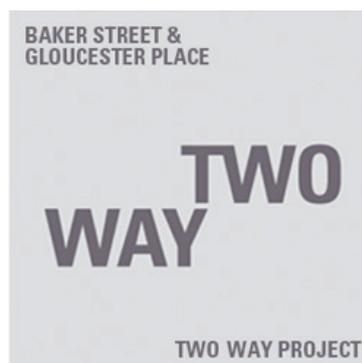


THE CONSULTATION HAS NOW ENDED.

We have received Cabinet Member approval to undertake implementation of the Baker Street Two Way scheme.

You are not viewing the most recent documentation.

Please visit [Building the Scheme](#)



Summary of Air Quality Action in the Marylebone Area

Introduction

Poor air quality has a direct impact upon the health and life expectancy of those who live and work in our cities. The central area presents unique challenges in the context of improving air quality. It is estimated that 9,400 deaths in London in 2010 were attributable to poor air quality. Bryanston & Dorset Square and Marylebone High Street wards suffered some of the worst air pollution in London. In this area, the mixture of land uses, high density of development, and volume of vehicle and pedestrian movement combine to create a complex and finely balanced urban environment. Reduction of pollution is critical due to the area's global status and very high area-wide exposure. Westminster Council, Transport for London and the Baker Street Quarter Partnership (BakerStreetQ) are committed to improving air quality in the area.

Below is a summary of actions and initiatives being taken at a London wide level as well as those directly affecting the Marylebone area.

Key Regional Measures

The Mayor manages the strategic road network in London and manages the licensing of buses and taxis; some of the most significant transport polluters. The powers to achieve significant air quality improvement in London, therefore, lie mainly with the Mayor.

- **London-wide Low Emission Zone (LEZ)** - The London Low Emission Zone (LEZ) was set up in 2008 to reduce particulate pollution emissions from vehicles within Greater London by requiring specific vehicle emission standards.
- **Ultra Low Emission Zone (ULEZ)** - In addition to the LEZ requirements and the Congestion Charge (CC), the Ultra-Low Emission Zone (ULEZ) will commence operation in 2020 (with a 3 year exemption period for residents until September 2023), with the aim of reducing pollution in central London. The ULEZ will operate 24/7 in the same geographical zone as the Congestion Charging Zone. It will bring in tighter standards for vehicles currently included in the London-wide LEZ and also require emission standards for private cars. It will also require a charge to be paid for vehicles entering the zone that do not meet the required emission standard (i.e. £12.50 for diesel cars registered before Sept 2015).

Emissions and licensing requirements will be in place for buses and taxis to complement the ULEZ.

- **Buses** - Double-decker TfL buses will meet Euro VI emissions standards and be hybrid (diesel-electric) and all single-decker TfL buses will be fully electric. TfL aspires to have only hybrid and electric buses operating on routes that enter the ULEZ by 2020.

- **Taxis** – From January 2018 all newly licensed black cabs must be zero emission capable and have a maximum age limit of 15 years. All new Private Hire Vehicles (PHVs) will be zero emission capable by 2018 and, additionally, second-hand PHVs presented for licensing for the first time must meet the ULEZ standards.

Local Measures

Westminster City Council has a proud history of taking action to improve air quality. It was the first local authority in the UK to declare an 'Air Quality Management Area' in 1999 and was the first to adopt an Air Quality Action Plan in 2001. The Council has been historically successful in implementing many actions to bring about improvements for air quality, with notable measures including: pioneering the initial concept of a Low Emission Zone (LEZ) for London and establishing residential Coach and HGV Ban Areas to protect local residents from the impact of heavy through-traffic.

Following wide public consultation, in 2013 the latest version of our Air Quality Action Plan was adopted. It continues to provide a robust and focused set of local measures and uses statutory planning and transport policies to ensure air quality improvements are delivered. Many of the actions of the Plan impact on the Marylebone area, including:

- **Electric vehicle infrastructure** - Westminster Council is supporting the transition from polluting diesel and petrol fuelled vehicles to electric vehicles. Westminster currently has some of the highest numbers of electric vehicle recharging points and users compared to other local authority areas in the UK, with approximately 200 charging points in private car parks, and over 50 recharging bays on-street. We are shortly due to commence London's first demand-led resident's EV charging pilot scheme. The scheme will focus on providing EV charging facilities to residents with no off-street parking, thereby supporting the uptake of EVs in areas of high urban density.
- **Electric Car Club** - Work is underway to install on-street charging infrastructure in car club parking bays in order to facilitate a shift to electric vehicle based car clubs in central London. We are aiming to prioritise the replacement of car-club diesel vehicles and bays which are in areas of very poor air quality.
- **Health communication** - With neighbouring boroughs, we are co-delivering a community engagement project to communicate with groups which are most effected by poor air quality, i.e. those suffering from cardiac and respiratory issues, and inform them about action they can take to help reduce the impact of air quality on their health.
- **Business Engagement** - We work closely with our Business Improvement Districts (BIDs) to increase awareness and understanding of the impacts of businesses, with the aim of lowering air quality impacts associated with business transport, services and buildings. We are working closely with BIDs in the Baker Street

(BakerStreetQ) and West End areas and worked with the Cross River Partnership (CRP), a sub-regional partnership of local authorities and BIDs, to deliver delivery and service vehicle consolidation which will help reduce traffic congestion and improve local air quality.

- **Idling** – Unnecessary idling of vehicles cause pollution and nuisance. City Marshals have been taking action against idling vehicles and advising drivers to switch off their engines since mid-2015. To date well over 500 drivers have been approached.
- **Code of Construction Practise (CoCP)** - A revised Code of Construction Practice is being developed and will set out how the impacts of construction will be managed in the City. The new Code of Construction Practice will include new requirements for managing the impacts of basement construction in order to minimise the negative effects of construction (e.g. noise, dust, vibration, truck movements) on residents.

Low Emission Neighbourhood

In late 2015, the Council made a successful application to the Mayor of London for seed funding to develop a full bid for a Marylebone Area Low Emission Neighbourhood (LEN), with the key aims of reducing vehicle trips and improving air quality.

The proposed LEN area is unique due to its high quality physical environment, large land areas with single ownership and network of highly engaged stakeholders. The LEN funding bid will, therefore, be developed in collaboration with the area's Business Improvement Districts (BakerStreetQ), New West End Company and the emerging Marble Arch BID), the Great Estates (Howard de Walden Estate and The Portman Estate), the Marylebone Area Neighbourhood Forum and other key stakeholders. The LEN will build on and further develop the growing body of air quality work being undertaken by these organisations.

Details are to be confirmed during the development of the bid; but, if successful, possible interventions could include: targeted greening initiatives, further roll out of EV infrastructure, further encouragement of walking and cycling, schools/business engagement and awareness raising, freight/waste consolidation initiatives, managed taxi ranking (with EV-taxi charging), idling campaigns and traffic/transport schemes.

Baker Street Quarter Partnership

Baker Street Quarter Partnership is a not for profit organisation working to improve the area for all who live, work and visit here. As a Business Improvement District (BID) BakerStreetQ is funded by c 170 businesses (majority large office occupiers as well as hotels) and landowners. Air Quality and dominant traffic are key concerns for BakerStreetQ and the businesses they represent and a number of the Partnership's projects work to address these. **Consolidation Projects**

Baker Street Quarter Partnership's (BakerStreetQ) consolidation projects work to reduce traffic in the area.

Smarter Recycling

In November 2013 BakerStreetQ launched its area wide waste and recycling service. We had surveyed our members and determined that for 45 businesses, 19 different waste companies were being used, with many also using several different waste companies for different waste streams (e.g.: confidential and electrical waste). With waste vehicles in general being large HGVs this figure was a great concern with regard to air quality, noise, pedestrian and cyclist safety. The Smarter Recycling service encourages businesses to use the same provider thereby reducing the amount of waste collection trips in the area.

To date 65 businesses are using the service, with a further 30 in the process of signing up. This has resulted in a 12% reduction in waste vehicle movements in the Quarter, which we anticipate will increase by 5% when all members are signed up. Recycling rates have also been increasing since the start of the service, with 2640 tonnes waste diverted from landfill and of that 1192 tonnes has been recycled, so a recycling rate of 45% over the life of the project and a current recycling rate of 80%. This has resulted in 1740 tonnes of carbon savings.

Smarter Deliveries

Smarter Deliveries is BakerStreetQ's consolidation project to reduce the number of delivery trips to key buildings in the area. Again the focus here is on reducing vehicular traffic and thereby to reduce traffic dominance and local pollution contributing to poor air quality.

The project focuses on multi-tenanted office buildings and hotels as two business types that have not previously been studied in any depth with regard to freight movements. Office buildings have in fact been shown to generate more delivery movements than retail and other types of businesses.

Initial research carried out by the University of Westminster identified the number of deliveries and collections taking place. Implementation of solutions to reduce these has now commenced starting with two large, multi-tenanted office buildings. The methodology incorporates the nominated carrier model, upstream consolidation and sustainable procurement, as well as solutions for personal deliveries.

The objectives for the project buildings are:

- A minimum of a 50% reduction in deliveries to the buildings' loading bays, with a stretch target of a 75% to 80% reduction in vehicle movements.
- Reductions in Greenhouse gas emissions in line with the reductions in vehicle movements.
- To be cost neutral or better for participants through procurement

and/or distribution efficiencies.

- Initiate behaviour change from a 'just in time' procurement culture to more sustainable practices.
- Design and implement solution which can be replicated at other buildings.
- Reduce risks to vulnerable road users.

Initial results of this work are expected in autumn 2016.

Greenery Action Plan

In July 2015 BakerStreetQ published the 'Baker Street Quarter Greenery Action Plan'. This explores opportunities to increase greenery in the area and formulate a greenery action plan focussed on the public realm of the quarter. The strategy encompasses a number of measures that would improve the green infrastructure of Baker Street and surrounding streets and public spaces, as well as identifying some opportunities for specific buildings.

The addition and integration of greenery into the built environment is valuable for a number of reasons. These include offering visual amenity, having a positive impact on air quality, biodiversity, softening the streetscape and also having a natural cooling effect.

Key points of the action plan include:

- Plant trees and greenery for visual appeal, to increase biodiversity and improve air quality.
- Safeguard and celebrate existing green assets.
- Undertake greenery project across the Quarter.
- Create a Baker Street arboretum of beautiful trees with a range of species.
- Ensure the Baker Street Two Way Project is optimised with new street trees.
- To engage with local businesses, workers, residents and landowners to champion greenery projects, raise awareness, funds and sponsorship.
- Contribute to the next generation of Great Trees of London by planting carefully selected specimens on considered sites.
- Create a Hyde Park to Regents Park green link walking route through the Quarter.
- Make the Baker Street Quarter the greenest neighbourhood in central London by encouraging business, building owners and residents to bring greenery and planting to railings, light wells, balconies, roofs and blank facades.