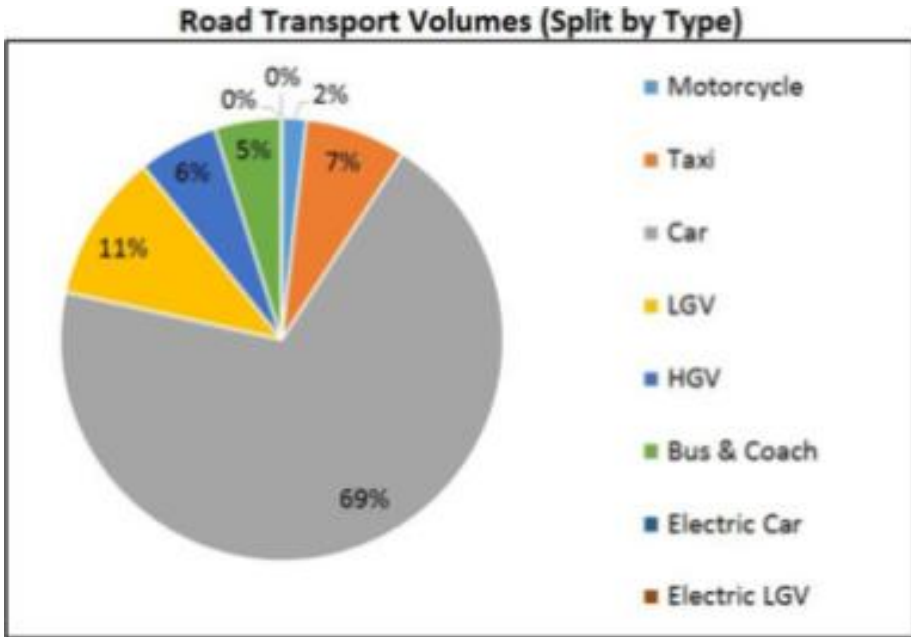
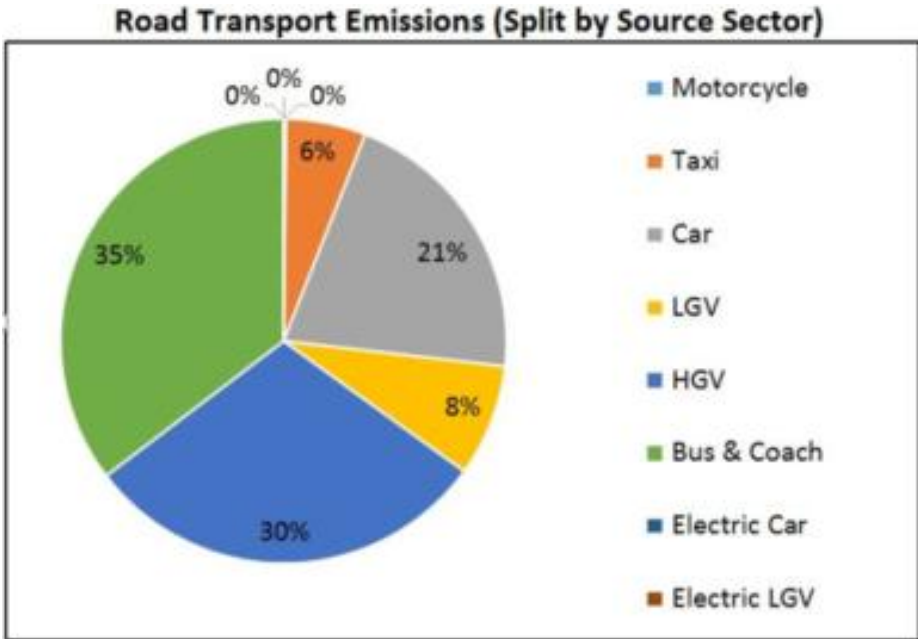
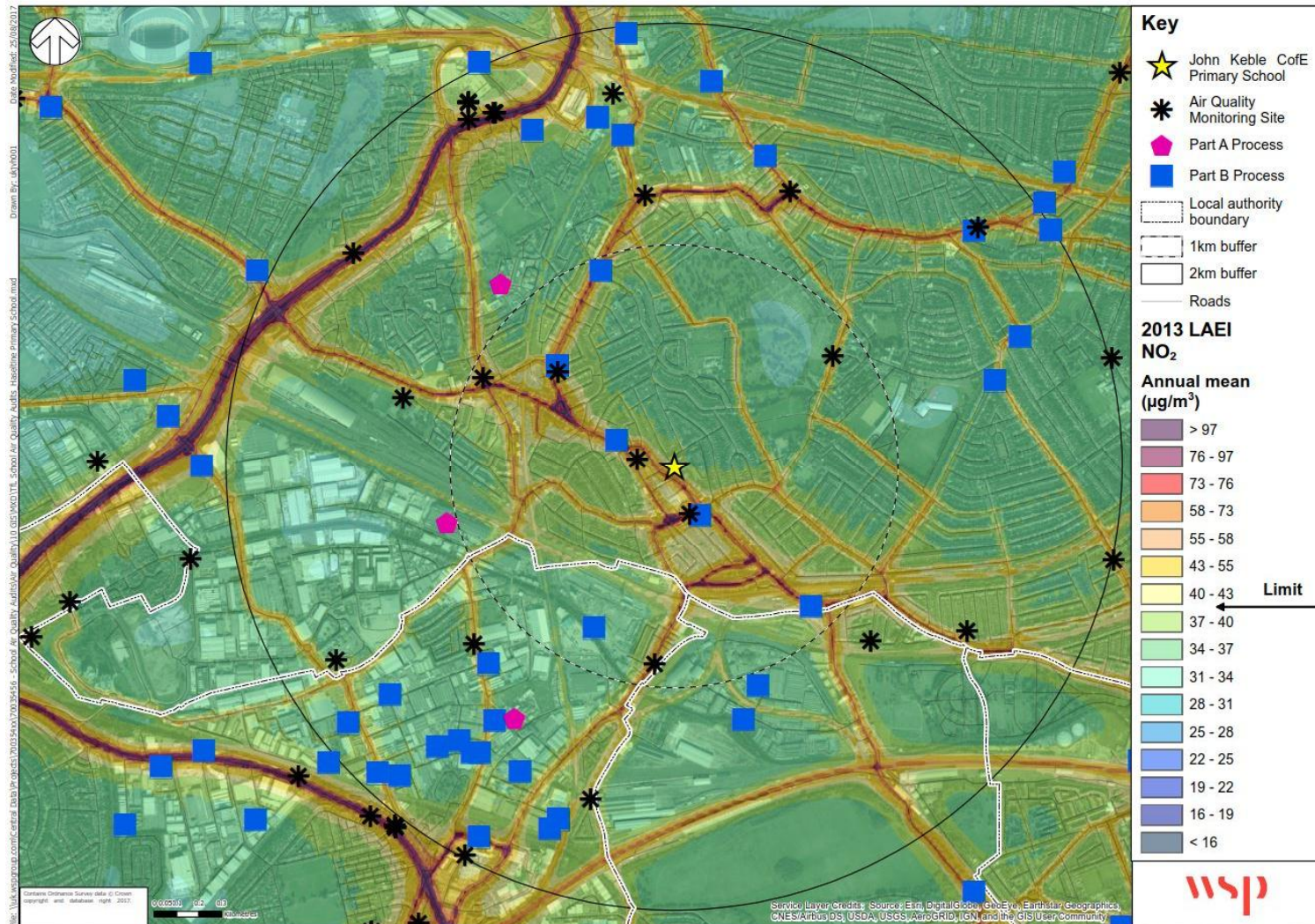


Figure 7 – Air Pollution in the surrounding areas



Note: Part A and B Processes include regulated industrial installations that have the potential to cause pollution and are required to have an Environmental Permit to operate, including facilities which carry out industrial processes, waste activities, mobile plant and solvent emission activities.

4.3 HIGHWAYS – KEY OBSERVATIONS

Manor Park Road

- 4.3.1. The pedestrian entrances to John Keble Primary School are located on Crownhill Road, approximately 50m from the junction with Manor Park Road. The main walking routes to access the school are along Crownhill Road and the adjacent side streets, and from the bus stop on Manor Park Road. The footfall on these routes during the school start and finish times is high. This is not surprising given that the total mode share for travelling to school by foot is 56% and by public transport is 22% (19% is bus), and also as there are two other schools on Crownhill Road: Convent of Jesus and Mary Language School (1030 pupils) and Maple Walk School (198 pupils).
- 4.3.2. The pedestrian amenity along Manor Park Road is relatively good. This is because the footway is uncluttered, the surfacing is of good quality, and because the footways were widened slightly as part of the town centre improvement scheme discussed earlier. Walking along Manor Park Road on the inside of the footway close to the school boundary puts pedestrians about 3-4 m away from traffic travelling in the nearside lane.
- 4.3.3. However, given how busy this pedestrian route is during school peak periods, the footway is congested and as such most pedestrians are closer to traffic. Vehicle flow is high along the main road, which is one-way southbound, and suffers from congestion during peak periods. Traffic often queues along the length of the school boundary, alongside which is the nursery playground and southeast facing side of the school building (between 10-20m back from the road). The congestion leads to poor air quality which children using the footway, nursery playground and school building (if windows are open) are particularly exposed to. The main playground is set further back from the road so exposure will be lower, albeit it is still likely to be an issue.
- 4.3.4. Queues form on Manor Park Road from the junction with High Street to the south, but the issue is exacerbated by the presence of a busy bus stop just to the south of the school, where two traffic lanes often have to filter into one lane. The signalised crossing and zebra crossing on Manor Park Road also disrupt the flow of traffic, although they are well located on pedestrian desire lines.
- 4.3.5. On Manor Park Road, as with traffic in general, the bus stop is a significant source of emissions. However, as part of the Harlesden town centre scheme described earlier, the stop was moved to the south, slightly further away from the school. This will have marginally reduced exposure to emissions for children in the playground.
- 4.3.6. As part of this scheme, parking was removed from the eastside of Manor Park Road and the signalised crossing was relocated south from directly outside the nursery playground to just between the two playgrounds. Both of these changes to the layout are likely to have led to a reduction in the source of emissions and a reduction in exposure.

Crownhill Road

- 4.3.7. As identified on the day of the audit, a major source of emissions is from traffic queuing on Crownhill Road back from the junction with Manor Park Road. Traffic has difficulty exiting left onto the main road due to high levels of congestion. The queues on Crownhill Road are on the same side of the road as the main footway which pedestrians use to access the school; therefore exposure is high.
- 4.3.8. Like many schools, there are some issues associated with school drop-off activity. As car travel to school makes up 18% of all journeys this is not unexpected. Outside the school, there is a School Keep Clear restriction, double yellow lines and permit holder/pay and display parking. This is

operational between 8am and 6:30pm (max stay 4 hours, no return within 2 hours), and occupancy appeared to be high therefore capacity for drop off activity in these bays is low and consequently this occurs on the double yellow lines and Keep Clear markings.

- 4.3.9. It is however recognised that the travel to school by car activity is only a small contributor to overall poor air quality around the school, and that the majority of air pollution in this location will be associated with wider background emissions.
- 4.3.10. As mentioned earlier, John Keble Primary School is one of three on Crownhill Road. The schools stagger their start/finish times in the morning to mitigate the impacts of traffic and pedestrian congestion. However, there is overlap in the school finish times in the afternoon.
- 4.3.11. Eastbound traffic is generally free flowing but additional traffic often travels passes the school, rat-running to avoid the southbound queues along the gyratory on Manor Park Road. The effective carriageway width is quite narrow alongside the parking areas close to the junction with the main road. This creates a pinch point for traffic turning into Crownhill Road from Manor Park Road.
- 4.3.12. There are no crossing points outside the school but there is a zebra crossing on Crownhill Road about 70m east of the school and a raised entry at the junction with Manor Park Road. There are road narrowings (by approx. 1m) with raised tables (approx. 3m long) at two locations outside the school. These have double yellow lines so provide informal crossing opportunities in areas that should be free of parking, although this is where some drop off activity occurs.

Summary – Key Issues

- i Significant issues with emissions exposure for pedestrians accessing the school alongside its boundary on Manor Park Road due to the volume and mix of traffic (high contribution to emissions from buses and HGVs);
- i Major source of emissions from westbound queuing traffic on Crownhill Road, alongside which there is high footfall in school peaks. The footway is relatively narrow so the level of service for pedestrians is poor;
- i High level of emissions from busy bus stop on Manor Park Road, which is relatively close to the southern school playground;
- i Rat-running eastbound on Crownhill Road, which creates additional traffic and associated emissions;
- i Eastbound traffic on Crownhill Road gets blocked due to pinch point from relatively narrow carriageway and westbound traffic queues.
- i Some issues with drop-off activity outside the school, creating pinchpoints and contributing to poor air quality.



Congested and relatively narrow footway on Crownhill Road (southside)



Eastbound vehicles occasionally get blocked due to eastbound queues



Busy bus stop located close to playground. Busy main road – A404



Eastbound traffic queues along Crownhill Road outside the school

4.4 SCHOOL GROUNDS / BUILDING - KEY OBSERVATIONS

- 4.4.1. Most pupils use the eastern school pedestrian access which takes them directly to the main school playground at the rear of the building. This is where they wait until the school opens. Pupils are restricted from using the section of the playground closest to the road at this time. The main playground is used during the day by pupils for breaks and PE activities. The other playground is used by nursery children throughout the day.
- 4.4.2. Both playgrounds are set slightly below footway/road level which helps in terms of minimising exposure to emissions. The nursery playground has borders with both Manor Park Road and Crownhill Road, both of which experience traffic queuing in peak periods and is therefore the area considered most likely to be exposed to air pollution.
- 4.4.3. It was noted that scooter / cycle parking was well used, with potential demand for more provision evident and in particular, scooter parking.
- 4.4.4. The construction of the school building falls into two categories; the original building (to the east) is thought to be of 1890s construction and the newer building (to the west) of 1970s construction. The older building is considered to be poorly insulated in places, which would result in greater heat loss, potentially resulting in increased running times for the school boilers.
- 4.4.5. Bamboo screening has been fixed on the inside of the school's perimeter railings and this is approximately 2m high. This was installed about 8 or 9 years ago. The screening is an effective low cost measure for providing privacy but may have less significant benefits in terms of blocking emissions and noise. A low height railing is set back about 2-3m from the main school boundary along Manor Park Road. This area is mostly planted with trees and shrubs and as such provides a green buffer to the main road. However there are gaps between these which will increase exposure to the road-based emissions, particularly within the nursery playground, by the table tennis tables and for the classrooms that face the road.
- 4.4.6. The staff car park is located off Crownhill Road and has space for 9 vehicles. Occupancy of the spaces is high. There is informal space for parking for another 4 or 5 vehicles adjacent to the car park and along the access to the main playground. 25% of staff travel to school by car. The parking areas are set well away from the main playground, and given the small number of vehicles involved, any vehicle access during the day will have minimal impact in terms of emissions generation and exposure within the school grounds.
- 4.4.7. The school has a double gas-powered boiler which is used for heating the school and for hot water (except the kitchen). The boiler is 26 years old and operates on manual control. The two flues from the boilers terminate at eaves level, three storeys high. The boiler is maintained every 6 weeks and is in good condition.
- 4.4.8. The kitchen has a local heater for hot water. The hobs are gas and the oven is electric. The flue terminates just above the flat roof of the one storey kitchen.
- 4.4.9. The school has central heating, so there are no local heaters in the classrooms. Many classrooms overheat during the summer, particularly located those alongside the south-east facing nursery playground and the main playground. Ventilation is passively controlled through opening windows and using fans in the rooms. Some windows are opened in the winter too. All of the windows at the school are double glazed.

- 4.4.10. The energy performance operational rating of the school is shown below. This represents the comparable energy efficiency rather than being based on actual energy units consumed. The level is slightly below that which is expected of a building of this type. The operational rating for the last three years has been very similar.

Summary – Key Issues

- i Some gaps in the green buffer area to the main road.
- i Compared to privacy benefits, the bamboo screening may provide more limited benefits in blocking and absorbing vehicle emissions. Gaps and screening issues are more acute for the nursery playground, which borders both roads and is an area which younger children use throughout the day.
- i The boiler is reaching the end of its serviceable life.
- i Overheating leads to windows being opened, particularly in the summer and for classrooms that face Manor Park Road.
- i Overall energy efficiency of the school slightly below the level expected. This may be partly due to the aging heating system.

THE MAYOR OF LONDON'S SCHOOL AIR QUALITY AUDIT



Screening and greenery alongside nursery playground boundary on Crownhill Road



Gaps in green buffer area to boundary on Manor Park Road



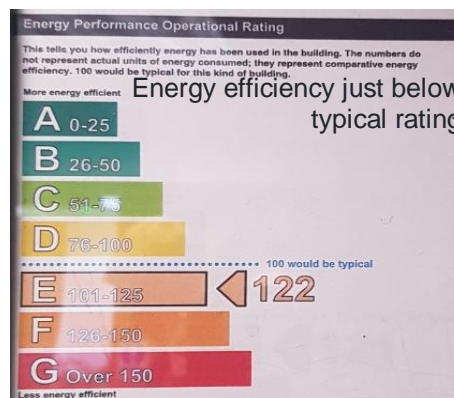
High occupancy of staff parking, but set away from main playground



Flues from boiler terminate at eaves level

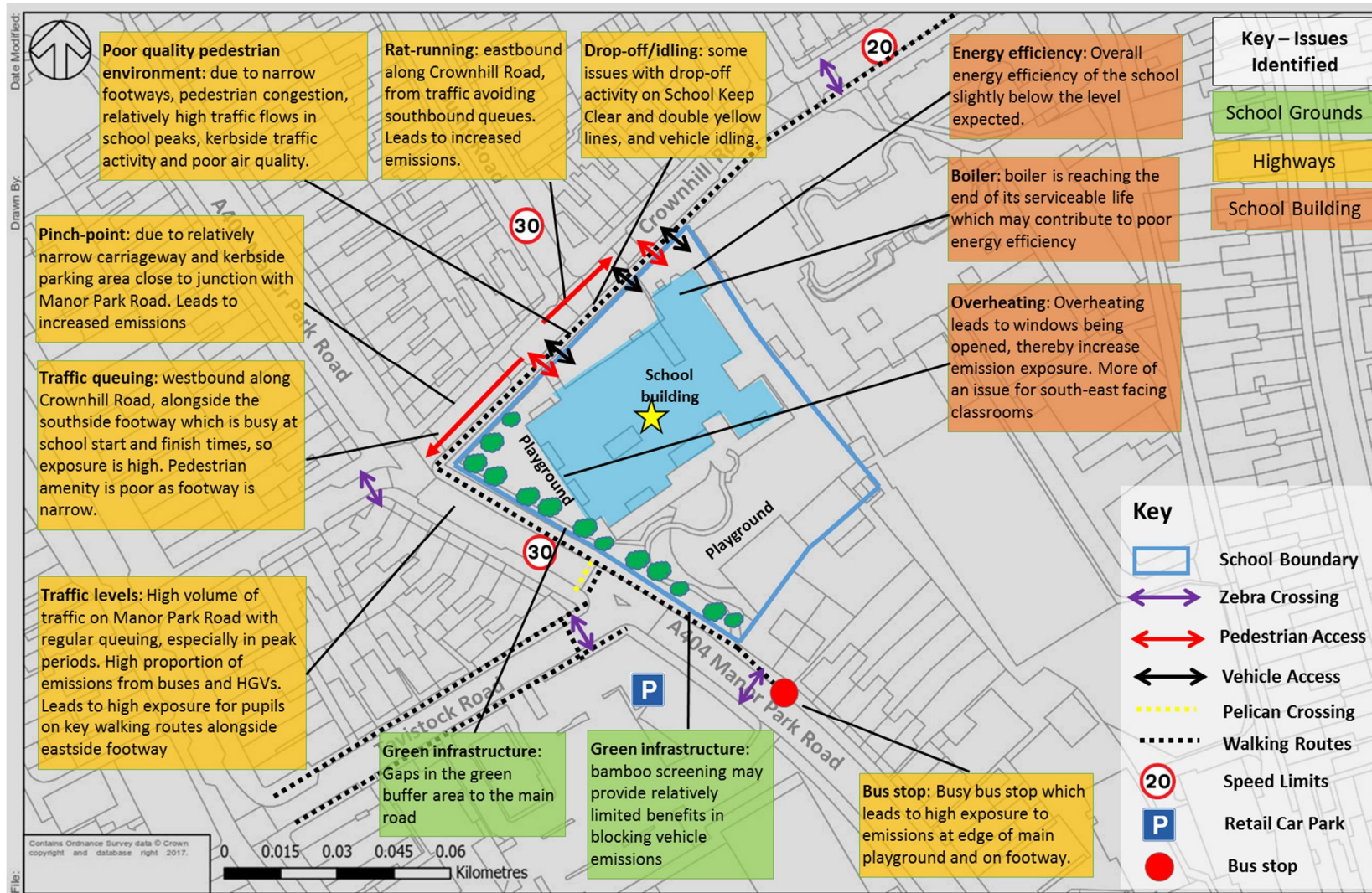


Gas powered double boiler. This is 26 years old.



4.5 KEY OBSERVATIONS – SUMMARY OF ISSUES

Figure 8 – Summary Issue Map



Chapter 5 – Recommendations

5 RECOMMENDATIONS

5.1 DEVELOPING THE RECOMMENDATIONS

- 5.1.1. Based on the preceding desktop research, site audits and stakeholder feedback, a range of recommended measures and initiatives have been identified to deliver air quality improvements and reduced exposure to air pollution. The recommendations will not in themselves solve the air quality problem, but will each contribute directly or indirectly to helping improve the situation in and around the schools.
- 5.1.2. These recommendations are drawn from a comprehensive School Air Quality Audit Toolkit of Measures, researched and developed as part of the Mayor's Air Quality Audits project (see Appendix D for further details). The toolkit has been compiled from a review of best practice approaches and new technologies, including both well established and simple measures, and more innovative or harder hitting measures. The measures include both physical measures and softer behavioural measures.
- 5.1.3. The characteristics of the local area, school site and school building have then been accounted for in identifying and tailoring a suitable package of measures to address the issues identified in causing sources of pollution or exposure to air pollution. These recommendations have also sought to be cognisant of any relevant existing plans for the local and wider area around the school (see Section 3.2).
- 5.1.4. A key facet of this approach, and the palette of measures from which measures were identified, is that they represent a holistic approach, as promoted by the Healthy Streets approach, in seeking to address a broad range of factors which each influence how streets are used, how people travel and consequently how clean the air is in and around the school. As such whilst a number of measures are less directly related to air quality, they were felt to offer the potential for contribute indirectly, for example through creating a better and safer environment for travelling by sustainable modes.
- 5.1.5. Table 2 on the following page sets out the list of recommendations. For the purposes of this assessment they have been categorised as proposals associated with either Highways, school grounds or school building. In order to enable comparison of each measure, and to assist the school, borough and other stakeholders, in determining which measures to prioritise, each has been assessed against a series of key criteria:

Potential Air Quality Improvement

- i Low – nominal measureable change but a tangible reduction in sources or exposure
- i Medium – a small measurable change in air quality
- i High – a large measureable improvement in air quality

Wider Benefits

- i Such as improved safety, visual amenity, child health and welfare, improve learning environments, costs savings, promotion of sustainable transport, contributes to STARS or Healthy Schools London.

Cost (Note these reflect the overall costs, but these may vary amongst difference stakeholders).

- i Low - <£10k
- i Medium - £10k-100k
- i High - >100k

Deliverability

- i Quick Win – readily deliverable within 12 months
- i Medium term – deliverable within 1-3 years
- i Longer term – only deliverable in the longer term (i.e. over 3 years)

Stakeholder Support

- i Low – likely to be significant objections which could delay/prevent the scheme
- i Medium – may be some objections and will require consultation but not significant delays
- i High – likely to have strong support from key stakeholders

- 5.1.6. These are high level comparative analyses intended to offer a means of considering the recommendations against one another in relative terms. Further more detailed research and options development would be required to quantify these recommendations in greater detail, such as would be undertaken in a subsequent feasibility study. The implementation of the measures will be dependent on securing funding to enable delivery over time (see section 5.8), as well as undertaking feasibility assessments and scheme prioritisation.

Table 2 - Recommended measures for consideration

Measure	Description	Purpose	Potential Air Quality Improvement			Wider Benefits	Cost			Deliverability			Stakeholder Support			
			Low	Medium	High		Low	Medium	High	Quick Win	Medium Term	Long Term	Low	Medium	High	
<i>Highway (Key Stakeholder: Borough)</i>																
1	Anti-Idling	Introduce anti-idling signage/banner at the front of the schools and awareness raising to launch. Associated anti-idling enforcement.	Reduce sources of emissions	X			i Supports STARS and HSL objectives	X			X					X
2	Anti-Idling Campaign	Seek to recruit 'Vehicle Idling Action Champion' for Brent and raise awareness of the impacts idling can have and benefits of turning off your engine.	Reduce sources of emissions	X			i Supports STARS and HSL objectives	X			X					X
3	Stagger school finish times	The three adjacent school have already worked together to stagger the school start times. It was reported at the audit that school related traffic activity is worse in the afternoon. With the new focus on air quality, review with other schools whether it is practical to stagger finish times and if this will give sufficient benefits.	Reduce sources and exposure to emissions		X		i Improve traffic flow	X			X	X			X	
4	School Street	<p>Introduce a timed access restriction on Crownhill Road between Manor Park Road and Burns Road to minimise drop off activity and prevent through traffic using the section of the street outside the school.</p> <p>The street would temporarily become a pedestrian and cycle only zone at set times in the morning and afternoon.</p> <p>Vehicles could not enter the street between these times unless they have been given an exemption. Residents and businesses who live and work on the school street, and blue badge holders would be able to register for an exemption.</p> <p>Signs would inform drivers of the restrictions before the entrance to the School Street. Non-registered vehicles entering the street during the times of operation will be identified by camera and issued a fixed penalty notice.</p> <p>The proposed extent of the School Street is shown in Figure 9. However, it may be beneficial to extend this to the junction with St John's Avenue or Harlesden Gardens to also reduce traffic activity outside the other two schools. This would mean that the two side streets need to be included as well, that they need to be changed to one-way northbound, or remain as they are but accept that some traffic would exit these streets onto Crownhill Road.</p>	Reduce sources of emissions	X			i Road safety i Reduce noise		X			X			X	

Measure	Description	Purpose	Potential Air Quality Improvement			Wider Benefits	Cost			Deliverability			Stakeholder Support			
			Low	Medium	High		Low	Medium	High	Quick Win	Medium Term	Long Term	Low	Medium	High	
		Note: The borough is considering running a pilot scheme of this nature at another school in Brent (Byron Court) and if this proves successful they intend to trial this at other schools too.														
5	Convert to one-way access only	Change Crownhill Road to be one-way eastbound only between Manor Park Road and Burns Road. This would eliminate the westbound queuing alongside the busy footway, and remove the pin-point issue – both of which will reduce emissions. These measures would also improve road safety. Together with the one-way measure, the footway by the school could be built out by approx. 2m into the carriageway and planting introduced – see measure below. Together with both of these measures, banned turns could be introduced at the junction of Park Parade and Harlesden Gardens and/or Park Parade and Sellons Avenues/ Springwell Avenue to reduce the volume of vehicles rat-running through Crownhill Road – see measure below.	Reduce sources of emissions		X		<ul style="list-style-type: none"> i Road safety i Reduce noise i Improve traffic flow 									X
6	Footway build-out	Together with converting Crownhill Road to one-way eastbound, build out footway outside the school by approx. 2m. This will improve the pedestrian amenity and will provide space for planting which may absorb/block pollutants, provide aesthetic benefits, provide sustainable drainage and create 'side friction' to slow traffic. The build out could be accompanied with an extended raised table outside the school to aid crossing movement, improve the public realm and provide the visual cues that this is a school area and drivers should moderate their behaviour accordingly. Using complementary footway and carriageway materials would help to reinforce this message.	Reduce exposure to emissions	X			<ul style="list-style-type: none"> i Road safety i Visual amenity i Biodiversity i Awareness raising 		X			X				X
7	Ban turning movement/s	As identified above, consider banning turning movements at the junction of Park Parade and Harlesden Gardens and/or Park Parade and Sellons Avenues/ Springwell Avenue to reduce the volume of vehicles rat-running through Crownhill Road to avoid the southbound queues on Manor Park Road.	Reduce sources of emissions		X		<ul style="list-style-type: none"> i Road safety 	X			X				X	
8	Introduce Keep Clear marking	Introducing a Keep Clear marking on Manor Park Road near the junction with Crownhill Road which will make it easier for traffic to exit Crownhill Road, thereby reducing queuing outside the school. An alternative to a Keep Clear marking is to introduce Yellow Box markings.	Reduce sources of emissions	X			<ul style="list-style-type: none"> i Road safety i Improve traffic flow 	X			X					X

Measure	Description	Purpose	Potential Air Quality Improvement			Wider Benefits	Cost			Deliverability			Stakeholder Support			
			Low	Medium	High		Low	Medium	High	Quick Win	Medium Term	Long Term	Low	Medium	High	
9	Reduce length of parking bays	Consider reducing the length of the parking bay on the northside of Crownhill Road, close to the junction of Manor Park Road. This will help to minimise the pinchpoint issue outside the school and thereby reduce queuing and stop/start activity.	Reduce sources of emissions	X			i Road safety Improve traffic flow	X			X				X	
10	Enforcement of waiting and loading restrictions	There is currently some abuse of the Keep Clear markings and double yellow lines from drop-off activity. Review whether the current enforcement by Civil Enforcement Officers can be improved and, if not already used, whether it is possible to occasionally deploy mobile enforcement vehicles.	Reduce sources of emissions	X			i Road safety Improve traffic flow	X			X					X
11	Pedestrian crossing - pedestrian detection	Investigate whether it is feasible to install to pedestrian detection technology at the pedestrian crossing outside the school in order to minimise the number of incidents where the crossing gets called unnecessarily which leads to increased stop/start activity and queuing.	Reduce sources of emissions	X			i Improve traffic flow		X		X				X	
12	Healthy Streets approach, sustainable transport and roadspace reallocation from vehicular traffic	Promote the Mayor of London's Healthy Streets approach which aims to improve air quality, reduce congestion and help make London's diverse neighbourhoods greener, healthier and more attractive places to live, work, play and do business. Take a proactive role in endorsing the approach and supporting these initiatives.	Reduce sources and exposure			X	i Promotion of sustainable travel			X			X	X		
Highway (Key Stakeholder: TfL)																
13	ULEZ	The introduction of the ULEZ in central London in April 2019 and the proposed expansion of the ULEZ for all vehicles and the tightened emission standards for the Low Emission Zone for buses, coaches and lorries (subject to consultation) will significantly improve air quality.	Reduce sources of emissions			X				X			X	X		
School Grounds (Key Stakeholder: School/ Borough)																
14	Green screening	Introduce green screening on the inside of the boundary railings to fill in gaps in existing green buffer from trees and shrubs. This is particularly needed around the nursery playground which is most exposed to traffic emissions from Manor Park Road and Crownhill Road. Alternatively, plant out these areas further. Recent research has shown that green screening such as ivy can reduce exposure by over 20% - this	Reduce exposure to emissions	X			i Visual amenity Security, privacy	X	X		X	X				X

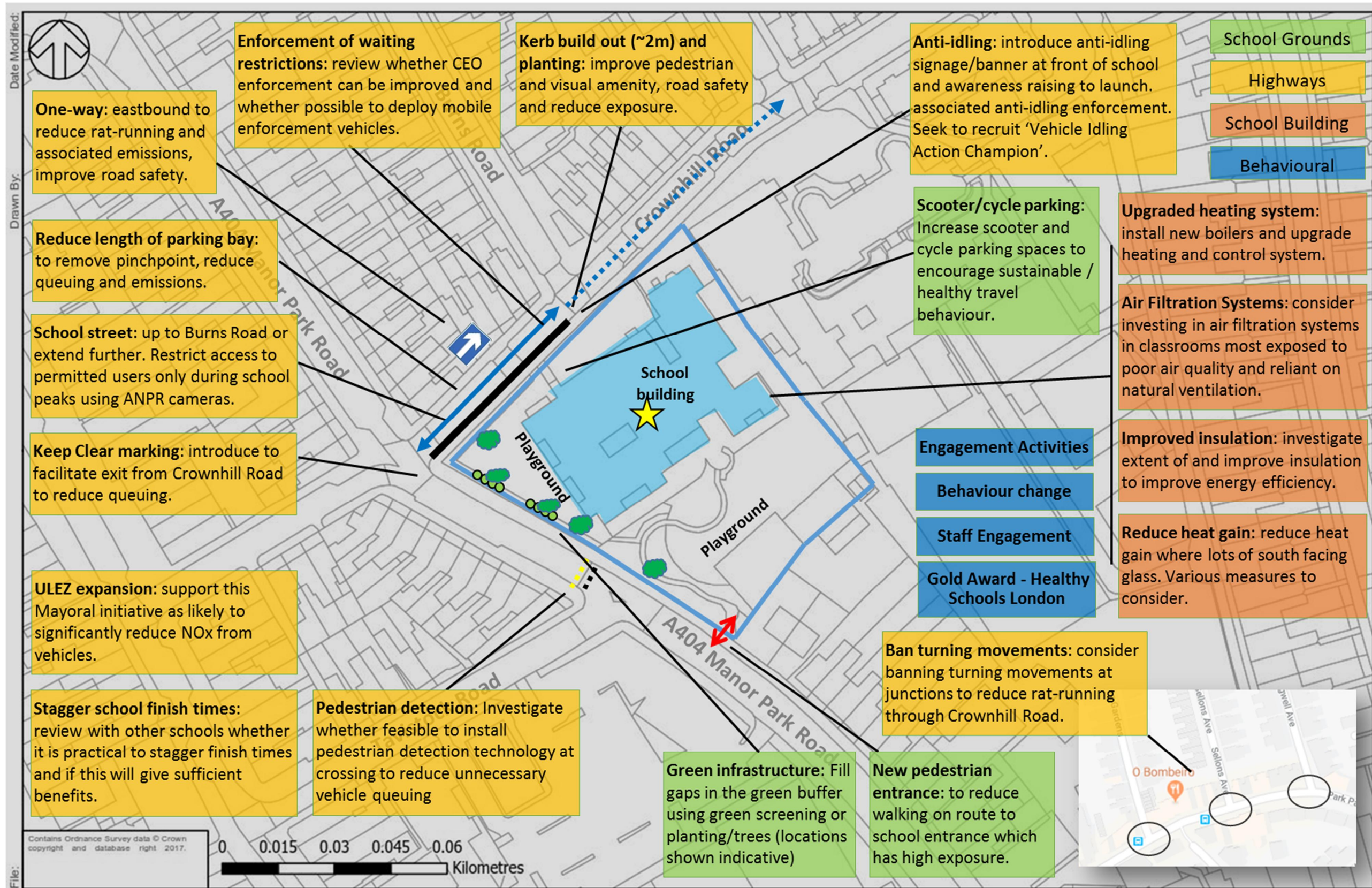
Measure	Description	Purpose	Potential Air Quality Improvement			Wider Benefits	Cost			Deliverability			Stakeholder Support		
			Low	Medium	High		Low	Medium	High	Quick Win	Medium Term	Long Term	Low	Medium	High
		is discussed in the Toolkit included in the main report for the School Air Quality Audit programme.													
15	Scooter/ Cycle Parking	Increase scooter and cycle parking spaces to encourage sustainable / healthy travel behaviour.	Reduce sources of emissions: promoting walking, scooting and cycling by providing improved local conditions	X				X			X				X
16	New pedestrian entrance on Manor Park Road	The area most exposed to emissions is along the footway between the Manor Park Road bus stop and the school entrance on Crownhill Road. Opening the existing gate to the school on Manor Park Road just north of the bus stop would reduce the walking distance along this route for some children. The benefits of this have to be weighed up against the increased operational/resourcing requirements that this creates.	Reduce exposure to emissions	X				X	X		X			X	
School Building (Key Stakeholder: School/ Borough)															
17	Upgraded heating system	Install new boilers and upgrade heating and control system. Potentially lessening need for ventilation via opening doors/windows. Consider installation of an Optimising Compensator Control System to reduce time the boiler is used based on e.g. weather, occupancy of school etc. Consider replacing boilers with an Ultra Low NOx gas boiler with dry NOx emissions not exceeding 40 mg/kWh (at 0% O2). Where possible replace with Heat Pumps with zero local emissions, particularly where more significant building changes are planned. As whilst there are significantly higher costs to install and require remedial works, they will reduce ongoing costs and greatly reduce emissions, increasingly so as electricity generation becomes increasingly decarbonised.	Reduce sources and exposure to emissions	X			Reduced energy consumption and reduced operating costs					X	X	X	X
18	Air Filtration Systems	Consider investing in air filtration systems in classrooms most exposed to poor air quality and reliant on natural ventilation – particularly those facing Manor Park Road. These systems are relatively high cost, only cover a single room per unit, and require ongoing maintenance and power consumption, but have demonstrated some encouraging initial scientific evidence of efficacy,	Reduce exposure to emissions	X					X			X		X	

Measure	Description	Purpose	Potential Air Quality Improvement			Wider Benefits	Cost			Deliverability			Stakeholder Support		
			Low	Medium	High		Low	Medium	High	Quick Win	Medium Term	Long Term	Low	Medium	High
		with titanium dioxide proven to act as a reducer for NO _x and NO ₂ , and assist with virus reduction. The effectiveness of these systems will be reduced if windows are open.													
19	Improved insulation	Investigate extent of and improve insulation (particular to the older building) to improve energy efficiency, reduce heat loss, lessen energy usage, and potentially boiler run-times. Potentially less heat gain in hot weather, lessening need for ventilation via opening doors/windows.	Reduce sources and exposure to emissions	X											
20	Reduce heat gain	Reduce heat gain where lots of south facing glass (i.e. solar gain). Various measures to consider, varying costs: <ul style="list-style-type: none"> Internal blinds – cheap but less effective. Film on the glass – more effective, a bit more expensive, visual impact. Needs replaced every 5 years or so. External blinds – more expensive again, but more effective. Maybe vulnerable to damage due to e.g. kids and footballs etc, so maintenance might be an issue. Brise soleil – harder to retrofit and so expensive, but most effective at reducing solar gain. 	Reduce exposure to emissions	X											
Behavioural Measures (Key Stakeholder: School/ Borough)															
21	Engagement Activities	Deliver lesson plans with bespoke materials, poster and London school curriculum (see Appendix C), raising awareness of the issues and the type of measures that can have a positive impact on reducing poor air quality.	Awareness raising and behavioural measures	X			i Awareness raising	X			X				X
22	Behaviour change (Pupils/Families)	Prepare 'Welcome Packs' for new pupils / parents that includes the promotion of apps / sites such as 'www.walkit.com' to a) promote walking to / from school and b) promote the suitable walking routes to avoid air pollution hotspots.	Behavioural measures / reducing exposure to emissions.	X			i Awareness raising	X			X				X
23	Staff Engagement	Awareness raising session amongst staff about the impacts / costs of classroom ventilation and heating and share best practice.	Reducing sources and exposure	X			i Awareness raising	X			X				X
24	Attain a Gold Award in Healthy Schools London	This will entail reviewing the school's practices in promoting health & wellbeing that must be evidenced (via a Review Tool). We recommend that the school continues its good engagement	Behavioural measures / reducing exposure to emissions.	X			i Awareness raising	X			X	X			X

Measure	Description	Purpose	Potential Air Quality Improvement			Wider Benefits	Cost			Deliverability			Stakeholder Support		
			Low	Medium	High		Low	Medium	High	Quick Win	Medium Term	Long Term	Low	Medium	High
		with the Healthy Schools London programme and strives to attain a gold award.													
Wider Measures (Key Stakeholder: Borough/ TfL/ GLA/ Central Government)															
25	Targeted scrappage scheme for polluting vehicles entering London	Engage with any future proposals or consultations regarding the introduction of a targeted scrappage scheme, aimed at more polluting vehicles recorded entering London regularly over an extended period, promoting a transition to ultra-low emission vehicles, in conjunction with measures to promote more sustainable transport.			X				X				X	X	
26	Reform Vehicle Excise Duty	Lobby national government to reform Vehicle Excise Duty to reflect emissions of local pollutants as well as CO ₂ , and remove the ongoing incentivisation this lends to diesel vehicles.			X			X					X	X	
27	Promote a transition to electric heating and heat pumps	Seek to promote the principles of 'an all-electric city', including reducing/eliminating the use of gas in buildings, which city wide accounts for over 33% of emissions, by requiring or incentivising the use of electric heating/cooling via heat pumps in new buildings and major redevelopments.			X			X					X	X	
28	Reform Buildings Regulations to promote heat pumps	Support and promote dialogue at a national level concerning buildings regulations and how they're calculated to better account for local air quality issues as well as energy efficiency, and so promote wider deployment of technologies such as heat pumps.		X				X					X	X	
29	Zero emission zones	Review the effectiveness of planned measures and develop an approach for introducing a zero emission zone in central London and town centres in the short to medium term, and larger inner London and London-wide zones in the longer term. To be developed in conjunction with other policies such as the creation of Liveable Neighbourhoods, reducing road danger and making more efficient use of the street network, including for freight and servicing. Any specific schemes would be subject to statutory consultation.			X				X				X	X	

5.2 KEY RECOMMENDATIONS

Figure 9 – Summary Recommendations Map



5.3 PRIORITISED MEASURES FOR THE SCHOOL

5.3.1. To help prioritise what measures should be progressed for the school, borough officers and representatives of the school were asked:

'Based on the toolkit of measures and the findings of the observations and initial analysis, what are the top three measures you would prioritise for the school?'

5.3.2. The three measures identified as a priority were (in no particular order):

School Street/ other access restrictions

5.3.3. The implementation of a 'School Street' on Crownhill Road was identified. This would involve introducing a timed access restriction on Crownhill Road between Manor Park Road and Burns Road to minimise drop off activity and prevent through traffic using the section of the street outside the school.

5.3.4. The street would temporarily become a pedestrian and cycle only zone at set times in the morning and afternoon.

5.3.5. Vehicles could not enter the street between these times unless they have been given an exemption. Residents and businesses who live and work on the school street, and blue badge holders would be able to register for an exemption.

5.3.6. Signs would inform drivers of the restrictions before the entrance to the School Street. Non-registered vehicles entering the street during the times of operation will be identified by camera and issued a fixed penalty notice.

5.3.7. The proposed extent of the School Street is shown in Figure 9. However, it may be beneficial to extend this to the junction with St John's Avenue or Harlesden Gardens to also reduce traffic activity outside the other two schools. This would mean that the two side streets need to be included as well, or that they need to be changed to one-way northbound, or remain as they are but accept that some traffic would exit these streets onto Crownhill Road.

5.3.8. The School Street would not only contribute towards reducing sources of emissions at a very localised area, it would also help create a safer, more pleasant environment for children / parents travelling to school. Reducing the volume of traffic on these streets in the peak pick-up and drop-off hours should:

- i Reduce road danger from traffic;
- i Reduce pollution around the school gates from drop off activity and idling vehicles;
- i Promote more walking, cycling and active lifestyles for pupils and parents.

5.3.9. This could be implemented as a trial to begin with before a decision is made on whether to make it permanent. If appropriate, the borough could seek to redeploy the camera at other school sites which would benefit from a school street. This approach is being progressed by other boroughs, who are seeking to use the camera technology to enforce a wide range of contraventions (e.g. inappropriate use of bus lanes) to minimise any costs associated with the scheme.

5.3.10. As an alternative or in addition to a School Street, a reduction in the levels of drop off activity and through traffic could be achieved through making Crownhill Road one-way between Manor Park Road and Burns Road. This would eliminate the westbound queuing alongside the busy footway, and remove the pinch-point issue – both of which will reduce emissions. These measures would also improve road safety.

- 5.3.11. Together with the one-way measure, the footway by the school could be built out by approximately 2m into the carriageway and planting introduced – see example opposite. Together with both of these measures, banned turns could be introduced at the junction of Park Parade and Harlesden Gardens and/or Park Parade and Sellons Avenue/ Springwell Avenue to reduce the volume of vehicles rat-running through Crownhill Road.



Example of build out with planting outside school in Walthamstowe.

Green Infrastructure

- 5.3.12. It was agreed that one of the key measures that should be progressed is the implementation of a green barrier to better protect the playgrounds and classrooms facing onto Crownhill Road and Manor Park Road. Kings College London has recently assessed the efficacy of green screens in preventing vehicle emissions from nearby roads reaching school grounds, through the installation of an ivy screen Bowes Primary School in Enfield. In this instance the screen was found to be an effective pollution barrier, once the ivy had started growing and a significant impact could be seen once the screen had matured. It led to a decrease in the pollution concentrations on the playground side by 24% for NO₂ and 38% for PM₁₀.



Example of build out with planting outside school in Walthamstowe.

Anti-Idling/ Parking Restrictions

- 5.3.13. Idling activity and the current abuse of parking restrictions was identified as one of the key issues at the site. The relatively high number of parents driving their children to / from school observed during the audit, and leaving their engine switched on, means that the children travelling to / from school on foot are exposed to higher levels of pollution. This is a relatively quick win measure that can be actioned.
- 5.3.14. Brent Council is due to sign up to 'Idling Action London' and to appoint a 'Vehicle Idling Action Champion' as part of the Vehicle Idling Action programme. As part of this a volunteer is due to be deployed at the school.
- 5.3.15. In a similar vein to other schools, posters / banners could be produced by the children themselves to raise awareness of the impacts of idling and promote the use of sustainable travel. Anti-idling signs can be introduced outside the school.
- 5.3.16. The above should coincide with a review of whether the current enforcement by Civil Enforcement Officers can be improved and, if not already used, whether it is possible to occasionally deploy mobile enforcement vehicles.



5.4 STARS ACCREDITATION SCHEME FOR SCHOOLS

- 5.4.1. STARS is TfL's world leading school travel accreditation scheme, inspiring young Londoners to travel smarter and more sustainably, and should form the framework within which the behaviour change related components of the above recommendations are recorded.
- 5.4.2. Many of the recommendations would also serve to contribute towards the required 'travel activities' and 'support activities' required to attain Gold status – which should ultimately be the aim for the school.
- 5.4.3. Equally by embracing the STARS process, delivering sustainable travel activities, achieving modal shift targets and demonstrating effective community engagement, the school will have successfully delivered air quality improvements through reduced travel by cars. The framework of STARS enables the school and borough to document, track and share their continued progress, and embed and implement the recommendations throughout the school community.
- 5.4.4. Schools are encouraged to note any air quality related activity undertaken on their TfL STARS profile stars.tfl.gov.uk, and to help inspire other schools, they are required to tell their story for each activity they have delivered.
- 5.4.5. Table 3 outlines the requirements for achieving the Bronze, Silver and Gold accreditation. John Keble Church of England Primary School has achieved Gold accreditation.

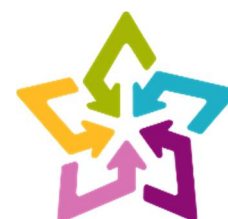


Table 3 – STARS Scheme Accreditation Requirements

Bronze	Silver	Gold
<ul style="list-style-type: none"> — Complete 10 different 'travel activities' from the list of 80. Evidence is not required but it is recommended. 	<ul style="list-style-type: none"> — Complete 20 different 'travel activities' from the list of 80. Evidence is required and must be submitted to the STARS website. 	<ul style="list-style-type: none"> — Complete 25 different 'travel activities' from the list of 80. Evidence is required and must be submitted to the STARS website.

<ul style="list-style-type: none"> – Complete 6 different 'supporting activities' from the list of 40. Evidence is not required but it is recommended. – Complete a hands up survey (with a respondent rate of at least 90%) to get a baseline understanding of how pupils get to school – Set targets for a minimum of two modes 	<ul style="list-style-type: none"> – Complete 10 different 'supporting activities' from the list of 40. Evidence is required and must be submitted to the STARS website. – Demonstrate that a shift away from the car has been achieved through hands up survey results – Record its staff travel patterns, through the same hands up survey method – Set up a School Travel Plan working group with student representatives – Present various bits of evidence of pupil, governor, staff and school council involvement (such as meeting minutes) – Conduct consultation with parents and show results of this – Carry out research and/or consultation 	<ul style="list-style-type: none"> – Complete 15 different 'supporting activities' from the list of 40. Evidence is required and must be submitted to the STARS website. – Demonstrate that mode share has been shifted away from the car by at least 6%, or that 90% of travel is done by non-car modes – Demonstrate that the targets from the last academic year were achieved or exceeded – Demonstrate that residents and neighbours are aware of the school's plans to promote safer and more active travel – Demonstrate that the travel plan is an agenda item on at least one senior management meeting per year – Demonstrate that safe and active travel is part of the School Development Plan
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5.4.6. Our recommended measures for the school include a number of initiatives that would help strengthen and retain the current Gold STARS scheme status, such as anti-idling awareness raising measures. STARS activity cards are available for these measures, as well as a wide range of other topics <https://stars.tfl.gov.uk/Explore/Idea>.

5.5 HEALTHY SCHOOLS LONDON

5.5.1. The Healthy Schools London programme should also as framework for promoting sustainable transport measure that will contribute towards improved local air quality. To achieve the Healthy Schools London Bronze award, one of the criteria is that “*the school promotes active travel to and from school*”, and provides a number of examples, including:

- i By implementing a school travel plan and running active travel initiatives such as:
- i walk/cycle to school days
- i walkers/cyclers breakfast clubs
- i cycling at break times
- i pedestrian skills and cycle training
- i active travel competitions
- i accreditation programmes

5.5.2. The schools must complete the following statements:

- i Active Travel is promoted by:
- i School travel plan: Date awarded/reviewed
- i Active travel initiatives including:

5.5.3. Our recommended measures for the school include a number of initiatives that would also count towards these criteria, including a variety of proposals to promote improved environments for

walking, scooting and cycling, and initiatives to promote behaviour change and raise awareness of benefits of active travel.

5.6 AIR QUALITY ALERTS

- 5.6.1. When high and very high air pollution is forecast, air quality alerts are displayed at many public locations across London including 2,500 bus stop countdown signs and all Tube stations. Alerts and guidance are also available via social media, an app and a text alert service providing information and guidance on the alert level.
- 5.6.2. The Mayor has recently (January 2018) expanded his existing air quality alerts systems and appointed King's College London to continuously monitor air pollution using the existing air quality monitoring network and cutting-edge modelling tools, delivering alerts as required. They will also directly notify a wider group of stakeholders so that the alerts are disseminated more widely and targeted at Londoners who are most vulnerable to the impacts of poor air, including schools.
- 5.6.3. Each school has been provided with further information via email on what the alert means, and how to reduce pupils' personal exposure, and they can contact AirQualityLondon@london.gov.uk for more information.

5.7 ENGAGEMENT

- 5.7.1. Engagement activities to raise awareness of the issue of air quality amongst children and the school community are fundamental to achieving change.

MAYOR'S LONDON CURRICULUM PROGRAMME

- 5.7.2. The London Curriculum offers a wide range of high-quality teaching resources supporting most subjects on the national curriculum, CPD for teachers and events for children. Resources and activities are inspired by the city's diverse culture, heritage, science and technology, built environment, green spaces and rivers.
- 5.7.3. The Mayor of London's Air Quality Audits will be supported by a new programme of targeted activity delivered through the London Curriculum. The focus of the programme is to support teacher subject knowledge, and confidence to tackle air quality as a science subject recognising that this requires a wide knowledge and skill base of science, statistics and mapping. Activities associated with the above is detailed in Appendix C, for delivery by the schools / London Curriculum during the spring and summer terms, and summarised below:



AUTUMN TERM

- i WSP undertake school AQ audits
- i London Curriculum engage with schools / school champion.
- i By mid-October publish forward dates for spring term activity.
- i Publish London.gov. web page which brings together the offer.

SPRING TERM – TEACHER FOCUSED ACTIVITY

- i STEM Learning package of available cpd on air quality
- i RGS primary school geography network meeting
- i ESRI training on mapping software for schools
- i GLA provides schools with results and recommendations from WSP's audits, including outputs to be used for lesson material to use in future projects / initiatives.

SUMMER TERM – PUPIL FOCUSED ACTIVITY

- i Schools undertake project with pupils.
- i National Clean Air Day June 2018.
- i Support from IRIS/Science Learning Partnership/STEM Ambassador TBC.
- i Schools recognition of air quality projects/celebration TBC.

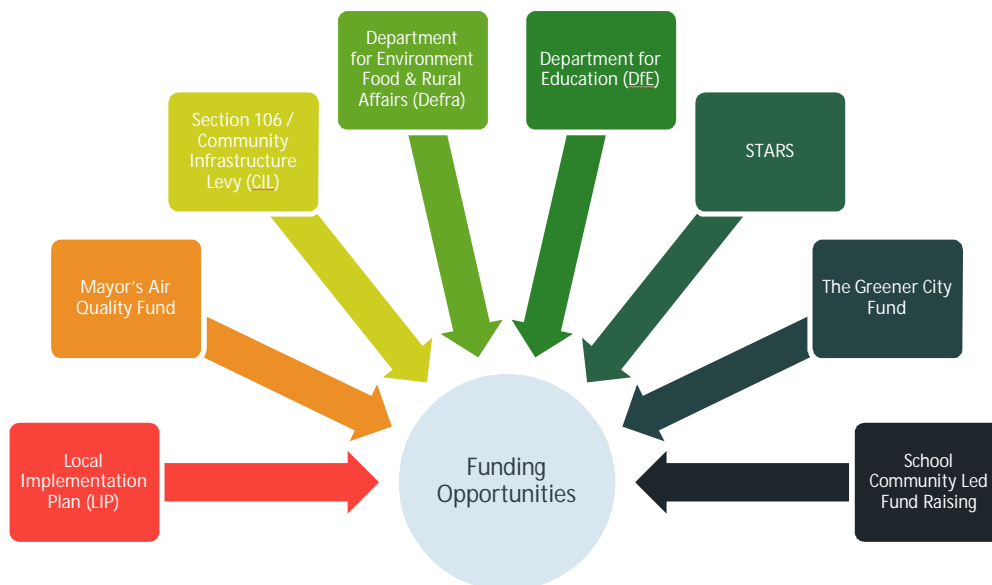
HEALTHY EARLY YEARS LONDON (HEYL)

- 5.7.4. Building on the success of Healthy Schools London, Healthy Early Years London is an awards scheme funded by the Mayor of London that supports and recognises early years setting achievements in child health, wellbeing and school readiness. Healthy Early Years London focuses on the whole child and gives settings a framework for their activity with children, parents, carers and staff and the wider community. HEYL will help to reduce health inequalities by creating environments which support a healthy start to life and promote a whole setting and targeted approach across a number of themes including Sustainability-active travel and air quality.
- 5.7.5. HEYL complements and enhances the statutory Early Years Foundation Stage (EYFS) framework, providing further focus on children, families and staff health and wellbeing. There are 4 levels of Awards: HEYL First Steps, Bronze, Silver and Gold. HEYL can be used as an improvement tool to support practice in all Early Years settings including active travel:
- i Active travel is supported and encouraged, both for journeys to and from the setting and for trips (e.g. walking, scooting)
 - i The setting is signed up to receive air quality alerts from www.airtext.info/alerts
 - i There are activities and information available for parents and carers to support sustainability including: active travel, recycling or energy saving
 - i Practitioners are able to discuss and advise parents and carers on active travel
- 5.7.6. The full programme is due for official launch in spring 2018 which is intended to reach all 13,000+ settings and providers of childcare across London.

5.8 FUNDING OPPORTUNITIES

- 5.8.1. A wide range of potential funding sources are available and should be considered to progress some of the measures outlined above, as set out in the figure below.

Figure 10 – Summary of funding opportunities



5.8.2. Below, we discuss each of these in turn and set out the criteria associated with obtaining these funding opportunities, to enable the borough / schools to understand what measures they could progress with the funding opportunities that exists.

Local Implementation Plan (LIP)

5.8.3. A primary source of funding is linked to the Local Implementation Plan (LIP) 3 that will provide spending from April 2019 until April 2020, with bidding closing in October 2018. The guidance on bidding specifically references the need to improve air quality at schools:

'2.34 In the short- to medium-term, there must be a particular focus on action to reduce air, pollution, reducing exposure to it and tackling pollution hotspots, which boroughs should support through their LIP. Locations that have large numbers of vulnerable Londoners, such as schools, should be prioritised for action. In particular, the boroughs have an important role in ensuring recommendations from the Mayor's school air quality audit programme are implemented, and LIP funding can be directed at both the audits and the delivery of measures.'

5.8.4. It is expected that recommendations from the audits can be implemented by the London boroughs using funding from TfL's Local Implementation Plan (LIP) funding stream, but this is subject to boroughs prioritising this area. It is ultimately at the discretion of the borough to follow this guidance and allocate money to fund the measures outlined above.

5.8.5. Whilst the Mayor has allocated funding for the first 50 audits, he expects the London boroughs to roll this out so that every school that is located in an area of high pollution can benefit from this approach. LIP funds are a source of funding for this, and guidance is being developed, alongside an audit toolkit and template, to be used locally to complete school air quality audits for other schools.

Mayor's Air Quality Fund (MAQF)

5.8.6. The MAQF is a £20 million fund, over ten years to support new projects by London boroughs to improve air quality. The first round of funding supported a wide range of projects, including: freight

consolidation, green walls, low emission vehicles, reducing pollution from construction sites and digital signage to reduce engine idling.

5.8.7. In summer 2018, the third round of MAQF funding will open for applications (for projects commencing in April 2019).

Section 106 / Community Infrastructure Levy (CIL)

5.8.8. Section 106 (S106) agreements and Community Infrastructure Levy (CIL) are potential sources of funding towards measures to address local air pollution.

5.8.9. S106 agreements, also known as planning obligations, are legal agreements made between local authorities and developers, and designed to address issues that new developments may cause or worsen on local infrastructure. The content of a S106 agreement is agreed during the consultation period of the planning application and the agreement is prepared by the council's solicitor.

5.8.10. A Community Infrastructure Levy (CIL) is a planning charge introduced by the government via the Planning Act 2008. It provides a means of ensuring that a new development contributes to the cost of the infrastructure that the development will rely on, such as schools and roads.

5.8.11. The levy applies to most new buildings and charges are based on the size and type of the floor space being created. The idea behind the CIL is that it's fairer, faster and more certain than the system of S106 planning obligations, which are negotiated on a case-by-case basis and that contributions can be sought in accordance with local policy objectives.

Liveable Neighbourhoods

5.8.12. A Liveable Neighbourhood scheme will deliver attractive, healthy and safe neighbourhoods for people and involves changes to improve conditions for walking and cycling and reducing traffic dominance – all of which can play a part in reducing air pollution. The types of measures that can be funded via this programme may include new pedestrian crossings, a network of good cycle routes, redesigned junctions, restrictions on motor traffic in town centres as well as wider improvements against each of the ten Healthy Streets Indicators.



5.8.13. The programme has a budget totalling £85.9m over the five financial years (2017/18 – 2021/22), excluding the funding for the remaining Major Schemes that will be completed during this period. Although costs will vary considerably from scheme to scheme, it is expected that TfL contributions for most schemes will fall within a range of £1m to £10m, with the majority probably under £5m.

Department for Environment Food & Rural Affairs (Defra) Air Quality Grant Scheme

5.8.14. Defra's air quality grant scheme provides funding to eligible local authorities to help improve air quality. The scheme helps local authorities to make air quality improvements and to meet their statutory duties under the Environment Act 1995. It has awarded over £52 million in funding to a variety of projects since it started in 1997.

- 5.8.15. It is noted that the applications for 2017 to 2018 has now passed (December 2017) but it is recommended that Local Authorities submit future applications to implement some of the measures outlined within this report. It is noted that LA's have previously successfully applied for funding some behavioural / awareness raising measures. For example, the London borough of Islington was awarded £50,000 as part of a school focussed awareness and engagement campaign.

Department for Education (DfE)

- 5.8.16. There may be scope for delivering some of the measures identified through DfE funding for school buildings and land, including capital funding for schools and academies, such as the Condition Improvement Fund, Priority School Building Programme, Early Years Capital Fund.

- 5.8.17. Additionally, the Salix Energy Efficiency Loan Scheme provides funding for schools and colleges through DfE, to reduce energy costs through the installation of energy efficiency technologies.



This funding would apply to measures designed to reduce emissions through improving building energy use – such as replacing an older boiler with a heat pump, or increasing building insulation. To receive funding a project would need to save energy as well as improve air quality, and energy savings would need to have a payback period of eight years or less. In addition, the project must not exceed a maximum cost of £200 per tonne of CO₂ saved.

Greener City Fund

- 5.8.18. The Mayor's Greener City Fund (www.london.gov.uk/greenercity) includes a range of programmes to create and improve green spaces and encourage tree planting in London. This is part of the Mayor's commitment to making a London a National Park City.
- 5.8.19. Two grant schemes, offering grants between £5,000 and £50,000 are open to applications from schools:

- i Community Tree Planting Grants will support applicants to plant trees and help improve children's access to nature. This includes supporting tree planting in areas where there are currently low levels of tree cover, or where trees could help tackle issues such as air pollution. The next funding round will open in spring 2018 for projects to take place in the winter 2018/19.
- i Community Green Space Grants aim to improve and increase green space across London, and can include greening playgrounds or routes to school, or natural play space for children. The next funding round will open in summer 2018 for projects to take place in 2019.

RE:FIT

- 5.8.20. RE:FIT London is jointly funded by the GLA and the European Union European Regional Development Fund, and is helping to achieve the Mayor's aim for London to be a zero carbon city by 2050. The programme is designed to help public sector organisations save carbon, energy and money by retrofitting buildings to make them more energy efficient, from simple measures like lighting and controls to solar panels. Since it was established in 2009 the programme has not only reduced carbon emissions, but also resulted in large guaranteed energy savings (typically around 15-25%).
- 5.8.21. The RE:FIT London Programme Delivery Unit is an expert team which provides free end to end support to deliver projects.

- 5.8.22. The RE:FIT framework of energy service companies saves time and resources for organisations that are procuring retrofit services and works and – because it is an energy performance contracting framework - guarantees energy and cost savings. Schools in particular benefit from being able to procure through this framework via a fast-track route. Further information is available at www.london.gov.uk/refit

TfL STARS Reward Scheme

- 5.8.23. Whilst there is no specific funding attached to STARS, as gaining STARS accreditation helps boroughs to achieve their targets for reducing school related car travel, and increasing cycling and walking, they often choose to link it to incentives – such as local grant funding through their LIP programmes and priority access to other opportunities.
- 5.8.24. It is important for boroughs to highlight that a possible benefit of getting STARS Accreditation is that it will potentially enable them to access funding for a variety of measures that contribute towards improving air quality and health. In broad terms, funding can be secured if the proposed measure:

- i Promotes one aspect of safer and smarter travel choices (walking, cycling, scooting, safer / smarter driving, public transport and road safety).
- i Helps the school reduce congestion (and pollution) in the vicinity of the school.

- 5.8.25. Ideas include, but are not limited to:

- i Training – pedestrian skills, scooter safety, balance bike, cycling
- i Cycling – storage, helmets, pool bikes, bike market, Dr Bike
- i Resources – sustainable travel and road safety books, reflective and fluorescent products
- i Staffing – supply cover to allow STP staff training and workshop attendance.

- 5.8.26. It is increasingly important that boroughs seek to create a portfolio of funding opportunities, and with that in mind other potential funding sources include:

- i **Local Clinical Commissioning Groups.(CCG)** - <https://www.nhscc.org/ccgs/>
- i **Health and Wellbeing Boards:**
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/215261/dh_131733.pdf
- i **Charitable Trusts**
- i **Local business funding**
- i **Consortium approach** – pooling funding with other boroughs and achieve economies of scale

Other Funding Sources

- 5.8.27. There are several grant funding bodies who may be interested in funding recommendations particularly if a borough links up with a community organisation - <https://www.dsc.org.uk/category/fundraising/funding-sources/>
- 5.8.28. Boroughs could also seek to influence the Joint Strategic Needs Assessment process undertaken by Health and Well Being Boards and Directors of Public Health. This is the process which looks at local clinical, health and well-being population needs, and on which CCGs base their funding priorities.

Other sources of funding for green infrastructure

- 5.8.29. Potential sources of funding for green infrastructure in schools include:

- The Tree Council's **Trees for Schools** programme offers grants between £100 and £700 to fund tree planting www.treecouncil.org.uk/grants/trees-for-schools
- The **Woodland Trust** offers free trees for schools www.woodlandtrust.org.uk/get-involved/schools/trees-for-schools/
- The **Gregg's Foundation Environmental Grants** offer up to £2,000 for projects that improve the physical environment in a way that will improve people's lives, including in schools where the project is accessible to the wider community www.greggsfoundation.org.uk/environmental-grant
- **Tesco Bags of Help** offer up to £4,000 to a wide range of projects, including environmental improvements to school grounds www.groundwork.org.uk/Sites/tescocommunityscheme
- **The Big Lottery Fund's Awards for All programme** offers up to £10,000 for a wide range of projects that "improve the places and spaces that matter to communities", including schools www.biglotteryfund.org.uk
- **Learning Through Landscapes Nature Grants Scheme** –grants will re-open in Spring 2018 www.ltl.org.uk/naturegrants
- **Trees for Cities** – are a charity able to match-fund the remaining shortfall after the financial contribution towards the project from the land owner. Their most notable schools programme is the Edible Playgrounds programme, which includes the design and creation of an edible teaching garden space within school grounds. Their other programmes include School Greening projects (mini forest style spaces, wildlife areas, biodiversity features) and Trees for Schools, a programme funded by Defra and delivered in partnership with the Woodland Trust. <https://treesforcities.org/projects/schools/>
- **Groundwork London** – are an environmental regeneration charity specialising in community-based green interventions and behaviour change, with a team of Landscape Architects and community officers who can support schools in designing and implementing green interventions, supporting the curriculum and taking a 'whole school' approach to understanding air quality. They also manage programmes that could offer funding for schools in considering their interventions, and fundraising support. Contact londonairquality@groundwork.org.uk www.groundwork.org.uk/london.

School Community Led Fund Raising Initiatives

- 5.8.30. As well as the specific funding opportunities outlined above, there is an important role for the School, Ward Councillors, the Parent's Teachers Association (PTA) and School Governors, both in a lobbying and leadership capacity, and as vehicles for fundraising to support and promote particular measures and initiatives.

5.9 MONITORING

- 5.9.1. An important outcome of the school air quality audits will be in assessing the effectiveness of different schemes and initiatives implemented, so that the findings can be used to continually update and refine the toolkit of measures for use in future audits.
- 5.9.2. Whilst it will likely prove difficult to disaggregate the impact of a range of measures when implemented simultaneously, by recording this information across all participating schools in London, and pooling the findings, it will provide some useful overall insights into what types of solutions work best in practice amongst a given set of conditions.
- 5.9.3. In order to undertake these assessments and build on the existing evidence available, it will be essential to establish an effective baseline dataset, and plan a programme of monitoring post implementation of any measures. This monitoring may include a wide range of metrics including

surveys, traffic information, and air quality monitoring. The scope for monitoring should be proportionate to the extent of the problem and the scale of the investment.

5.9.4. Where possible such monitoring should cover:

- i Key pollutants (NO_x, PM₁₀, PM_{2.5}), and/or
- i a range of other suitable metrics (i.e. travel to school mode shares, STARS and Healthy Schools accreditations, traffic counts (as a proxy for road transport emissions), school buildings and boiler conditions, surveys and behavioural responses of parents/staff).

5.9.5. The Mayor recently announced the trial of new air quality monitoring sensors in hundreds of hot spots across London, including schools, as well as fleet of mobile sensors, which if successful may be used to monitor localised air quality around the school, in addition to the network of existing monitors when already located near the school.

5.9.6. The GLA will be seeking to maintain the dialogue with boroughs, and to facilitate the sharing of findings and experiences as different measures and initiatives are implemented following the audits. This will enable an assessment of their effectiveness in reducing sources of, or exposure to, local air pollution. It is envisaged this will take place 6-12 months after the audit programme is concluded.

Chapter 6 – Next Steps

6 NEXT STEPS

6.1.1. Based on our experiences in undertaking the audit, we found there to be a passionate group of individuals representing both the school and the borough council, who were eager to make a difference, and enthusiastic about delivering a range of solutions to improve local air quality for the children, and the wider community as a whole.



6.1.2. The borough and key stakeholders should investigate the scope for rapidly delivering key measures from the recommendations, in order to achieve a combination of quick win improvements for the school, but also thinking more holistically about how some of the medium to longer term recommendations can be progressed, to deliver transformational change, to the lasting benefit of future generations.

6.1.3. By participating in this audit the following steps have been completed:

- i Identified the sources of outdoor air quality and potential exposure by primary school children.
- i Engaged school communities, including in a review of their TfL STARS travel plan, educating stakeholders about the impacts of air pollution and providing recommendations on activities, initiatives and policies that the primary school could implement to further reduce emissions and/or exposure.
- i Engaged with the borough to inform the feasibility of the proposed recommendations.
- i Recommendations for the boroughs consideration and future implementation.

6.1.4. In order to take forwards the recommendations identified within this report, the borough council will need to continue to work closely with the school and local community, building on the relationships already in place.

6.1.5. A wide range of potential funding sources are identified within the report, and borough councils and schools are encouraged to apply for these where appropriate to maximise the potential for delivering the recommendations.

6.1.6. The School and wider school community, including School Governors, have an important leadership role in ensuring that measures to reduce exposure and emissions are included in the school's strategic plan.

6.1.7. STARS is an ongoing process, and the school should continue working towards the targets they have set, and continue adding to their air quality related activities, and uploading evidence to contribute towards achieving and sustaining higher levels of accreditation.

6.1.8. An important outcome from this project will be to build on our knowledge of how effective different measures prove to be over time, so that the findings can be used to continually update and refine the toolkit of measures for use in future audits.

6.1.9. We also hope that the borough and school will come together as part of a wider School Air Quality forum, to share their experiences with other boroughs and schools facing similar challenges.

6.1.10. A wide range of guidance and useful literature is available to support further studies, schemes or initiatives with the aim of improving local air quality:

- i **GLA** – Local Authorities and Air Quality – A summary of action taken by London boroughs to improve air quality -
https://www.london.gov.uk/sites/default/files/borough_air_quality_report_2017_final_2.pdf
- i **GLA** – Updated Analysis of Air Pollution Exposure in London
https://www.london.gov.uk/sites/default/files/aether_updated_london_air_pollution_exposure_final_20-2-17.pdf
- i **British Lung Foundation** - Air Pollution Guidance for School Staff
(https://neu.org.uk/system/files_force/publication-files/NEU%20BHF%20air%20pollution%20guidance%20FINAL.PDF?download=1)
- i **DfE** - Guidelines on ventilation, thermal comfort, and indoor air quality in schools
- i **Better Places for People** (World Green Building Council) – Indoor Air Quality at Schools

Appendix A – The Mayor's commitment to improving air quality: Key Documents

The Mayor's commitment to improving air quality: Key Documents

The Mayor is implementing a significant programme of measures to reduce London's deadly air pollution and protect the health and wellbeing of all Londoners, enshrined within the following key documents:

- **The London Environment Strategy** – a bold and ambitious strategy, with a particular focus on air quality. This is the first strategy to bring together approaches to every aspect of London's environment, including: air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change and ambient noise.
https://www.london.gov.uk/sites/default/files/london_environment_strategy_draft_for_public_consultation.pdf
- **The Draft London Plan** - published in November 2017, places a considerable emphasis on air quality, with policy S|1 stating that London's air quality should be significantly improved, and exposure to poor air quality, especially for vulnerable people, should be reduced.
<https://www.london.gov.uk/what-we-do/planning/london-plan>
- **The Mayor's Transport Strategy 2018** - The Mayor has set out ambitious plans to improve transport in London over the next 25 years in his draft Transport Strategy. It includes record investment in new and improved rail, tube and bus services, an unprecedented focus on walking and cycling, and a commitment to make the entire transport system zero-emission by 2050.
<https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>
- **Expanding the Ultra Low Emission Zone (ULEZ) and tightening the Low Emission Zone (LEZ)**
https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/user_uploads/supporting-information-document-updated-12.12.17.pdf

A wide range of further information, guidance, funding and useful literature is available to support further studies, schemes or initiatives with the aim of improving local air quality, including, but not limited to:

- **Local Authorities and Air Quality** – A summary by the GLA of action taken by London boroughs to improve air quality -
https://www.london.gov.uk/sites/default/files/borough_air_quality_report_2017_final_2.pdf
- **Updated Analysis of Air Pollution Exposure in London** – GLA
https://www.london.gov.uk/sites/default/files/aether_updated_london_air_pollution_exposure_final_20-2-17.pdf
- **British Lung Foundation** - Air Pollution Guidance for School Staff
(https://neu.org.uk/system/files_force/publication-files/NEU%20BHF%20air%20pollution%20guidance%20FINAL.PDF?download=1)
- **Guidelines on ventilation, thermal comfort, and indoor air quality in schools** – DfE -
<https://www.gov.uk/government/consultations/ventilation-thermal-comfort-and-indoor-air-quality-in-schools>
- **Better Places for People** (World Green Building Council) – Indoor Air Quality at Schools -
<http://www.worldgbc.org/sites/default/files/Better%20Places%20for%20People%20-%20Schools%20Briefing%20Notes%20-IAQ.pdf>
- **Air quality alerts** - Each school has been provided with further information via email on what the alert means, and how to reduce pupils' personal exposure AirQualityLondon@london.gov.uk
- **Control of Dust and Emissions during Construction and Demolition SPG** prepared by the GLA, which includes requirements for construction sites to monitor air quality and share the results with the borough – <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and>
- **The Mayor's Greener City Fund** - www.london.gov.uk/greencity
- **RE:FIT London** - jointly funded by the GLA and the European Union European Regional Development Fund, and helping to achieve the Mayor's aim for London to be a zero carbon city by 2050 as part of the Mayor's £34m Energy for Londoners programme. The programme is designed to help public sector organisations save carbon, energy and money by retrofitting buildings to make them more energy efficient. The RE:FIT framework of energy service companies saves time and resources procuring retrofit services and works. Schools in particular benefit from being able to procure through this framework via a fast-track route. Further information is available at www.london.gov.uk/refit

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Appendix B – Audit Template

SCHOOL AIR QUALITY AUDIT TEMPLATE

School Name:

Address:

Key Telephone Contact:

Key Email Contact:

Head Teacher:

School Staff (name/role):

School Staff (name/role):

School Staff (name/role):

Borough Name:

Sub-region:

Borough AQ Officer:

Borough TP Officer:

Borough School Transport Officer:

WSP Auditor/s:



Audit Date:

Audit Time:

Weather Conditions:

Any exceptional circumstances:

Notable Events/ Traffic incidents:

Background Information

1. Pupil Numbers:
2. Building Description
3. School Building Age
 - a. Any extensions (building age)
 - b. Any planned growth?
 - c. BREEAM rating (if available)
4. Mode share and trip numbers, recent trends
 - a. Walk
 - b. Cycle
 - c. Public Transport
 - d. Car
 - e. Other
5. STARS status:

6. Local Area Type

- a. City Centre
- b. Major Centre
- c. Metropolitan Centre
- d. Suburban
- e. Residential

7. Road Type

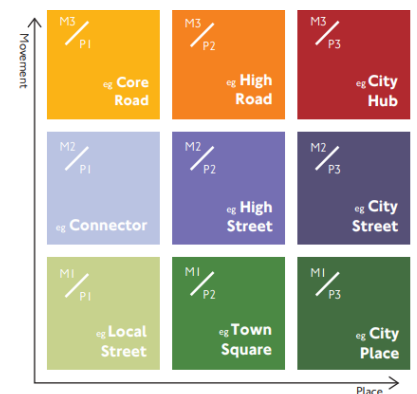
- a. TLRN Road
- b. Main Road
- c. Near Main Road
- d. Residential Street
- e. Cul-de-sac

9. Proximity to Road

Distance to largest adjacent road (m):

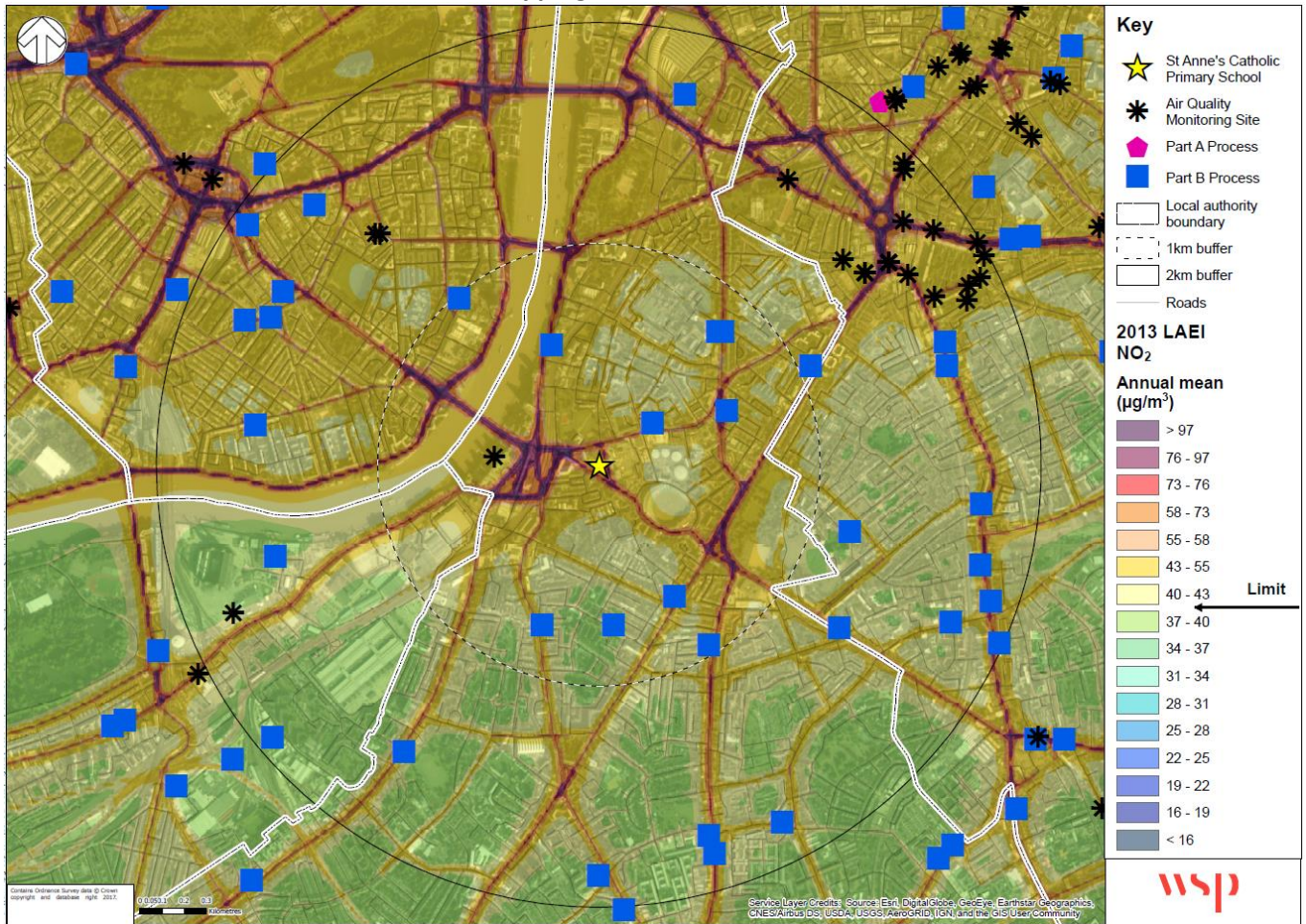
10. Context Notes from School/Borough:

8. Street Type (Movement/Place)

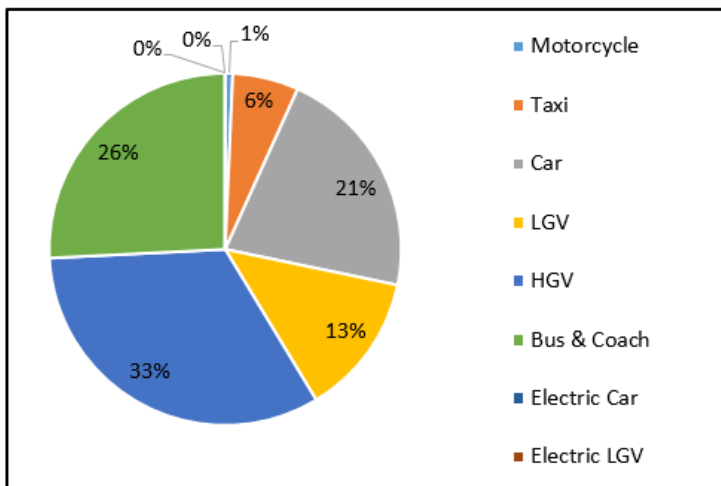


AIR QUALITY MODELLING RESULTS

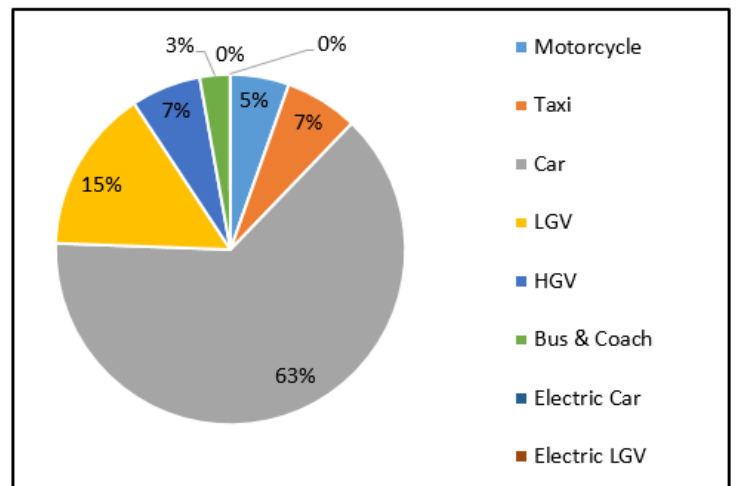
NO2 Mapping



Road Transport Emissions – Split by Source Sector



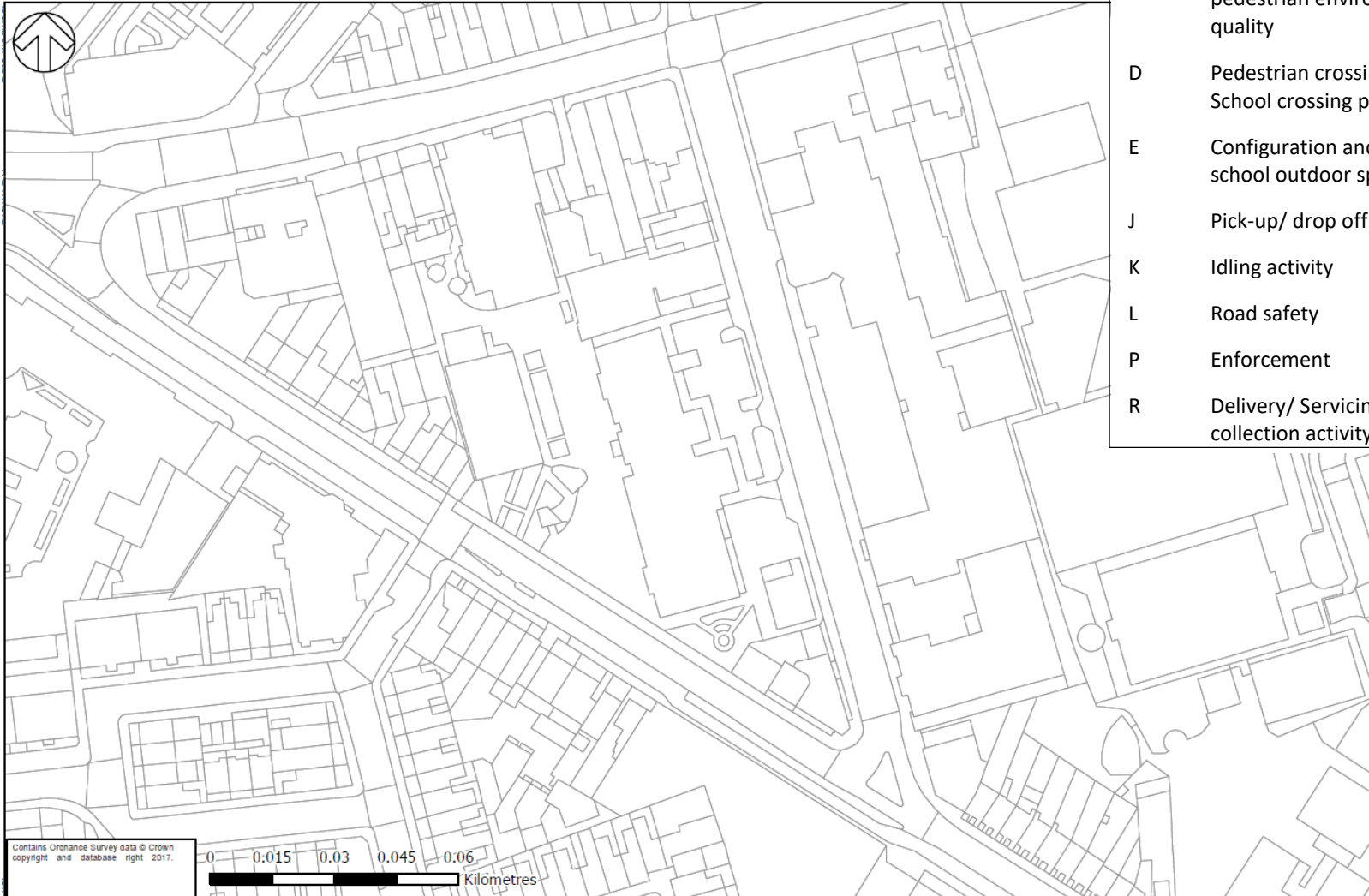
Road Transport Volumes (Split by Type)



SCHOOL GROUNDS AUDIT CHECKLIST

- 1) Work through checklist - Label each observation/issue with applicable letter (A, B, C)
- 2) Add number prefix if multiple (A1, A2)
- 3) Verify context plan – i.e. bus stop, tube station locations

School Grounds Checklist		S	School Visitor parking
A	Vehicle access & egresses	T	School Staff parking
B	Pedestrian access & egresses	U	School Vehicles (i.e. Minibus)
C	Key walking routes and pedestrian environment quality	V	Other Parking
		Y	Cycling environment quality
D	Pedestrian crossings/ School crossing patrols	Z	Extent of Trees/ Shrubs/ Green barriers
E	Configuration and use of school outdoor space	*	Emissions from on-site energy generating plant
J	Pick-up/ drop off activity	+	Localised industrial sources
K	Idling activity	!	Construction activity
L	Road safety	#	Street canyons
P	Enforcement		
R	Delivery/ Servicing/ waste collection activity		



SCHOOL GROUNDS OBSERVATION NOTES	Source (i.e. factors influencing output of harmful emissions)	Exposure (i.e. factors influencing movement of children through an area, or waiting in an area)	Feedback Notes (i.e. from consultations, during observations/brainstorming session)
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SCHOOL APPROACHES AUDIT CHECKLIST

- 1) Work through checklist - Label each observation/issue with applicable letter (A, B, C)
- 2) Add number prefix if multiple (A1, A2)
- 3) Verify context plan – i.e. bus stop, tube station locations



School Approaches Checklist

- C Key walking routes and pedestrian environment quality
- D Pedestrian crossings/ School crossing patrols
- F Other pedestrian waiting spaces
- G Traffic volumes, flow and composition
- H Congested junctions
- I Road widths, speed limit and traffic calming measures
- J Pick-up/ drop off activity
- K Idling activity
- L Road safety
- M Road access restrictions
- N School Keep Clear hatching
- O Waiting and Loading restrictions
- P Enforcement
- Q Bus stops/ Coach stops
- R Delivery/ Servicing/ waste collection activity
- S School Visitor parking
- T School Staff parking
- U School Vehicles (i.e. Minibus)
- V Other Parking
- W On-street parking restrictions
- X Key nearby attractors/ traffic generators
- Y Cycling environment quality
- Z Extent of Trees/ Shrubs/ Green barriers
- * Emissions from off-site energy generating plant
- + Localised industrial sources
- ! Construction activity
- # Street canyons

SCHOOL APPROACHES OBSERVATION NOTES	Source (i.e. factors influencing output of harmful emissions)	Exposure (i.e. factors influencing movement of children through an area, or waiting in an area)	Feedback Notes (i.e. from consultations, during observations/brainstorming session)
--	---	--	--

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EXTERNAL CHECKLIST FACTORS – GUIDANCE FOR AUDITORS

Checklist Factors	Description	School Grounds	School Approaches	
A	Vehicle access & egresses	Level of activity (indic % of total movements)	x	
B	Pedestrian access & egresses	Level of activity (indic % of total movements)	x	
C	Key walking routes and pedestrian environment quality	Pedestrian Desire lines catered for? Footway widths (distance of peds from carriageway). Barriers/ obstacles to walking? Lighting? Public realm quality? Pedestrians from all walks of life? Shade and shelter? Places to stop and rest? Not too noisy? People feel safe? Things to see and do? People feel relaxed?	x	x
D	Pedestrian crossings/ School crossing patrols	Proximity to emissions sources? Safety. Convenience. Routed over crossing in proximity to traffic emissions? Wait time? Maintenance condition? Personal safety? Accessibility?	x	x
E	Configuration and use of school outdoor space	Playgrounds, outdoor spaces. Proximity to emissions sources, particularly where children are exposed for longer durations. Where do children spend time outside, during breaks, PE, queuing, off-site? Differ by age groups?	x	
F	Other pedestrian waiting spaces	i.e. outside the school gates, other areas children/parents wait		x
G	Traffic volumes, flow and composition	HGVs? LGVs? Taxis? ULEVs? Nature of flow – speed, stop-start?		x
H	Congested junctions	Congested - resulting in queuing vehicles, stop-start traffic and additional emissions?		x
I	Road widths, speed limit and traffic calming measures	Conducive to speeding, long crossing distances? Hostile/ unsafe?		x
J	Pick-up/ drop off activity	Drop off location/ activity	x	x
K	Idling activity	Where do vehicles idle, type, approx age, time, duration	x	x
L	Road safety	Illegal or undesirable manoeuvring, pedestrian accident data	x	x
M	Road access restrictions	Pedestrian Zones? No Motor Vehicles? Time based access restrictions?		x
N	School Keep Clear hatching	Where? Observed/ enforced?		x
O	Waiting /Loading restrictions	Single, double yellow lines? Kerb blips? Signage		x
P	Enforcement	How well are restrictions obeyed/ enforced?		x
Q	Bus stops/ Coach stops	Where do vehicles stop, type, approx age, time, duration? Which are used by children, where do children wait?		x
R	Delivery/ Servicing/ waste collection activity	Delivery to school or other site? Vehicle types, routing, timings, goods, locations	x	x
S	School Visitor parking	Where, how many, vehicle mix, active during visit	x	x
T	School Staff parking	Where, how many, vehicle mix, active during visit	x	x
U	School Vehicles (i.e. Minibus)	Where, how many, vehicle mix, active during visit	x	x
V	Other Parking	Nearby Resident/ P+D/ Business. Parking On-street/ off-street? Utilisation? Activity?	x	x
W	On-street parking restrictions	Resident Permit holder only? Business Permit holder? P+D? Unrestricted?		x
X	Key nearby attractors/ traffic generators	i.e. employment, supermarkets, shops, stations		x
Y	Cycling environment quality	Cycle parking? Evidence of demand? Cycle friendly/hostile? Cycle routes?	x	x
Z	Extent of Trees/ Shrubs/ Green barriers	Presence of planting and screening from roads	x	x
*	Emissions from on-site/ off-site energy generating plant	Gas-fired boilers and CHP Units	x	x
+	Localised industrial sources	Look out for additional part B sources not mapped – i.e. Dry cleaners, takeaway's etc. Car garages – painting cars	x	x
!	Construction activity	Are there any construction sites? Construction traffic routing? Visible dust? Visible dust suppression/monitoring in place?	x	x
#	Street canyons	Where building height on both sides of the road is greater than road width	x	x


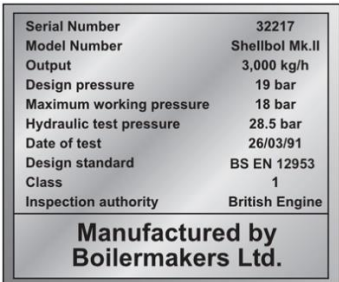
SCHOOL BUILDING AUDIT CHECKLIST




Mark on plant room (i.e. Boiler Room).

Internal Layout	
Layout of building – class rooms and other rooms and exposure to emissions sources	Mark onto map – classrooms/assembly hall/staff room i.e. you could have store rooms or staff offices nearer the roads rather than classrooms. Class room windows fronting onto main road?

Heating	
Heat source type	e.g. gas boiler, heat pump, biomass boiler (wood fired, pellet fired, bio-diesel). Back up diesel generator?
Number	e.g. 3
Heating only or heating & hot water?	
Central or Distributed	i.e. single plant room or smaller local boilers
If central, common flue	i.e. do all the boilers run into a single large flue, or multiple small flues

<p>Height of flue?</p> 	<p>Take a picture</p> <p>Short - <1m (i.e. similar to domestic boiler length of flue) Medium – 1m to 2m (small to medium commercial boiler size of flue) Tall – >3m (for larger boilers)</p>
Boiler age	
Boiler manufacturer	
Boiler model	
Boiler Rating (kW output)	
<p>Insert picture of rating plate</p> 	<p>Take a picture – includes info on boiler age, manufacturer, model, rating.</p>
Boiler condition	(fair, poor, excellent etc.)
Supply fan? Variable speed?	(Sending air into boiler)
Boiler control system	Advanced (digital, PC) or manual?
Air Conditioning?	If so is it used – at what times of year and how frequently?
Local Heaters?	Standalone heaters around the school?
Are these used?	(e.g. in sports hall)
If yes, what kind?	Convection (warm air blower), radiant?
Fuel source	Gas or electric
Flue system	I.e. flue to outside building?
Control system	Simple, or advanced (e.g. tied to PC)
Maintenance Regularity	

Ventilation	
Form	i.e. centralised (air handling units), passive (windows)
If windows then	Do any of the classroom windows which are regularly opened for ventilation or cooling purposes, front onto pollution sources (i.e. main roads)?
If centralised system then	i.e. air handling units?
Air Handling Units  <p>An air handling unit; air flow is from the right to left in this case. Some AHU components shown are</p> <ul style="list-style-type: none"> 1 – Supply duct 2 – Fan compartment 3 – Vibration isolator ("flex joint") 4 – Heating and/or cooling coil 5 – Filter compartment 6 – Mixed (recirculated + outside) air duct 	Single or multiple?
Fed from boiler or direct fired?	
Filters in place and changed regularly	should have bag and screen filters, changed at least every 6 months or on pressure difference
Air intake location	roof level?
Air intake suitable	clear of other vents, heat sources, extract outputs?
General condition of system	appears in good condition, average, dilapidated?
Extract from classrooms?	
Recirculation of extract air?	If so how much.

Control system	manual, PC (i.e. building management system)
Variable speed supply & extract?	Speed control on internal CO2 basis or temperature?

Hot Water	
Same as above or separate system?	
If separate:	
Gas or electric?	
Central or local?	i.e. one large central system or lots of small local water heaters
Control system?	i.e. timer, thermostat?
Well insulated?	must be greater than 25mm, ideally around 50mm on tank and pipework

Kitchen	
Extract system in place?	most likely extract from e.g. hobs
Extracts to...	Should exit to roof
Filtered?	Should have local filters for great if above hobs
Control System	Always on? On timed control?

Internal Conditions	
Incidence of overheating	Occasional/regular/severe + temperature
Fresh Air	Does it feel "stuffy"? Need more fresh air?
Green plants within building?	If so, where?
Damp or mould present?	If so, where and to what extent?

Comments

STAKEHOLDER DISCUSSION POINTS:

- 1) Is there anything you would like to add or comment on regarding our recorded observations? Where do children spend time outside, during breaks, PE, queuing, off-site? Differ by age groups?
- 2) Any comments on recent trends/ issues regarding travel to school? Travel patterns of children and parents etc.
- 3) What do you feel are likely to be key sources of emissions in and around the school?
- 4) Where do you feel exposure to poor air quality is greatest in and around to school?
- 5) Key initiatives already underway to promote sustainable travel and reduce emissions? Which have worked well? Which haven't?
- 6) What more could the school do to lessen incidents of exposure and reduce sources of emissions?
- 7) Based on the toolkit of measures, and the findings of the observations and analysis, what are the top 3 measures you would prioritise for the school?
- 8) What sources of funding do you feel may be available to contribute towards localised schemes to address poor air quality at the school?
- 9) Is there any planned growth at the school (in terms of number of pupils or the school building/ grounds)?
- 10) Are there any notable committed developments planned in the local area?
- 11) To what extent do you feel issues relating air quality are well understood by the children, parents, teachers, local community, borough officers and decision makers?
- 12) Are you aware of the air quality related lesson materials available?
- 13) Any other activities or behaviours not observed today you would wish to highlight?
- 14) Can you provide us with a copy of the deliveries log for the week of the audit?

STAKEHOLDER FEEDBACK NOTES:

Appendix C – Engagement Material

Supporting material for Air Quality related lessons

Bespoke material for each school is provided to add value to lessons with a focus on air quality and the environment, including:

- Map of air pollution at the school;
- Pie charts summarising the type of traffic near the school and how much air pollution is produced by which vehicles.

For example, this information could be used in conjunction with LSx Part 2: Investigating Air Quality whereby the objectives are listed as:

- Collecting scientific evidence
- Carrying out fieldwork investigations
- Making a labelled field sketch

The bespoke air quality modelling outputs for each school can add value to the lesson plan by being used to summarise the 'baseline' conditions prior to any measures being implemented and to identifying areas to target fieldwork investigations.

The pie charts illustrating the type of traffic near the school and how much air pollution is produced by which vehicles can contribute towards LSx Part 4: Action Planning whereby pupils learn about:

- How decisions and actions can affect the quality of people's lives
- Different ways in which people can improve their environment
- How to present a persuasive argument
- To make real choices and decisions

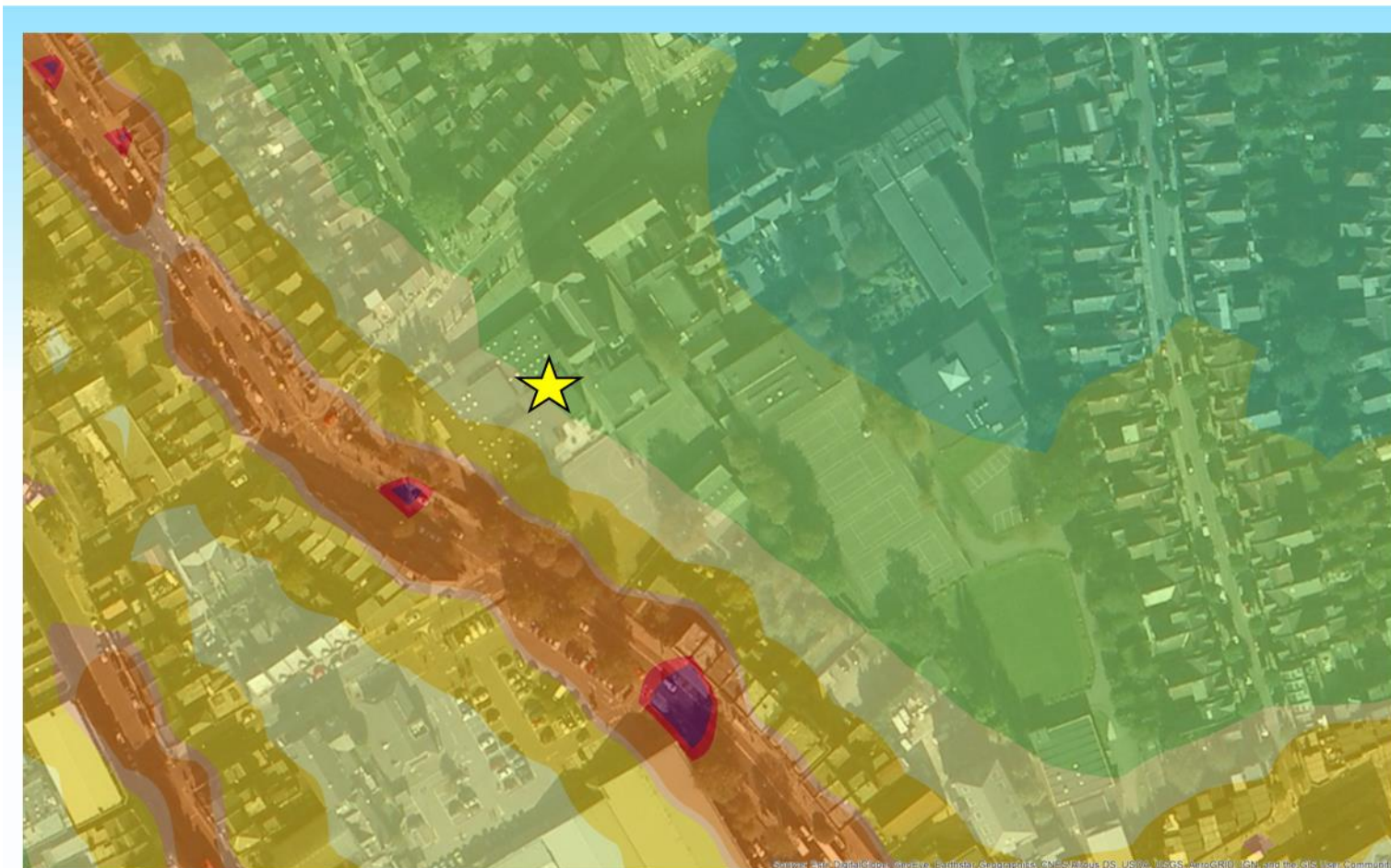
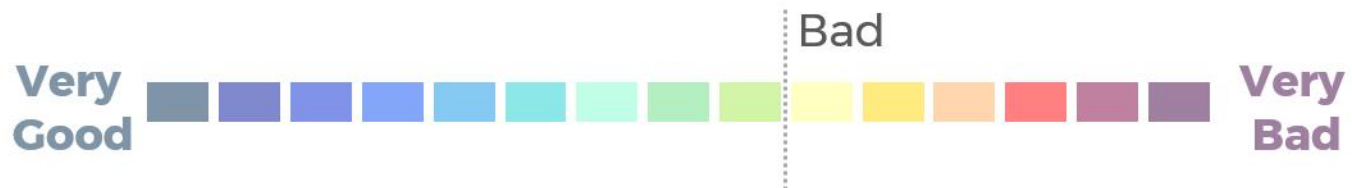
An understanding of how you travel to / from school (as well as other non-school related journeys) and the impacts it has on air quality can provide them with knowledge to travel via active means i.e. walking, scooting and cycling where possible.

The above can be linked to the National Curriculum, namely Science, Geography, PSHE / Citizenship and English Speaking and Listening. It is recommended that these lessons / materials are delivered by teaching staff as part of wider initiatives, such as National Clean Air Day.

Relevant Links:

- LSx: <http://www.lsx.org.uk/get-involved/schools/>
- National Clean Air Day: <https://www.cleanairday.org.uk/>
- London Curriculum: <https://www.anewdirection.org.uk/what-we-do/london-curriculum>

John Keble Church of England Primary School



Source: Air Quality Index, British Cartography, CNES/ Airbus DS, USA, IAGCS, AeroGRID, IGH, and the GIS User Community

John Keble Church of England Primary School

Chart 1 - Traffic near the school

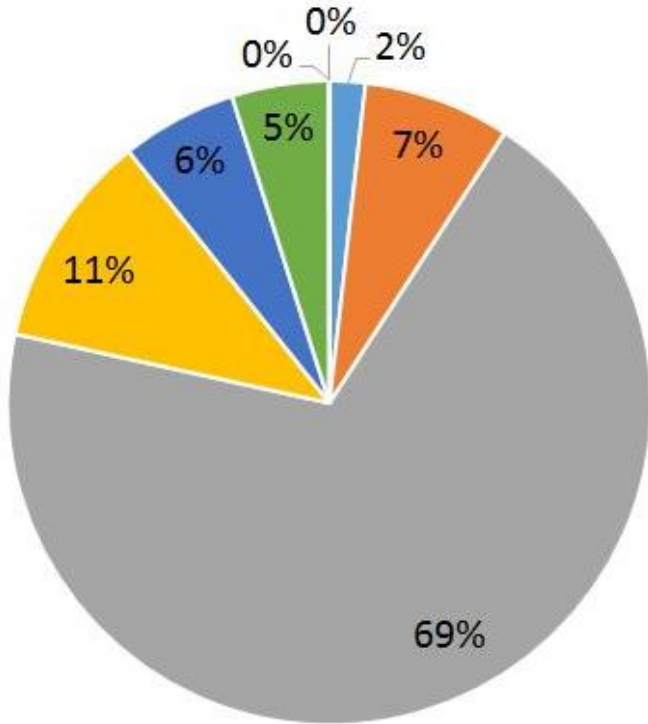
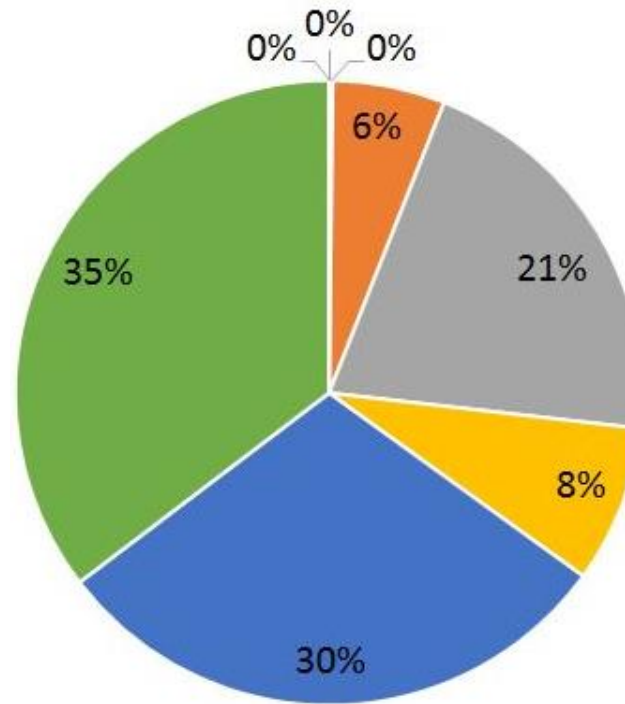


Chart 2 - Air pollution by traffic near the school



Key

- Motorcycle
- Taxi
- Car
- Vans
- Lorries
- Buses & Coaches
- Electric Car
- Electric LGV

Contact x@london.gov.uk to receive the accompanying PowerPoint slides for your school.



Introduction to air pollution (20-30 minutes)

- Interactive presentation highlighting the issue of poor air quality, the causes, the impacts, and the types of measures that can have a positive impact on reducing poor air quality.
- Suitable for KS1 and KS2, with supplementary points for KS2.
- Use the discussion questions on each slide to encourage the children to volunteer their own ideas.
- Then reveal the answers, see if they got them all, and explain any they may have missed.



KS1/KS2

- It can be hard to describe can't it?
- It is made up of fumes (gas or smoke) and dust in the air.
- Sometimes you can see it or smell it.
- They are made up of gases, and tiny particles too small to see with the human eye.

KS2

- Nitrogen Dioxide (fumes/ gases)
- 'Particulate matter' or PM. The two main types are PM₁₀ and PM_{2.5}.
- Really small particles – you could fit 40 PM_{2.5} particles across the width of a human hair.

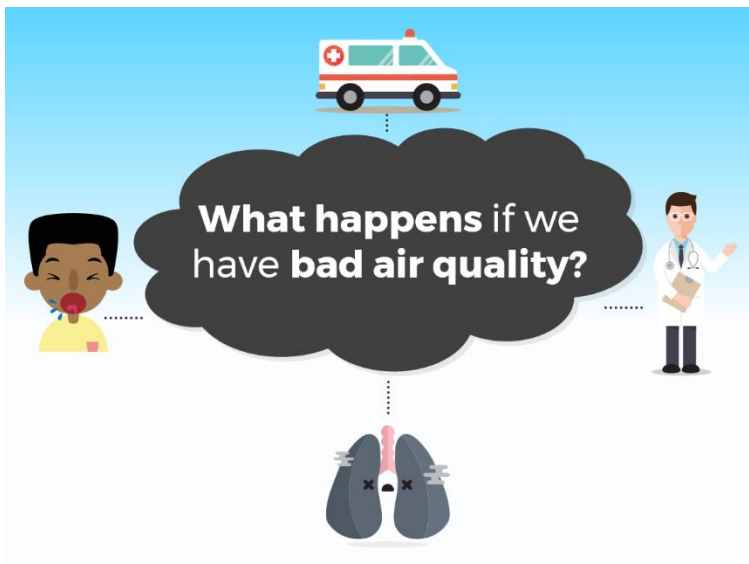


KS1/ KS2

- Factories
- Power stations
- Boilers heating houses, businesses, the school
- Chemicals from cleaning products etc.
- Transport produces a lot of pollution:
 - Cars, Taxis,
 - Lorries, Buses
- Large vehicles like lorries and buses cause a lot of pollution.

KS2

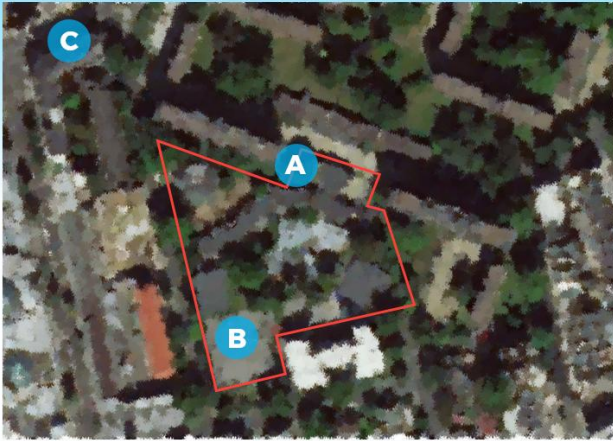
- Diesel vehicles are bad as they produce more Nitrogen Dioxide and Particulate matter'.
- Lorries, buses, and vans and taxis are often diesels.



KS1/ KS2

- Cough
 - Breathing difficulties
 - Asthma – makes it harder for people with asthma to breath
 - Makes us ill
 - May need to see the doctor or go to hospital
- So it's a real problem we need to something about.

Where do you think you are most exposed to poor air quality?



KS1/ KS2

- Can anyone tell me what this image is?
- It's our school – point out features like the playground and main roads to get bearings.
- Based on what we've talked about, and what the causes of air pollution are, which place do you think is most polluted by show of?
 - A
 - B
 - C

KS1/ KS2

- Explain the bar along the top shows that areas in blue or green are good, areas in yellows/orange/red/purple are more polluted
- Well done to everyone who got it right
- Explain it's because all the traffic on the main roads is a major source of the pollution

How do you travel to school?



KS1/ KS2

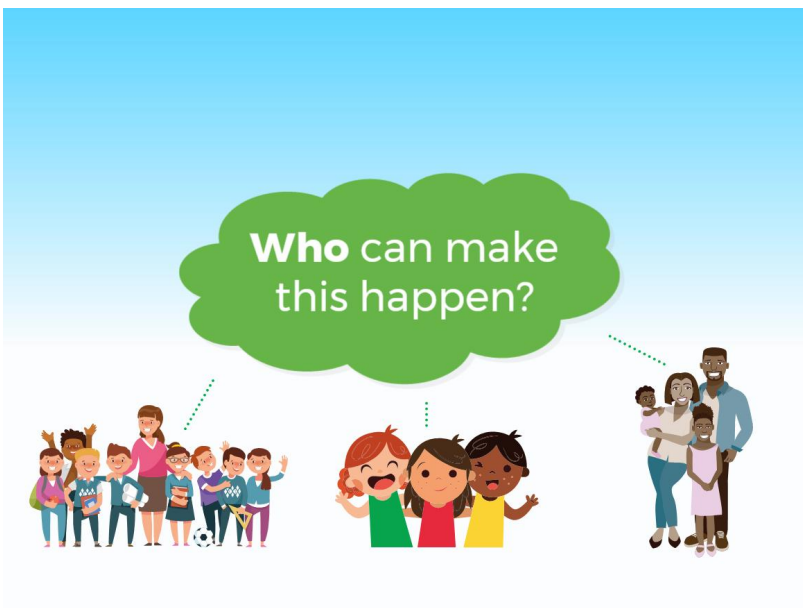
- We've seen what a big part transport plays in air pollution, so let's think about how we travel to school
- Show of hands
- Which is best in terms of air pollution?
- Why?

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KS1/ KS2

- Key in the ignition = stopping engine idling (where people leave the engine running when parked).
- More travel by walking, scooting, cycling ...or public transport
- Though we know some people may need to travel by car
- Electric cars
- Planting trees to capture and absorb some pollution (particulates)



KS1/ KS2

- Themselves
- Class mates
- Teachers
- Family
- Wider community
- The Council
- The Mayor
- Transport for London
- The Government
-everyone has a part to play

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Appendix D – Toolkit of Measures to Improve Air Quality at Schools

The Mayor of London's School Air Quality Audits

Toolkit of Measures to Improve Air Quality at Schools

May 2018



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Summary of Measures

1. HIGHWAY MEASURES	
A	Anti-idling
A1	Fines
A2	Campaigns, including driver engagement
A3	Information signage
B	Reducing traffic flow
B1	'School Streets'
B2	Collapsible bollards
B3	'Play Streets' (<i>temporary measure</i>)
B4	Road closure
B5	Filtered permeability
B6	One-way streets/ No entry restrictions
B7	ULEV-only streets
B8	Width restriction (e.g. 7ft)
B9	Environmental weight limit signs
B10	Reallocate roadspace
B11	Weight restrictions
C	Smoothing traffic flow/speed
C1	Modify traffic calming
C2	Optimise traffic signals
C3	Junction improvements
D	Reducing drop-off activity
D1	Public Space Protection Orders
D2	School Keep Clear markings
D3	Double/single yellow lines
D4	Improve enforcement of restrictions
E	Improved pedestrian and cyclist environment
E1	Improved pedestrian environment - footway widening, kerb build-outs
E2	Improved crossing facilities on desire lines
E3	Traffic calming
E4	Improve Visibility of the School
E5	Cycle hangers
F	Promote a switch to low emission vehicles
F1	Ultra-low Emission Zone (ULEZ) & Low Emission Zone (LEZ)
F2	Comprehensive charging provision for ULEVs

G	Parking/loading
G1	Identify a Park & Stride site
G2	Remove or relocate parking/ loading bays and/or amend restrictions
G3	Introduce kerb blip loading restrictions
G4	Enforce parking restrictions
G5	Additional parking charges for more polluting vehicles
G6	Introduce or amend CPZ restrictions around school to restrict non-residents parking
G7	Parking rationalisations with ULEV car clubs
H	Buses
H1	Bus stop relocation
H2	Low emission buses
I	Freight and Deliveries
I1	Engage with local businesses to reduce freight/ delivery emissions
I2	Promote low emission vehicles for freight and deliveries
I3	Delivery Servicing Plans (DSPs) for new developments
I4	Re-time Borough commercial waste collection
J	Construction
J1	Planning conditions to reduce impacts of freight traffic
J2	Managing the impact of dust and emissions during construction and demolition
J3	Retrospective discussions with already permitted developments to lessen the impacts
J4	Non-Road Mobile Machinery Audit
K	Planning Policy and Strategy
K1	Healthy Streets approach, sustainable transport and roadspace reallocation from vehicular traffic
L	Green Infrastructure
L1	Green screens
L2	Trees, shrubs, planters
L3	Green Gateways
L4	Pocket parks

2. SCHOOL SITE MEASURES	
M	School Grounds
M1	Additional scooter/ cycle parking
M2	Staff car parking
M3	Anti-idling for deliveries
M4	Re-timing for deliveries
M5	Reduce number of deliveries, staff/visitor vehicle trips and/or use more sustainable modes
M6	Relocate pedestrian entrances
M7	Green screens
M8	Trees/ shrubs/ planters
M9	Green spaces
M10	Pupil & staff cycle parking
M11	Reduced waiting times to enter school grounds
M12	Relocate playgrounds and free flow spaces
M13	Co-ordinate start/ finish times with nearby schools
M14	Reconsider playground layouts to reduce exposure
M15	Sheltered waiting areas for parents/ guardians
School Building	
N	School boilers/ heating
N1	Upgrade aging boilers
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O	Improve product choice (e.g. cleaning products)
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P	Regular service & maintenance of appliances and equipment
P1	Regular service & maintenance of appliances and equipment
Q	Improve school building insulation
Q1	Improve school building insulation
Q2	Upgrade windows
Q3	Replace temporary classrooms with permanent structures
Q4	Green Roofs
S	Ventilation / Air Filtration
S1	Installation of Air Conditioning Units
S2	Introduce Air Filtration Systems
S3	Install HEPA Filters in Air Handling Units
S4	Other air filtration systems - air purifiers
S	Other
S1	Air quality monitoring and information provision eco-monitors and walking route maps.

3. BEHAVIOURAL MEASURES	
T1	Attain improved STARS accreditation status, ultimately Gold status.
T2	Promote cleaner walking routes to school
T3	Promoting Park & Stride
T4	Promoting car sharing
T5	Walking Route Maps / Leaflets
T6	Parent and Public Workshops
T7	Prepare 'Welcome Packs' for new pupils / parents
T8	Deliver Air Quality focused lesson/s to children
T9	Awareness raising session amongst staff
T10	Daily monitoring of London Air website/ app
T11	Add Air Quality to Junior Citizenship Scheme
T12	Anti-idling campaign
T13	Attain an improved Award in Healthy Schools London, ultimately a Gold Award
T14	Awareness raising events amongst the wider community
T15	Cycle training and promotional initiatives
T16	Gamification to promote active travel
T17	Restrict or reduce personal deliveries
T18	CPD supporting teachers subject knowledge on air quality
T19	Walking Buses

4. WIDER MEASURES	
U1	Targeted scrappage scheme for polluting vehicles entering London
U2	Reform Vehicle Excise Duty
U3	Promote a transition to electric heating and heat pumps
U4	Reform Buildings Regulations to promote heat pumps
U5	Zero emission zones

Summary of Measures, including Assessment Criteria

Highway Measures

Air quality audit approach: A.) Air quality assessments and context plan preparation B.) Fieldwork – complete audit templates with input from the school and borough officers (air quality, school travel, transport planning). Use Toolkit as reference. C.) Review findings and identify key issues, sources of emissions and causes of exposure D.) Identify measures from the Toolkit to address these issues, informed by the audit findings E.) Identify funding sources and task owners F.) Establish an approach to monitoring the effectiveness of measures		Purpose		Assessment Criteria			Wider Benefits										Suitability			
		Reduce Sources	Reduce Exposure	Potential Air Quality Improvement	Cost	Deliverability	Stakeholder Support	Road safety	Promotion of sustainable transport	Visual amenity	Security, privacy	Noise reduction	Biodiversity	Improved learning environment	Reduced operating costs	Awareness raising	Support STARS and HSL objectives	Main roads	Minor Roads	Suitability for a trial
1. HIGHWAY MEASURES (Key Stakeholder: Borough/ TfL)																				
A	Anti-idling																			
A1	Fines	X		L	L	L	H									X	Y	Y	Y	
A2	Campaigns, including driver engagement	X		L	L	L	H									X	Y	Y	Y	
A3	Information signage	X		L	L	L	H									X	Y	Y	Y	
B	Reducing traffic flow																			
B1	'School Streets'	X		L	M	M	M	X										Y	Y	
B2	Collapsible bollards	X		L	L	M	M	X										Y	Y	
B3	'Play Streets' (<i>temporary measure</i>)	X		L	L	S	H	X	X					X				Y	Y	
B4	Road closure	X	X	H	L-M	S-M	L-M											Y	Y	
B5	Filtered permeability	X		M	M	M	L	X	X									Y	Y	
B6	One-way streets/ No entry restrictions	X		M	L-H	S-M	M	X	X									Y	Y	
B7	ULEV-only streets	X		M	M	M	L		X									Y	Y	
B8	Width restriction (e.g. 7ft)	X		L	L	S	M											Y		
B9	Environmental weight limit signs	X		L	L	S	M											Y		
B10	Reallocate roadspace	X		M	H	L	M		X								Y	Y		
B11	Weight restrictions	X		M	L	M	M	X										Y		
C	Smoothing traffic flow/speed																			
C1	Modify traffic calming	X		L	M	S	H											Y	Y	
C2	Optimise traffic signals	X		L	L-M	S-M	M											Y	Y	Y
C3	Junction improvements	X		L	M-H	M-L	L											Y	Y	
D	Reducing drop-off activity																			
D1	Public Space Protection Orders	X		L	M	M	M	X										Y	Y	
D2	School Keep Clear markings	X		L	L	S	M-H	X										Y	Y	
D3	Double/single yellow lines	X		L	L	S	M	X										Y	Y	
D4	Improve enforcement of restrictions	X		L	L	S-M	M	X										Y	Y	

Summary of Measures, including Assessment Criteria

Highway Measures

1. HIGHWAY MEASURES (Key Stakeholder: Borough/ TfL)																					
E	Improved pedestrian and cyclist environment																				
E1	Improved pedestrian environment - footway widening, kerb build-outs	X	X	L	L-M	S-M	H	X	X										Y	Y	Y
E2	Improved crossing facilities on desire lines		X	L	L-M	S-M	H	X	X										Y	Y	Y
E3	Traffic calming	X		L	L-M	S-M	H	X	X										Y	Y	Y
E4	Improve Visibility of the School	X		L	L	S	H	X											Y	Y	
E5	Cycle hangers	X		L	L-M	S	M		X								X		Y	Y	
F	Promote a switch to low emission vehicles																				
F1	Ultra-low Emission Zone (ULEZ) & Low Emission Zone (LEZ)	X	X	H	H	M	M		X										Y	Y	
F2	Comprehensive charging provision for ULEVs	X		L	M	M	M		X										Y	Y	Y
G	Parking/loading																				
G1	Identify a Park & Stride site	X		L	L	M	M														Y
G2	Remove or relocate parking/ loading bays and/or amend restrictions	X		M	L	S-M	M												Y	Y	
G3	Introduce kerb blip loading restrictions	X		L	L	S	M												Y	Y	
G4	Enforce parking restrictions	X		L	L	S	M	X											Y	Y	
G5	Additional parking charges for more polluting vehicles	X		M	M	M	L												Y	Y	
G6	Introduce or amend CPZ restrictions around school to restrict non-residents parking	X		M	M	M	L	X											Y	Y	
G7	Parking rationalisations with ULEV car clubs	X		L	M	L	L		X										Y	Y	
H	Buses																				
H1	Bus stop relocation	X		M	M	M	L												Y		
H2	Low emission buses	X		H	H	M	M												Y		

Summary of Measures, including Assessment Criteria

Highway Measures

1. HIGHWAY MEASURES (Key Stakeholder: Borough/ TfL)																			
I	Freight and Deliveries																		
I1	Engage with local businesses to reduce freight/ delivery emissions	X		M	L	M	L	X											Y
I2	Promote low emission vehicles for freight and deliveries	X		M	L	M	L		X										Y
I3	Delivery Servicing Plans (DSPs) for new developments	X		L	L	M	L												Y Y
I4	Re-time Borough commercial waste collection	X		L	M	M	M												Y Y
J	Construction																		
J1	Planning conditions to reduce impacts of freight traffic	X		M	L	M	L		X										Y
J2	Managing the impact of dust and emissions during construction and demolition	X	X	L	L	S	M											X	Y
J3	Retrospective discussions with already permitted developments to lessen the impacts	X		M	L	L	L		X										Y
J4	Non-Road Mobile Machinery Audit	X		L	L	S	M					X							
K	Planning Policy and Strategy																		
K1	Healthy Streets approach, sustainable transport and roadspace reallocation from vehicular traffic	X	X	H	H	L	L		X										Y Y
L	Green Infrastructure																		
L1	Green screens		X	L	L	S	H			X	X								Y Y
L2	Trees, shrubs, planters		X	L	L	S-M	M			X									Y Y
L3	Green Gateways		X	L	L	S	H			X									Y Y
L4	Pocket parks		X	L	M	S-M	H												Y Y

Summary of Measures, including Assessment Criteria

School Site Measures: school building

2. SCHOOL SITE MEASURES (Key Stakeholder: School/ Borough)																				
School Building																				
N	School boilers/ heating																			
N1	Upgrade aging boilers	X		L	L-H	S-M	M-H											X		
N2	Install Optimising Compensator Control System for School Boilers	X		L	L	S	H											X		
N3	Boiler flues and extraction equipment		X	L	L	S	M													
N4	Reducing over-heating and tackling heat gain	X		L	L-M	S	H											X	X	
N5	Replace aging radiators	X		L	M	S-M	M											X	X	
O	Improve product choice (e.g. cleaning products)																			
O1	Improve product choice (e.g. cleaning products)	X	X	L	L	S	H													
P	Regular service & maintenance of appliances and equipment																			
P1	Regular service & maintenance of appliances and equipment	X		L	L	S	H													
Q	Improve school building insulation																			
Q1	Improve school building insulation	X		L	L-M	S-M	M-H					X	X	X						
Q2	Upgrade windows		X	L	L-H	S-M	M-H					X	X	X						
Q3	Replace temporary classrooms with permanent structures	X		L	H	M-L	M							X	X					
Q4	Green Roofs		X	L	M	M	M			X		X								
S	Ventilation / Air Filtration																			
S1	Installation of Air Conditioning Units		X	L	L-H	S-M	M-H											X		
S2	Introduce Air Filtration Systems		X	L	M	M	M											X		
S3	Install HEPA Filters in Air Handling Units		X	L	L	S-M	M											X		
S4	Other air filtration systems - air purifiers		X	L	L-M	S-M	M											X		
S	Other																			
S1	Air quality monitoring and information provision eco-monitors and walking route maps.	X	X	L	L	S	H												X	

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