

Overview & Scrutiny PDSQs 24.05.2021

Item 4.1 Liveable Streets Brick Lane Consultation Outcome Report

Questions	Response																
<p>1. Can a table be provided (for those years available) the NO2 results each year from our NO2 diffusion tube located at Brick Lane/ Princelet St (site ID 11) for the Annualised & Bias Adjusted Average from 2015 to 2019 (and 2020 if now available)</p>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 5%;">Site no</th> <th style="width: 15%;">Location</th> <th style="width: 7%;">2015</th> <th style="width: 7%;">2016</th> <th style="width: 7%;">2017</th> <th style="width: 7%;">2018</th> <th style="width: 7%;">2019</th> <th style="width: 7%;">2020</th> </tr> </thead> <tbody> <tr> <td>11</td> <td>Brick Lane/ Princelet St</td> <td>42.47</td> <td>44.21</td> <td>39.36</td> <td>29.91</td> <td>22.44</td> <td>36.1</td> </tr> </tbody> </table> <p>All information from 2015 to 2020 is available online at: https://www.towerhamlets.gov.uk/lgnl/environment_and_waste/environmental_health/pollution/air_quality/Advanced_information_on_air_quality/Monitoring.aspx#:~:text=Air%20quality%20in%20Tower%20Hamlets,5%20and%20CO.</p>	Site no	Location	2015	2016	2017	2018	2019	2020	11	Brick Lane/ Princelet St	42.47	44.21	39.36	29.91	22.44	36.1
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11	Brick Lane/ Princelet St	42.47	44.21	39.36	29.91	22.44	36.1										
<p>2. What is the World Health Organisation target for NO2 over a year and also UK national targets for NO2 over a year?</p>	<p>UK: 40 µg/m³ annual mean WHO: 40 µg/m³ annual mean</p> <p>It should be noted that this is a legal limit and should be the maximum level of NO2 to fit within the legal framework.</p> <p>Around half of London’s air pollution is caused by road transport. The rise of NO2 in 2020 indicates the risk of a car-led recovery and emphasises the need to facilitate zero-emission modes of active travel like walking and cycling. Aside from reducing air and noise pollution, it also carries health and wellbeing benefits to the participant.</p> <p>In the borough, 27% of pupils who live within 7 minute-walk of school, and 50% who live within 14 minute-walk of school still travelled to school by car while only 6% of all children were cycling to school. The school Streets within this proposals will help to</p>																

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	improve the environment and encourage others to actively travel to school.
<p>3. Has air pollution reduced (based on NO₂) on Brick Lane to below WHO targets since 2015?</p>	<p>At the one location where diffusion tubes are located, the data shows NO₂ spiked in 2016 and decreased over the following years. However, it spiked again last year at 36.1ugm.</p> <p>The existing monitoring unit in the area shows the level for nitrogen dioxide to be near the level. It should be noted that, these are the legal limits, but being just below doesn't mean they are safe, there isn't a safe level of air pollution.</p> <p>Particulate matter smaller than 2.5 microns (PM_{2.5}) causes the most concern which is being exceeded across the borough. This particulate matter which comes from exhausts and tyres goes into the blood system.</p> <p>The WHO states 'Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. Therefore, the WHO 2005 guideline limits aimed to achieve the lowest concentrations of PM possible.' We will continue to monitor the project this includes air quality.</p>
Item 4.2 Liveable Streets Old Ford Road West Consultation Outcome Report	
<p><u>Liveable Streets Old Ford Road West. Equality Impact Analysis:</u></p> <p>1. (EqIA) on disability (Physical, learning difficulties, mental health and medical conditions) Regarding the section on "Community transport and school buses will also be able to reach their destinations, however alternative routes will be required" have the community transport and school bus service directly commented on these plans and have alternative routes been considered which could be shared with the Cabinet papers?</p>	<p>Discussions have been held with the internal teams with regard to the measures and alternative routes. The alternative routes will mainly include the use of Old Ford Road and Cambridge Heath Road depending on their origins and destinations. With regard to school bus services and student transport these will be eligible for an exemption to the school streets to ensure they have access at appropriate times.</p> <p>This is an on-going discussion which includes other areas of Liveable streets as the works are taking place.</p>

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2. Can a table be provided (for those years available) the NO2 results each year from N02_diffusion_tube located at Bonner road (site ID 28) for the Annualised & Bias Adjusted Average from 2015 to 2019 (and 2020 if now available)

Site no	Location	2015	2016	2017	2018	2019	2020
28	Bonner Road	39.34	41.13	39.13	37.33	35.19	37.4

All information from 2015 to 2020 is available online at:

https://www.towerhamlets.gov.uk/lgnl/environment_and_waste/environmental_health/pollution/air_quality/Advanced_information_on_air_quality/Monitoring.aspx#:~:text=Air%20quality%20in%20Tower%20Hamlets,5%20and%20CO.

3. Has air pollution reduced (based on NO2 results) inside the Old Ford Road West area to below WHO targets since 2015?

At the one location where diffusion tubes are located, the data shows NO₂ spiked in 2016 and decreased over the following years. However, it spiked again last year at 37.4ugm.

The existing monitoring unit in the area shows the level for nitrogen dioxide to be near the level. It should be noted that, these are the legal limits, but being just below doesn't mean they are safe, there isn't a safe level of air pollution.

We will continue to monitor the project this includes air quality.