

The Mayor of London's Nursery Air Quality Audit Programme

Sheringham Nursery School and Children's Centre, London
Borough of Newham



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THE MAYOR'S NURSERY AIR QUALITY AUDIT PROGRAMME

Sheringham Nursery School – London Borough of Newham



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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 nursery.

Supplier



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NON-TECHNICAL EXECUTIVE SUMMARY

Long-term exposure to poor air quality contributes to thousands of premature deaths in London. The Mayor wants London to have the best air quality of any major world city by 2050. Young children are amongst the most vulnerable to air pollution's effects. Toxic air can stunt their growth, causing significant health problems in later life.

In May 2018, the Mayor launched a programme of air quality audits to help clean up toxic air and protect the health of young children in 20 nurseries in some of London's most polluted areas.

The **Air Quality Audit** followed a structured approach, with desktop research and air quality modelling, followed by fieldwork and air quality monitoring. Recommendations were then developed based on the consultations with nursery staff and borough officers.

The audit has assessed both outdoor and indoor air pollution levels.

Outdoor pollutants are generated by industrial processes and traffic emissions, and can migrate indoors through windows, doors and other means of ventilation.

Indoor air pollution arises from a mixture of pollutants generated inside a building including building materials and furnishings, and through activities such as cooking, heating, smoking and use of paints, varnishes, cleaning products and air fresheners.

Indoor air pollution is still a relatively new area of study, and our understanding is still evolving as further evidence is collected on the complex interactions taking place, and the extent to which they affect our health.

Audit Findings

Nitrogen oxides (NO_x) - Short-term exposure to concentrations of NO₂ can cause inflammation of the airways, increasing susceptibility to respiratory infections and to allergens.

The results of the three-month baseline monitoring showed that NO₂ concentrations were highest at the **roadside (38µg/m³)**, with local road traffic emissions contributing significantly to roadside concentrations.

The three months of baseline NO₂ monitoring provides a snap-shot of concentrations in and around the nursery. In one of the three months, the measured NO₂ concentrations exceeded the legal limits (annual mean NO₂ national Air Quality Objective of 40µg/m³).

NO₂ concentrations become increasingly dispersed away from the roadside, and fall to **33µg/m³** in the **playground**. Concentrations at the **nursery entrance** are slightly higher than the playground at



37µg/m³. Inside the nursery, the **indoor** concentrations fall to between **16-27µg/m³** compared to external concentrations. Whilst concentrations were found to be below national legal limits, known as Air Quality Objectives, there is no 'safe' level and children would still benefit from further reductions. Children will also be adversely affected by their journeys to and from nursery.

Volatile Organic Compounds (VOCs) are emitted from vapours arising from petrol and solvents. In a nursery setting these are likely to originate from a wide variety of products, including furnishing, carpets, upholstery, cleaning products and air fresheners. In the UK, building regulations recommend total Volatile Organic Compounds (TVOCs) concentrations should be below 300 µg/m³. In the nursery they were found to be **633µg/m³**. The majority of VOCs identified were likely to be from the fragrances, perfumes and alcohols in, cleaning materials and solvents. Very low concentrations of VOCs associated with external street-sourced pollution were detected.

Formaldehyde are emitted from vapours arising from solvents and adhesives. In a nursery setting these are likely to originate from glues, adhesives and finishing's. Exposure can cause burning sensations of the eyes, nose, and throat, coughing, wheezing, nausea and skin irritation. The World Health Organisation (WHO) indoor air quality guideline¹ for short- and long-term The World Health Organisation (WHO) indoor air quality guideline for short and long-term exposures to formaldehyde is 100 µg/m³. In Sheringham Nursery they were found to be **7µg/m³**.

The wider area around the nursery was assessed using the London Atmospheric Emissions Inventory (LAEI), which showed that pollution levels reducing with distance, away from the heavily trafficked Romford Road. **NO₂ concentrations are predicted to be highest along the north-western boundary of the nursery**, which is closest to the main road.

Particulate Matter (PM₁₀ and PM_{2.5})² is derived from a wide range of sources, including industrial processes, road traffic, dust and brake and tyre wear. The fine component of PM₁₀, known as PM_{2.5}, is formed by combustion and is believed to be the main cause of the harmful effects of particulate matter.

Nearly 50% of NO_x emissions in London are from road transport. Larger diesel vehicles in particular are major contributors to local air pollution. Approximately **20,500 vehicles per day** travel within 200m of the nursery. **Buses** make up only **4%** of these vehicle movements, but contribute **40%** of the transport related **NO_x** emissions locally. Similarly, **HGVs** only account for **2%** of the total traffic but contribute **11%** of emissions. Cars account for 32% of emissions.

Key observations – summary of potential issues

- Rat-running issues on Sheringham Avenue (and other parallel roads)
- Vehicles reversing up Sheringham Avenue to access Romford Road create congestion and road safety issues

¹ Chapter 5.8 Formaldehyde. WHO Air Quality Guidelines – Second Edition, 2001

² PM₁₀ is particulate matter with an aerodynamic diameter of less than 10 micrometres (10µm). PM_{2.5} is particulate matter with an aerodynamic diameter of less than 2.5 micrometres (2.5µm).

- Significant drop-off activity outside the nursery exacerbates air quality issues as well as creating road safety issues and causing congestion
- Vehicle idling issues associated with the drop off activity
- Issues with narrow footways along Sheringham Avenue on the approaches from Romford Road, partly due to overhanging vehicles. Poorly located sign posts exacerbate the issue with narrow footways
- Many children travel by foot along the heavily congested Romford Road
- Heavily polluting buses on Romford Road contribute a significant proportion of NO_x, which even outside the nursery is above legal levels
- Ventilation from the double skin nursery outer wall does not work very effectively and causes the building to get stuffy and overheat
- During the audit it was reported that the underfloor heating is too hot in certain rooms
- Relatively high levels of NO₂ outside the nursery entrance and in the playground
- Some children play next to the boundary fencing by the road which increases their exposure to emissions from vehicle drop-off and pick-up activity
- Existing bamboo screening by the road provides a poor level of screening from pollutants
- The nursery building has a limited number of green plants

Audit Recommendations

The Mayor is implementing a significant programme of London-wide measures to improve air quality, including the introduction of the Ultra-low Emission Zone, tougher emission standards for the London wide Low Emission Zone, and the introduction of low emission buses, which will contribute significantly to addressing some of the issues identified.

Based on the preceding desktop research, site audits and stakeholder feedback, a range of **recommended measures and initiatives** have been identified. See Table 4 for full list of measures. Some of the more key measures were considered to be:

- **Area-wide traffic management measures** - Investigate the options for area-wide traffic management to reduce the levels of rat-running through Sheringham Avenue and other local residential streets. These may be introduced to complement existing one-way/banned turn measures or to replace them.
- **School Street** - Consider introducing a 'School Street' along Sheringham Avenue between Romford Road and Wolferton Road to mitigate issues with rat-running, drop-off activity and idling. A School Street would also alleviate the issues with vehicles reversing.
- **Footway build out and raised table (alternative to School Street)** - Narrow the footway on one or both sides of the road outside the nursery to approximately 3.5m. The road would only be wide enough for one vehicle so would deter drivers from stopping in this space. This approach has been used effectively at other schools.
- **Anti-Idling** - It may be beneficial to introduce anti-idling signage/ banners in front of the nursery, with parallel awareness raising to launch and enforcement, to drive a more general improvement amongst local drivers.
- **Improve enforcement of parking restrictions** - Increase enforcement of the School Keep Clear markings to deter illegal drop-off activity. Enforcement should be undertaken regularly e.g. one morning/week.

- **Green Screening** - Consider installing green screening/climbers on the boundary fencing along the 15m section of the playground fronting Sheringham Avenue and along sections of the fencing by the nursery entrance.
- **Improve classroom ventilation** - Two relatively low costs options to consider are adjusting the boiler temperature and installing extractor fans.
- **Air Filtration Systems** - Consider investing in air filtration systems in classrooms most exposed to poor air quality and reliant on natural ventilation.
- **Promote cleaner walking routes to the nursery** - Encourage parents to approach the nursery along less polluted routes, avoiding Romford Road where possible.
- **Switch to lower VOC cleaning products and review use of potential VOC sources** - this is a key measure as VOC levels were found to be consistently high from the monitoring

Next Steps

In working with the nursery and air quality and transport borough officers to complete the air quality audit, we found there to be a passionate group of individuals, who were enthusiastic about improving local air quality for the children, and the wider community as a whole.

The **borough and nursery should investigate the scope for rapidly delivering key measures** from the recommendations.

To take forward the recommendations, the nursery and borough will need to continue to work closely, building on the relationships already in place. A wide range of **potential funding** sources are identified within the report (See Appendix F), and boroughs and nurseries are encouraged to apply for these where appropriate to maximise the potential for delivering the recommendations.

Each nursery will be given a starter grant of £4,500 by the GLA to help kick-start the implementation of recommendations. The GLA will liaise with the nurseries and boroughs to agree which recommendations the grant will be used for.



Summary of Nursery related recommendations

The full range of recommendations primarily applicable to the nursery, as opposed to highways measures to be delivered by the borough or TfL, are as follows. See Table 4 for further details on these measures.

Nursery Grounds

Green screening

Nursery Building

Improve classroom ventilation
Air Filtration Systems
Add indoor plants
Review purchasing choices and switch to low-VOC content furnishings
Review adequacy of boiler flue position in playground
Switch to lower VOC cleaning products and review use of potential VOC sources
Considering replacing the boiler with a Heat Pump

Behavioural Measures

Develop School Travel Plan
Achieve accreditation in STARS
Engagement Activities
Gain accreditation on Healthy Early Years London scheme
Staff Engagement
Prepare 'Welcome Packs' for new pupils / parents
Anti-idling campaign
Promote cleaner walking routes to the nursery
Monitor London Air website / app
Awareness raising of asthma conditions
Cleaning practices to reduce VOC

1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. Long-term exposure to poor air quality contributes to thousands of premature deaths in London. There is strong scientific evidence of the acute health effects of short-term exposure to very high pollution levels experienced during air pollution episodes.
- 1.1.2. Tackling air pollution is one of the Mayor of London's top priorities, and he recognises that co-ordinated action is required to reduce exposure, especially amongst the most vulnerable such as young children, whose lungs are still developing.
- 1.1.3. The London Environment Strategy, published in May 2018, seeks to reduce the number of Londoners whose lives are blighted by poor air quality. The Mayor wants London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities. This include commitments to act to improve air quality in and around schools and nurseries and provide enhanced information to Londoners.

Why Nurseries?

- 1.1.4. The Mayor is particularly concerned about the impacts of poor air quality on vulnerable groups such as children, the elderly and those with pre-existing health conditions such as asthma and cardiovascular diseases. Young 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. The World Health Organization (WHO) also recognises younger children as being a vulnerable group to air pollution, making nurseries a key consideration in improving air quality.
- 1.1.5. A study led by Kings College in East London found that primary school children had on average 5% lower lung capacity than those growing up in rural areas. A UNICEF report published in December 2017 highlights the impact of air pollution on the critical growth that occurs in the brain in the first 1,000 days of life, making children exposed to pollution more vulnerable to developmental problems. UNICEF estimate that 17 million children globally are breathing air so toxic it is affecting their brain development. Air pollution exacerbates asthma, which affects 1 in every 11 children in England.

The Mayor's Nurseries Air Quality Audits

- 1.1.6. In May 2018, the Mayor launched a programme of air quality audits to help clean up toxic air and protect the health of young children in 20 nurseries in some of London's most polluted areas. The nurseries were selected based on assessments of predicted annual mean nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) levels near the nursery, and in agreement with the respective local authority.
- 1.1.7. The aim is to establish a robust process and toolkit of measures, which the London boroughs and nursery schools can roll out, so that every nursery that is located in an area of high pollution can benefit from this approach.
- 1.1.8. This programme builds on the approach founded in the Mayor's School Air Quality Audit Programme completed in March 2018, and the audit reports the Mayor recently commissioned on indoor air quality in London's primary schools, which included the Toolkit of Measures to Improve Air Quality at

Schools.³ The programme is led and funded by the Greater London Authority (GLA) and the audits were conducted by global engineering consultancy WSP, who have visited each of the nurseries, assessing indoor and outdoor air pollution sources, and how children travel to the nurseries.

- 1.1.9. Road transport is a major contributor to emissions, and has a significant impact on air quality, accounting for around half of NO_x emissions. Whilst private car use is decreasing, congestion is increasing⁴. Without significant intervention, as the Capital grows rapidly these trends are set to continue.



- 1.1.10. 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:

- **The Ultra Low Emission Zone (ULEZ)** launched in central London on 8 April 2019. It replaced the T-Charge (Toxicity Charge) and means that vehicles that do not meet the strict ULEZ emissions standards are charged to drive in the zone, 24 hours a day, every day of the year. It is expected that the ULEZ will reduce road transport emissions of nitrogen oxides (NO_x) by around 45 per cent in the central London zone.
- **Expanding the ULEZ and tightening the Low Emission Zone (LEZ).** The ULEZ will expand to inner London, up to the North and South Circulars, in October 2021, and emissions standards for heavy vehicles in the London-wide LEZ will be tightened (to Euro 6) in October 2020.
- **Cleaning up London's buses.** The Mayor is transforming London's bus fleet with a retrofit programme covering thousands of buses, and only procuring hybrid or zero emission double decks since 2018.
- **Cleaning up the taxi fleet.** From 2018, TfL has stopped new diesel taxis from being licensed in London and all new taxis need to be zero emission capable. TfL provide financial incentives to enable this switch to cleaner taxis and over 175 rapid charge points have been installed, with many dedicated to the trade.
- **Low emission neighbourhoods** – have been funded across London to pioneer measures to promote the use of low emission vehicles and improve local air quality, including low emission

³ https://www.london.gov.uk/sites/default/files/school_aq_audits_-_toolkit_of_measures_dr_v3.3.pdf

⁴ London Assembly, London stalling: Reducing traffic congestion in London, January 2017, Transport for London, Travel in London - Report 9 data, 2017

vehicle only streets, measures to promote deliveries by cycle cargo bikes and low emission vehicles, and bold proposals to promote walking and cycling.

- **The London Environment Strategy** – is an ambitious strategy, with a particular focus on air quality published in 2018, and seeks to address the most urgent environmental challenges facing London, to safeguard its environment over the longer term. This strategy establishes aims for London, which include having the best air quality of any major city, and a zero-carbon city by 2050, with energy efficient buildings, clean transport and clean energy. The Mayor is providing funding through his Greener City Fund to create and improve green spaces and to plant trees.
- **The Draft London Plan** - published in November 2017, places a considerable emphasis on air quality. The aim of policies 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.
- **Healthy Streets Approach** - the Mayor is embedding the 'Healthy Streets' approach in transport strategy. This promotes a holistic approach to improve the health, liveability, social cohesion and economic prosperity of an area.
- **The Mayor's Transport Strategy 2018** - The Mayor has set out ambitious plans to improve transport in London over the next 25 years. The Mayor's ambition for 80% of trips in London to be made on foot, by cycle or using public transport by 2041, and a commitment to make the entire transport system zero-emission by 2050.

1.1.11. These measures are already starting to have a measurable impact on pollution levels in London.

However, the Mayor also wanted to take early action at 20 nurseries located in areas with some of the highest air pollution levels, so has provided £250k funding to commission this programme.

1.1.12. The Mayor's Nurseries Air Quality Audits Programme follows the approach developed as part of the Mayor's School Air Quality Audit Programme, identifying a combination of hard-hitting measures and quick win improvements, to minimise the impacts of toxic air on nursery 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.

1.2. OBJECTIVES

1.2.1. The key objectives of the Mayor's Nurseries Air Quality Audit Programme are to:

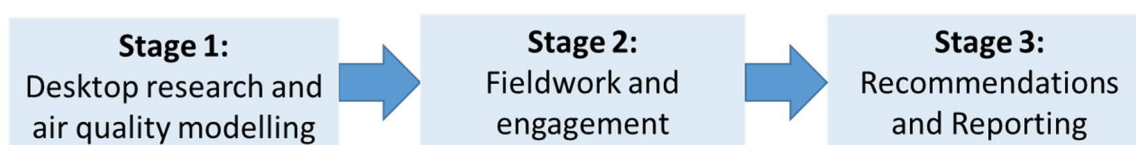
- Audit and identify the sources of poor outdoor air quality and exposure by children at 20 state-funded nurseries and their surrounding nursery catchment areas, including NO₂, PM₁₀ and PM_{2.5}.
- Audit and identify the sources of poor indoor air quality and potential exposure by children attending the nurseries, and establishing a baseline of indoor air quality.
- Assess the feasibility of installing air filtration systems at the selected nurseries' sites.
- Trial and monitor the effectiveness of air filtration systems in at least 5 of the nurseries sites.
- To identify, evaluate and recommend measures within and around the nurseries' that will help a borough and nursery to reduce particulate matter, emissions and children's exposure to poor air quality, and award grant funding to deliver some of the recommended measures.
- To engage nursery communities and raise awareness about the impacts of air pollution, including an introduction to Transport for London's STARS programme and the GLA's Healthy Early Years London Programme.
- To engage eligible London boroughs and other relevant stakeholders to inform the context and feasibility of the proposed recommendations.

2. AUDIT APPROACH

2.1. OVERALL AUDIT APPROACH

2.1.1. The Mayor's Nurseries Air Quality Audits follow the structured approach established through the preceding audit programme of Primary Schools, but this time included air quality monitoring of both indoor and outdoor air pollution. The structured approach the audit followed is summarised in Figure 1 below.

Figure 1 – Overview of Approach



2.1.2. Each audit consists of broadly three key stages:

Stage 1: Desktop research and air quality modelling

2.1.3. Prior to the site visit **air quality modelling** was undertaken for the area around the nursery, with an assessment of the contribution to emissions made by each vehicle type on the roads around the nursery.

2.1.4. A **desktop review** of the local areas around the nursery 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).

Stage 2: Fieldwork and consultation

2.1.5. A site visit to the nursery was undertaken by the WSP auditor and officers at the borough who deal with air quality, transport planning and school/ nursery travel.

2.1.6. Observations were undertaken with the borough officers and nursery staff during the peak arrival/ departure time, to capture as much information as possible on drop-off and waiting activity in and around the nursery, **identifying external sources of emissions** close to the nursery, and the areas where the children are exposed to poor air quality when approaching the nursery.

- 2.1.7. The external observations were then followed by an **audit of the building and grounds** which was undertaken with the assistance of the facilities manager, to enable the auditor to familiarise themselves with its layout, and the proximity of classrooms and playgrounds to areas of poor air quality. The audit included a review of the nurseries boilers, and considered features likely to lead to emissions of indoor air pollutants, such as building ventilation, evidence of fresh air intrusion, and identifying use and location of potential pollutant sources.
- 2.1.8. A key element of the audits was to capture the views of nursery staff, the wider nursery community, and relevant borough officers, to gain an understanding of operational considerations, behavioural traits and recent history of the nursery.
- 2.1.9. A **brainstorming session** was then undertaken, with staff from the nursery 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 could 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 nursery representatives to inform the recommended measures.
- 2.1.10. Nursery staff were also consulted regarding what they felt would be the most suitable and effective form of **engagement activity**, which could be undertaken at the nursery to raise awareness of air pollution, its causes, the health impact, and a range of measures to reduce air pollution.
- 2.1.11. A 3-month baseline **air quality survey** was undertaken to monitor Nitrogen Dioxide (NO₂), Formaldehyde and Volatile Organic Compounds (VOCs) at sites both inside and outside the nursery building, in order to capture any attenuating influence the indoor environment may have on NO₂ concentrations.



Stage 3: Recommendations and Reporting

- 2.1.12. The auditor reviewed the findings of the audit and preparatory assessments, with the specialist support of air quality, transport planning and buildings specialists, to develop advice and recommendations. The auditor was also able to draw on an updated version of the toolkit of best practice measures and case study examples, developed for the previous primary school audit programme.

2.2. AUDIT SCHEDULE – SHERINGHAM NURSERY SCHOOL

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

Table 1 – Audit Details

Date of Audit	Friday 18 th January 2019	
Nursery Representatives	Julian Grenier (Head Teacher)	
Borough Representatives	Richard Wadey (Sustainable Transport Officer), Tim Baker (Environmental Control Officer)	
WSP Auditors	Glenn Higgs	
Itinerary	Timings	Description
	0845 - 0915hrs	Initial observations and site familiarisation by WSP auditors
	0915 – 0930hrs	Site walk and observations with borough air quality officers/ school transport officer/ nursery staff
	0930 – 1015hrs	Audit of building and grounds to appreciate the layout of the building/playgrounds etc. accompanied by the bursar/caretaker
	1015 – 1115hrs	Brainstorming Workshop with key staff from the nursery and borough officers.
	1115 - 1200hrs	Further observations and completion of site audit template

3. CONTEXT AND INITIATIVES

3.1. NURSERY CONTEXT

Borough: Newham

Address: Sheringham Ave, E12 5PB

Pupil Numbers: 212

Age Range:
2-5 years



Gender:
Mixed

Type: Local authority nursery school

Deprivation Rank: 2



Children with disabilities or special educational needs:

Higher than average



Children who speak English as an additional language:

Higher than average

- 3.1.1. **Sheringham Nursery** is located in east London and lies within the Borough of Newham.
- 3.1.2. At the time of the audit the nursery had **212 children** and around **40 staff**.
- 3.1.3. The nursery entrance is on **Sheringham Avenue**, which is within a 20-mph Zone.
- 3.1.4. Approximately **20,500 vehicles per day travel** on the core roads within a 200m radius of the nursery⁵. This is within the 1st quartile in terms of traffic volumes amongst the 20 nurseries

⁵ 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 nursery in the LAEI 2013 base.

assessed as part of this programme. For context, in the UK in 2017⁶ the average traffic flow on urban minor roads was 2,100 vehicles, and 19,200 vehicles on an urban A-road.

3.1.5. The nursery did not have information regarding the **mode of travel** by pupils. However, they consider that the proportion of parents driving children to the nursery is relatively low. The catchment for the nursery is relatively small at 0.5 miles. However, the ladder pattern of the roads significantly extends the walking distance from many streets.

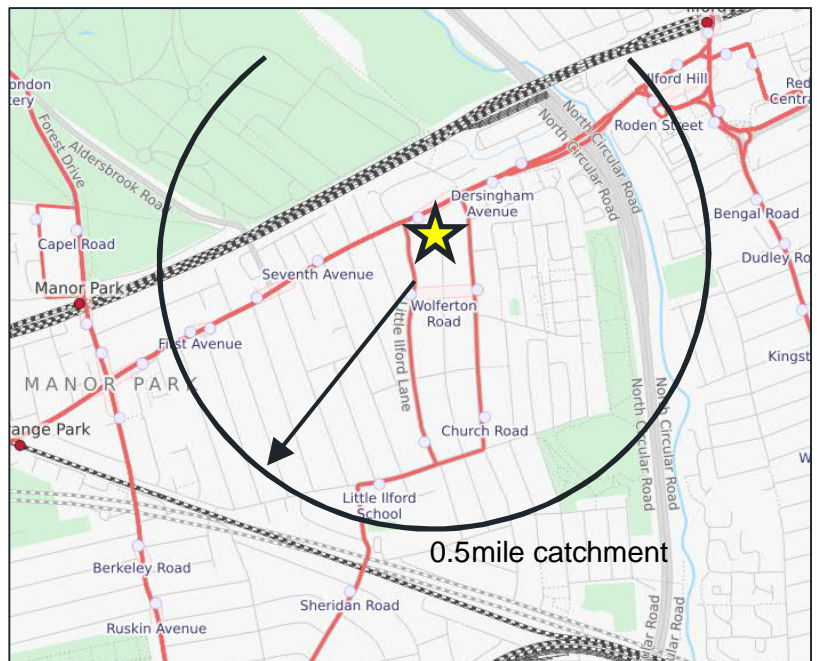
3.1.6. The nursery estimates that around three-quarters of staff drive to work, partly as access by public transport is poor: the area has a PTAL rating of 2 (where 1 is the worse, 6 is the best).

3.1.7. Sheringham Primary School is located opposite Sheringham Nursery and has 639 pupils. The main entrances to the Nursery and School are on Sheringham Avenue.

3.1.8. The nursery day starts at 8:45am and finishes around 3:15pm. The gates for the primary school open at 8.30am and the day starts at 8.45am. The primary school closes at around 3:15pm.

3.1.9. The subsequent two pages illustrate the context of the nurseries within the local area.

- The **outer context** plan highlights key roads and land uses in the area, including the frequencies of buses, as well as other notable sources of air pollution.
- The **inner context** plan provides detail on the main accesses (both pedestrian and vehicular) to the nursery, and the location of the playgrounds where children are most exposed to air pollution.



⁶ DfT Road Traffic Estimates: Great Britain 2017 (2018)

Figure 2 – Outer Context Plan



Figure 3 – Inner Context Plans



3.2. PLANNED SCHEMES & RECENT INITIATIVES

3.2.1. There are number of local and wider schemes and initiatives which may impact on air quality at Sheringham Nursery. These are described below.

LOCAL SCHEMES

LOW EMISSION NEIGHBOURHOOD

3.2.2. LB Newham and LB Redbridge were successful in gaining funding in 2015 to implement a Low Emission Neighbourhood at Ilford Gardens, which is at the junction of Romford Road and the North Circular Road. The plans including extensive greening improvements to reduce exposure to emissions.



3.2.3. The status of the scheme is unknown at this time.

Potential impacts of the Low Emission Neighbourhood:

- Reduced exposure to emissions for parents, pupils and staff who pass through Ilford Gardens to travel to Sheringham Nursery.

WIDER SCHEMES

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

3.2.4. The recently launched ULEZ will operate 24 hours a day, 7 days a week within the same area as the current Congestion Charging Zone (CCZ). 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. Further details on emissions standards and classification of vehicles can be found through TfL.

3.2.5. The London-wide Low Emission Zone (LEZ) is being tightened to a Euro VI emissions standard for heavy duty vehicles (buses, coaches, Heavy Goods Vehicles (HGVs) from October 2020. The ULEZ will be expanded 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 October 2021. It is forecast that an expanded ULEZ and tighter LEZ standards will result in 23 per cent less harmful nitrogen oxide (NOx) from road transport in the borough from 2021.

Impact of scheme:

- Reduced air pollution as more polluting vehicles are discouraged from travelling in the ULEZ.

ELIZABETH LINE (CROSSRAIL)

3.2.6. The Elizabeth Line will serve Manor Park and Ilford stations, which are a 10 minute and 15 minute walk from the nursery respectively. The Elizabeth Line will open during 2020 and the improved connectivity could be an opportunity to improve public transport mode share among staff and pupils.

Impact of scheme:

- Reduced reliance on polluting vehicles, aided by extended public transport services

LOW EMISSION BUSES

3.2.7. Since 2018, all new double deck buses are hybrid or zero emission. The Mayor has also launched an £85m programme to upgrade around 5,000 buses so that the entire fleet meets the Euro VI emissions standard in 2020. Around 75 per cent of all TfL buses – including all buses operating in the ULEZ – now meet or exceed the strict ULEZ emission standards. By October 2020 every TfL bus in London – over 9,000 buses - will meet or exceed the ULEZ standards. This will mean that next year the entire city will become a Low Emission Bus Zone.



3.2.8. Twelve new low Emission Bus Zones are being introduced in areas where Londoners are exposed to some of the highest levels of nitrogen dioxide pollution. The Mayor has completed ten of these zones, reducing NOx emissions from buses by an average of 90 per cent along some of the capital's most polluted roads. The Mayor will complete delivery of all 12 routes ahead of schedule in 2019 rather than 2020. Of relevance locally is the 'Stratford' low emission bus zone that runs from Mile End to Romford Road. This will be launched later this year.



Impact of scheme:

- Reduced air pollution as buses that run along Romford Road will be replaced with low emission buses.

NURSERY STARS ACTIVITIES

3.2.9. 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.



3.2.10. As part of the STARS scheme nurseries receive bespoke guidance from the borough, on-line resources, access to a London-wide community of schools and nurseries, priority access to funding, accreditation and recognition. Nurseries can achieve bronze, silver or gold level STARS accreditation.

3.2.11. Sheringham Nursery has signed up to the STARS programme but does not currently have accreditation. The nursery recognises the benefits of the programme and would be looking to develop some initiatives jointly with Sheringham Primary School, with whom they are planning to develop a joint School Travel Plan.

Impact of scheme:

- More sustainable travel which can lead to a reduction in transport-related pollution.

HEALTHY SCHOOLS LONDON

- 3.2.12. Healthy Schools London is a programme that supports London's schools and nurseries in providing 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.



**HEALTHY SCHOOLS
LONDON**

- 3.2.13. Sheringham Nursery is not currently accredited with the Healthy Schools programme.

Impact of scheme:

- Awareness raising and promotion of sustainable travel options, lessening sources of emissions and incidences of exposure.

4. AIR QUALITY AUDIT FINDINGS

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

- Baseline air quality; and
- Observed issues, emission sources and potential exposure

4.1. BASELINE AIR QUALITY

- 4.1.1. The air quality audit used a combination of modelled and measured data to establish the local, baseline pollution levels in and around each nursery.
- 4.1.2. Three pollutants were monitored in and around the nursery, these were **nitrogen dioxide (NO₂)**, **formaldehyde (CH₂O)** and **Volatile Organic Compounds (VOCs)**. All three pollutants can cause respiratory inflammation which can exacerbate to respiratory problems such as asthma and bronchitis at high levels.
- 4.1.3. NO₂ is both a primary and secondary pollutant, derived from emissions of nitrogen oxides (NO_x) from combustion sources. In London key sources include road vehicles and domestic boilers. Vehicle emissions contribute significantly to local increases in concentrations especially near busy roads.
- 4.1.4. VOCs are made up of a range of organic compounds, including formaldehyde. They have a significant photochemical oxidant forming potential and contribute to the formation of secondary pollutants, such as NO₂. They arise from a wide variety of products commonly used in homes and workplaces, including furnishing, carpets, upholstery, cleaning products and air fresheners.
- 4.1.5. Formaldehyde is a notable VOC, and can be released from furniture, finishes and building materials, and is formed in chemical reactions from combustion processes, such as smoking, heating, cooking or candle burning.
- 4.1.6. Baseline air pollutant monitoring was undertaken for three months. At Sheringham Nursery, five NO₂ diffusion tubes, one formaldehyde diffusion tube and one VOC diffusion tube were deployed in the following locations:

Nitrogen Dioxide (NO₂)

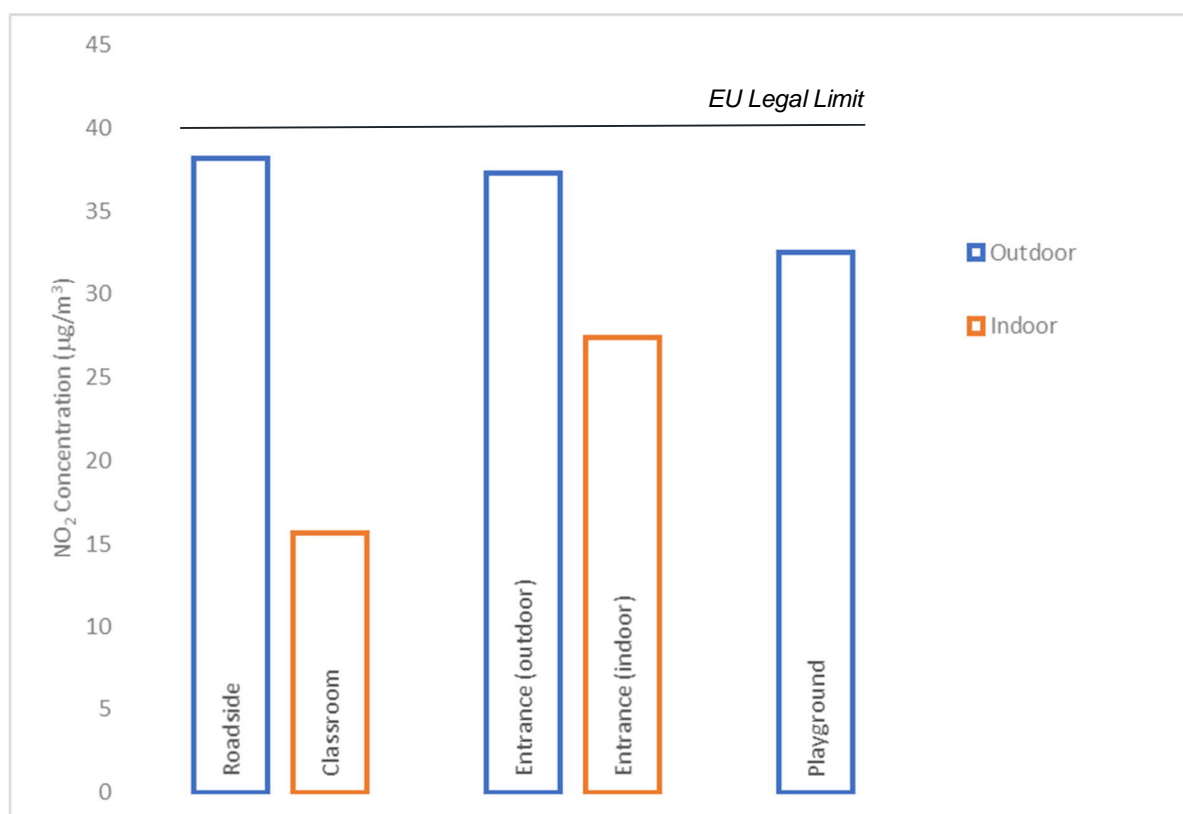
- roadside outside the nursery
- immediately outside the nursery entrance
- playground
- immediately inside the nursery entrance
- inside a nursery classroom.

Formaldehyde and VOCs

- Inside a nursery classroom.

4.1.7. See Appendix C for further details on the location of the diffusion tubes.

Figure 4 - Comparison of the average NO₂ concentrations at Sheringham Nursery (µg/m³)



4.1.8. The results of the three-month baseline NO₂ monitoring at Sheringham Nursery, shown in Table 2.

Table 2 – Sheringham Nursery: Three Month Baseline NO₂ Monitoring Results (µg/m³)

Diffusion Tube Location	Indoor / Outdoor Location	Baseline NO ₂ Monitoring Results - NO ₂ (µg/m ³)			
		January	February	March	Average
Roadside	Outdoor	34.60	45.21	34.65	38.15
Playground	Outdoor	29.04	38.50	30.06	32.53
Nursery entrance	Outdoor	38.59	41.45	32.77	37.30
Nursery entrance	Indoor	29.26	28.59	24.25	27.37
Classroom	Indoor	18.92	-	12.33	15.63
Ratio of indoor to outdoor (I/O) concentrations		0.47	-	0.74	0.73

4.1.9. NO₂ concentrations were found to be highest at the **roadside (38µg/m³)**, with local road traffic emissions contributing significantly to roadside concentrations.

- 4.1.10. The three months of baseline NO₂ monitoring provides a snap-shot of concentrations in and around the nursery across the winter and spring months, when concentrations are likely to be at their highest due to elevated NO_x emissions driven by the cold weather. In some months, the measured NO₂ concentrations exceeded the annual mean NO₂ national Air Quality Objective (AQO) of 40µg/m³.
- 4.1.11. NO₂ concentrations fall to **33µg/m³** in the **playground**, which is partially screened from traffic by fencing and bamboo screening. Concentrations at the **nursery entrance** are slightly higher (**37µg/m³**) than in the playground.
- 4.1.12. **Inside the nursery**, concentrations fall to between **16-27µg/m³** compared to external concentrations. It should be noted that indoor NO₂ is not regulated against EU limits, it is regulated against HSE exposure limits.
- 4.1.13. Previous research undertaken for the GLA found that outdoor NO₂ concentrations and the airtightness of the building envelope explained 84% of the variation between classrooms, indicating the influence of strong outdoor pollution sources and the importance of the building envelope. Overall, **indoor to outdoor (I/O) ratios** in both seasons ranged from 0.3-0.5 in an airtight, contemporary school compared with 0.7-0.9 in Victorian schools that have original wooden window frames.
- 4.1.14. The **NO₂ I/O ratio** was **0.73** at Sheringham Nursery School, indicating that uncontrolled infiltration rates are at the higher end of the higher end of the spectrum, and so offer less protection to its occupants than a more air tight building.
- 4.1.15. The results of the three-month baseline VOC and Formaldehyde monitoring are shown in Table 3.

Table 3 – Sheringham Nursery School: Three Month Baseline Formaldehyde and VOC Monitoring Results (µg/m³)

Pollutant	Baseline Formaldehyde and VOC Monitoring (µg/m ³)			
	December	January	February	Average
VOCs	615.50	603.60	680.70	633.30
Formaldehyde	8.72	7.12	5.48	7.11

- 4.1.16. **Volatile Organic Compounds (VOCs)** are emitted from vapours arising from petrol and solvents. In a nursery setting are likely to originate from a wide variety of products, including furnishing, carpets, upholstery, cleaning products and air fresheners. Exposure can cause irritation to the eyes and upper airways. In the UK, building regulations recommend total Volatile Organic Compounds

(TVOCs⁷) concentrations should be below 300 µg/m³. In Sheringham Nursery they were found to be **633µg/m³**, which was consistently very high across the sampling period, exceeding recommended concentrations. Of the VOCs detected 98% were chemical species identified as being likely to be indoor pollutants, and included fragrances, perfumes and alcohols, likely to be products derived from use of cleaning materials and solvents. Very low concentrations of VOCs associated with external street-sourced pollution were detected.

- 4.1.17. **Formaldehyde** are emitted from vapours arising from solvents and adhesives. In a nursery setting these are likely to originate from glues, adhesives and finishing's. Exposure can cause burning sensations of the eyes, nose, and throat, coughing, wheezing, nausea and skin irritation. The World Health Organisation (WHO) indoor air quality guideline⁸ for short- and long-term exposures to formaldehyde is 100 µg/m³. In Sheringham Nursery they were found to be **7 µg/m³**.

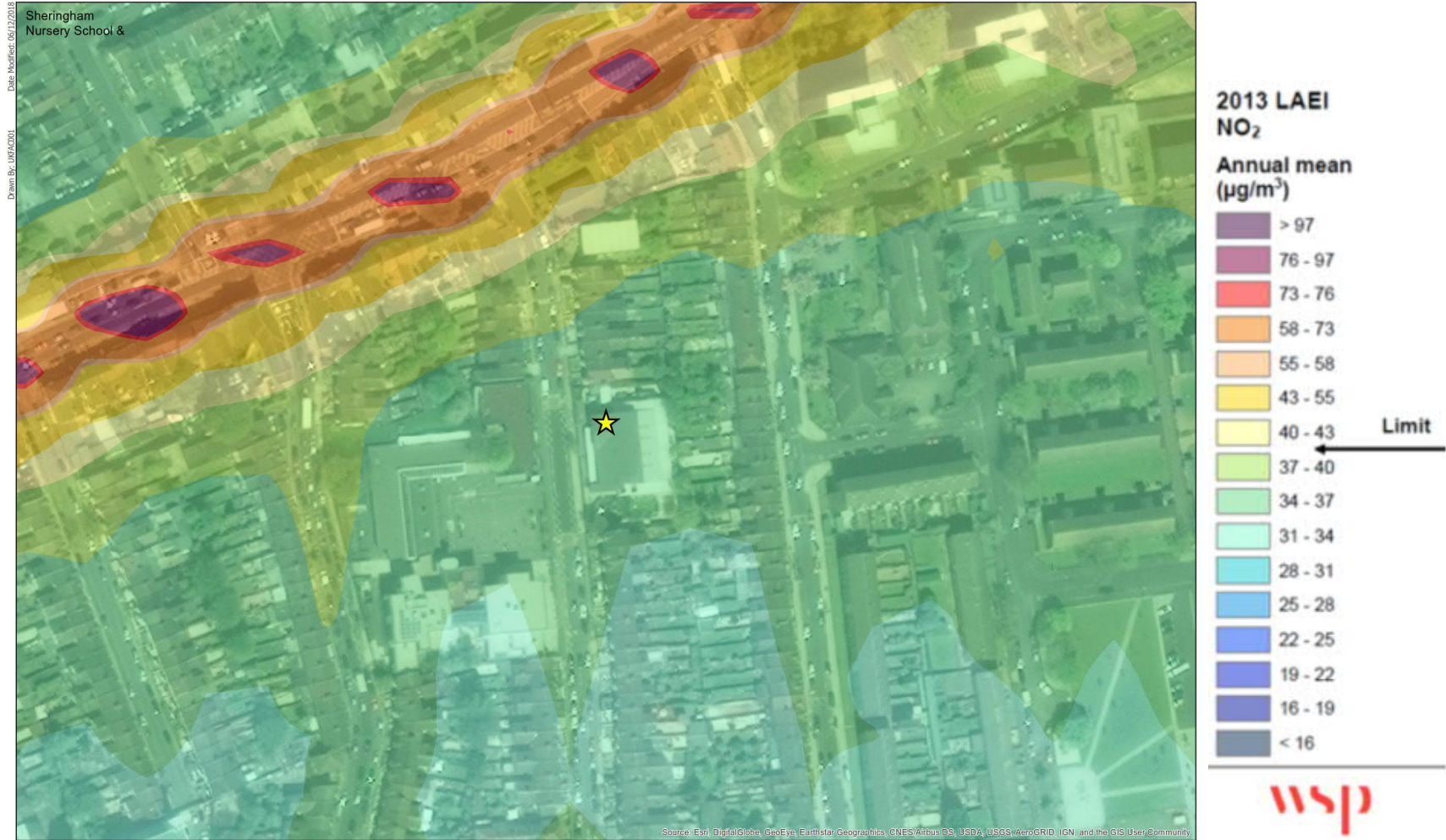
LONDON ATMOSPHERIC EMISSIONS INVENTORY MAPPING

- 4.1.18. In addition to the monitoring undertaken at the site, 2013 baseline annual mean NO₂, PM₁₀ and PM_{2.5} concentrations have been estimated for each nursery from the **London Atmospheric Emissions Inventory (LAEI)** maps.
- 4.1.19. 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.
- 4.1.20. 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.
- 4.1.21. Figure 5 shows the 2013 LAEI baseline annual mean NO₂ concentrations within the vicinity of Sheringham Nursery.
- 4.1.22. The changes in colours show the change in the pollution gradients, with distance, away from the heavily trafficked Romford Road. NO₂ concentrations are predicted to be highest along the north-western boundary of the nursery, which is closest to the main road.

⁷ TVOCs denote a wide-ranging group of organic chemical compounds. For simplicity they are commonly reported together.

⁸ Chapter 5.8 Formaldehyde. WHO Air Quality Guidelines – Second Edition, 2001

Figure 5 - LAEI Baseline Annual Mean NO₂ Concentrations within the Immediate Area of Sheringham Nursery School



4.1.23. 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 nursery, split by source, have been analysed to identify the key sources contributing to NO₂ in the vicinity of the nursery.

4.1.24. The pie chart below shows that while **buses** make up only **4%** of vehicle movements, they contribute **40%** of the transport **related NO_x** emissions locally. Similarly, **HGVs** only account for **2%** of the total traffic but contribute **11%** of emissions. However, it should be noted that with TfL's commitment to upgrading the whole bus fleet to the cleanest Euro VI vehicles as a minimum, by October 2020, that the emissions contributed by buses will be expected to fall significantly.

Figure 6 – Average Road Transport – by Vehicle Type (within 200m of nursery)

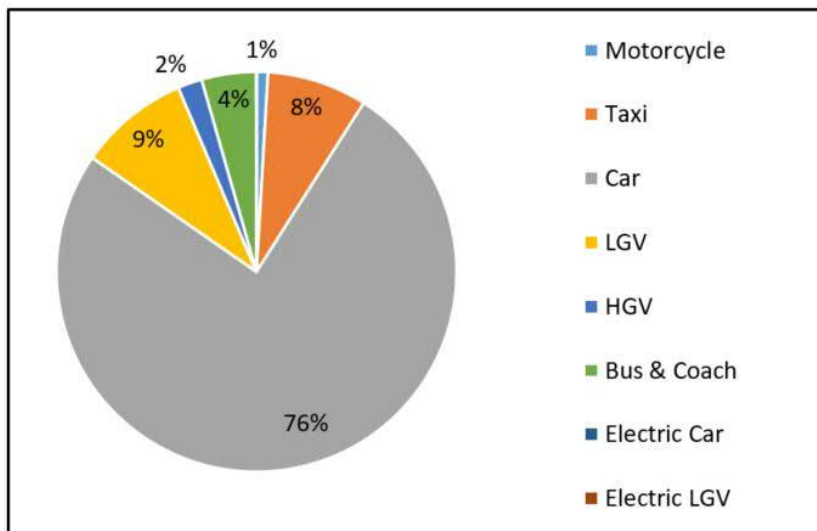
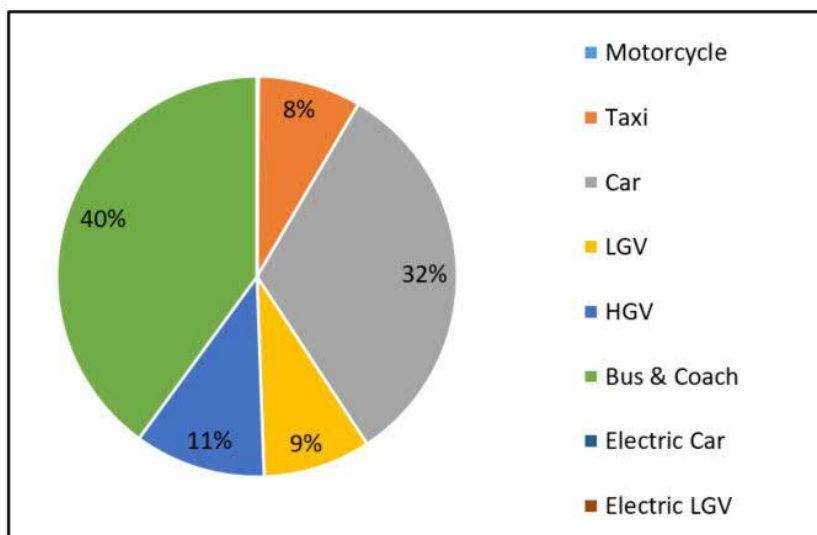


Figure 7 – Average Road Transport NO_x Emissions by Vehicle Type (within 200m of nursery)



4.1.25. The pie charts below illustrate that PM₁₀ and PM_{2.5}, like NO_x, are emitted in higher levels by large vehicles such as buses, HGVs and LGVs, though not to the same extent. **Buses** make up **4%** of vehicle movements, and contribute **30%** of the transport related **PM₁₀** emissions locally, and **19%** of **PM_{2.5}**.

Figure 8 – Average Road Transport PM₁₀ Emissions by Vehicle Type (within 200m of nursery)

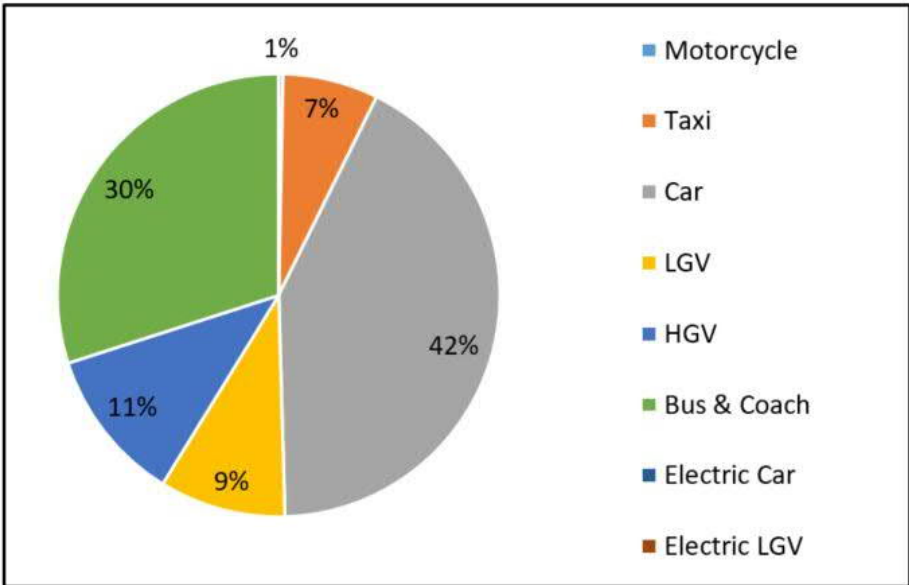
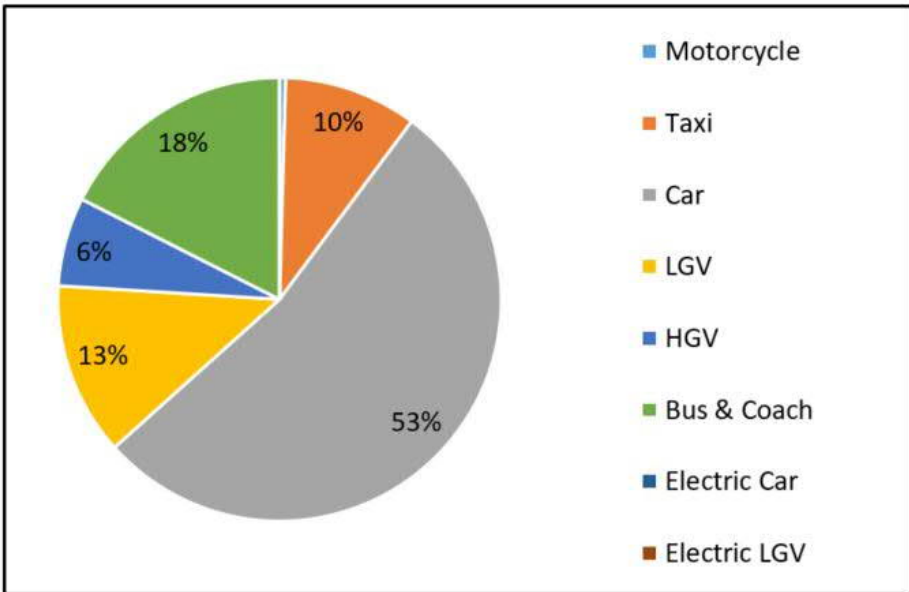


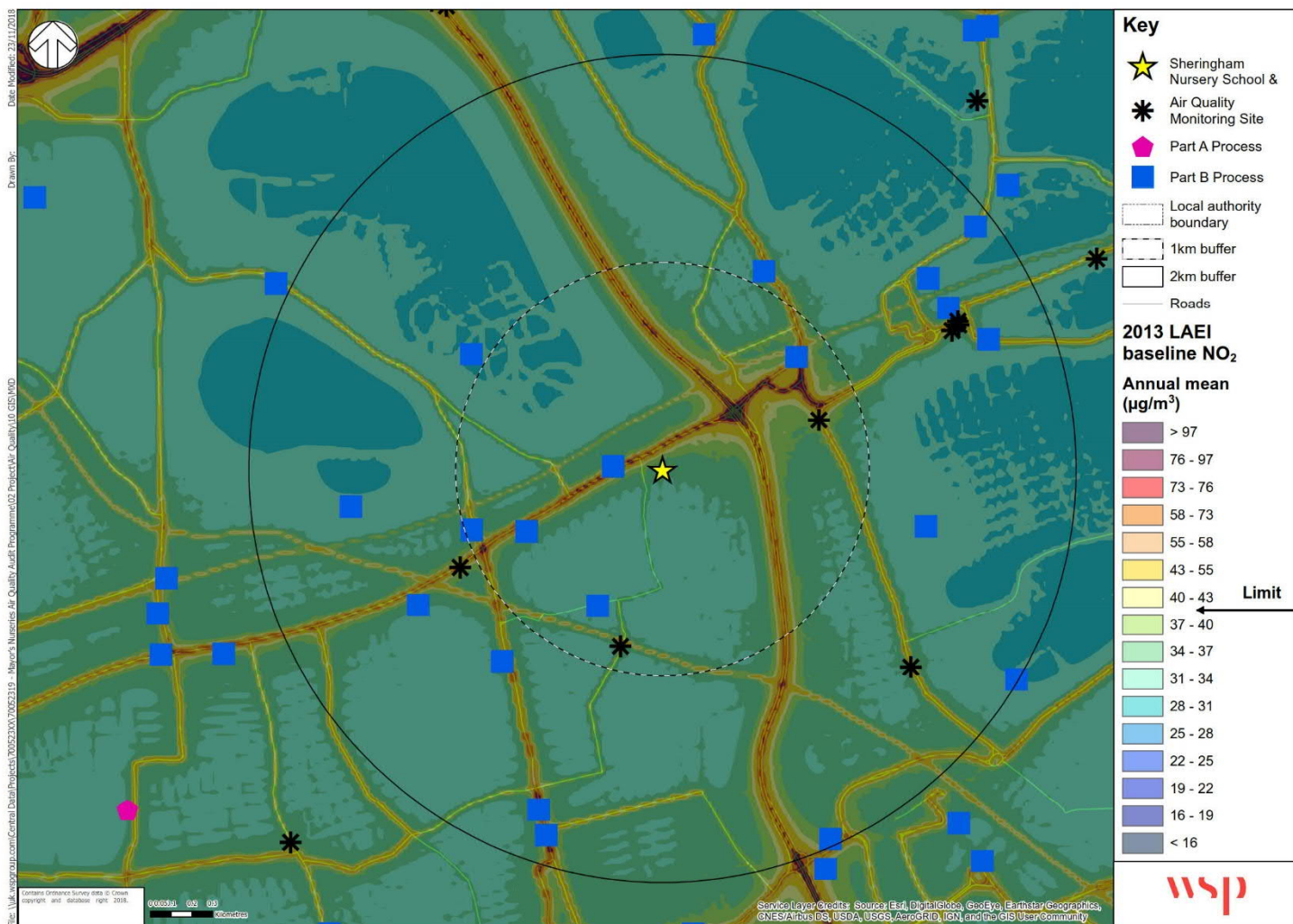
Figure 9 – Average Road Transport PM_{2.5} Emissions by Vehicle Type (within 200m of nursery)



4.1.26. Figures 10-12 show the 2013 LAEI baseline annual mean NO_x, PM₁₀ and PM_{2.5} concentrations in within 2km of Sheringham Nursery. The contours (changes in colours) show how the pollution gradient changes, with distance, away from the heavily trafficked roads and other key sources.

4.1.27. PM₁₀ and PM_{2.5} sources are much more universal and dispersed than NO₂ sources. A proportion of PM_{2.5} and PM₁₀ is imported via weather events from regions outside of London, with other contributions coming from combustion processes, cleaning street sweeping/ dust re-entrainment, construction dust, etc. Therefore, concentration profiles of PM₁₀ (Figure 11) and PM_{2.5} (Figure 12) appear less defined than for NO₂.

Figure 10 – 2013 LAEI Baseline Annual Mean NO₂ Concentrations within 2km of Sheringham Nursery School



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

Figure 11 - 2013 LAEI Baseline Annual Mean PM₁₀ Concentrations within 2km of Sheringham Nursery School

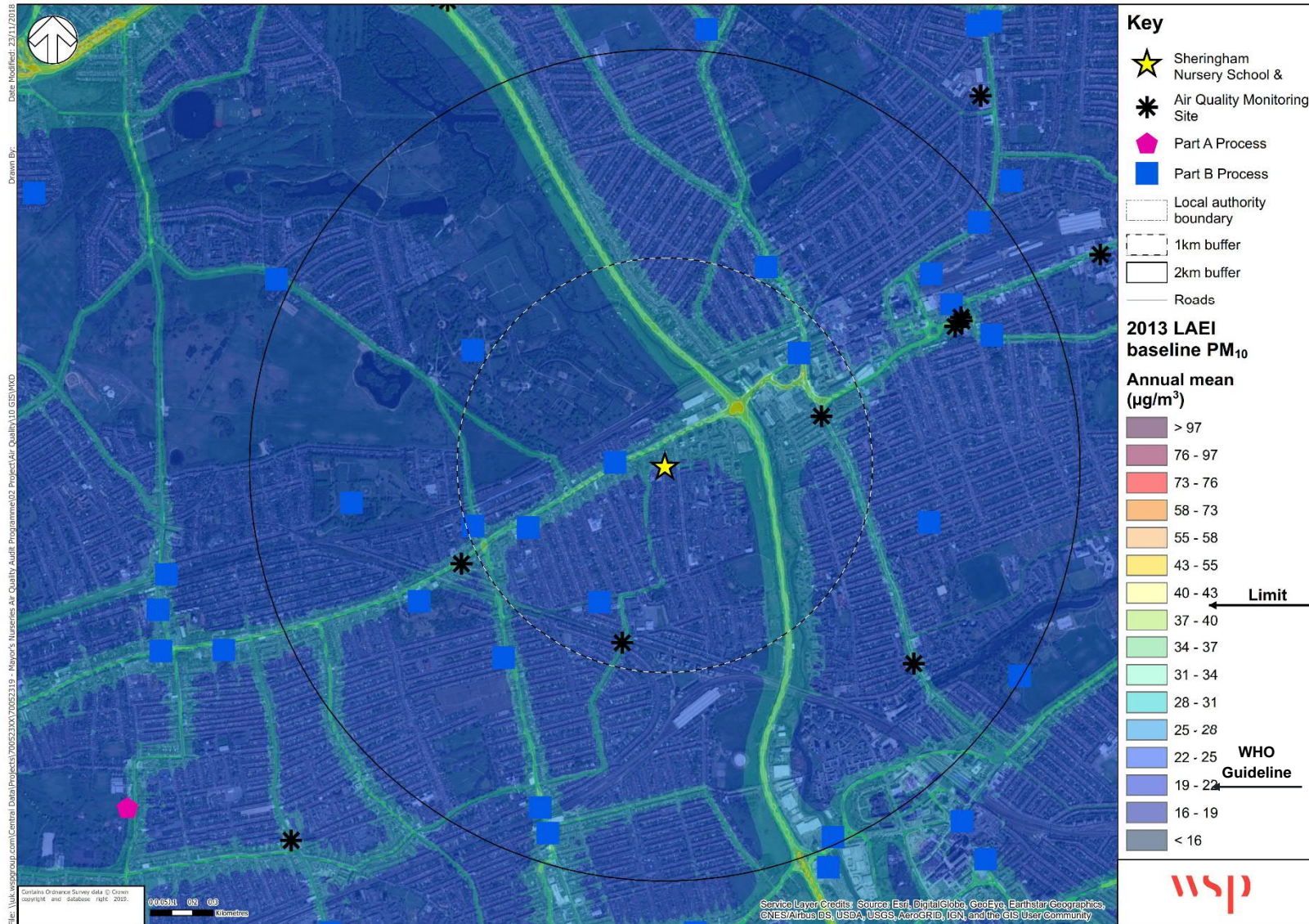
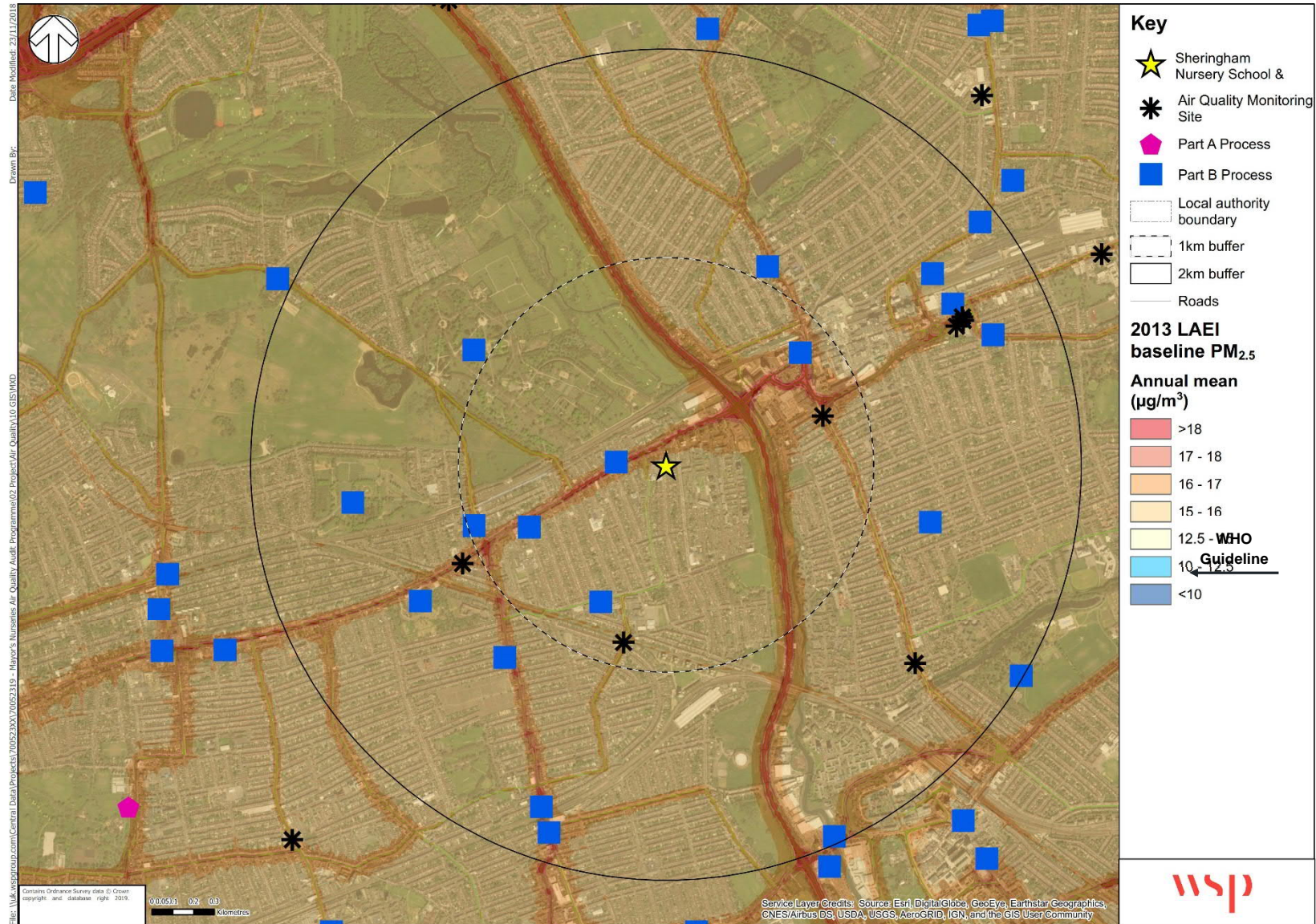


Figure 12 - 2013 LAEI Baseline Annual Mean PM_{2.5} Concentrations within 2km of Sheringham Nursery School



4.2. HIGHWAYS – KEY OBSERVATIONS

- 4.2.1. Sheringham Nursery is located on Sheringham Avenue which forms part of a series of parallel streets which link Romford Road to Church Road. These streets are subject to **rat-running**, largely due to the severance created by the Overground rail line to the south and North Circular Road to the east. Attempts have been made to mitigate against this by designating the roads as one-way and by introducing banned turns. However, rat-running issues still exist. During the time of the audit the Council was undertaking traffic surveys to quantify the rat-running issues and to inform the development of traffic management proposals.
- 4.2.2. As Sheringham Avenue is one-way, some parents dropping off outside the school face a circuitous route back to Romford Road. This may involve using the adjacent road to the west (Little Ilford Road) which is heavily congested even outside the morning and evening peak hours. As a result, some drivers choose to save time by **reversing back up Sheringham Avenue** to Romford Road. This is a very dangerous manoeuvre to make, both for themselves and for other road users, including parents and children on foot.
- 4.2.3. During the audit it was identified that there is a lot of **drop-off activity outside the nursery** and Sheringham Primary School. As shown in the photo below, there are long sections of Keep Clear markings on both sides of the road which are intended to prevent this. There are parking bays either side of these markings, which are for use by resident permit holders only between 9am-5pm. Some of these were occupied for drop-off activity during the audit. It is assumed that there is some **contravention** of the **parking restrictions** in the afternoon for pick-up activity.



- 4.2.4. The **drop-off** activity is particularly **chaotic**, with many drivers parking on the **Keep Clear markings, parking over driveways** and in some instances **double parking** within the road. The issue is worse in the afternoon school pick-up period as the nursery and primary schools finish at about the same time. The start times are staggered in the morning.
- 4.2.5. The volume and random nature of the drop-off activity creates problems for children **crossing the road**. Raised build-outs were introduced at either end of the nursery to provide a clear section of street to cross more safely. However, these are too short and are often parked across on one side of the street.

- 4.2.6. During the peak drop-off and pick-up times, the schools place (child-shaped) bollards on the road. These mitigate the issue but do not prevent it as some drivers park alongside or between the bollards. The nursery has also raised awareness of the issues with parking on the Keep Clear markings through letters sent out to parents.
- 4.2.7. There is also some **idling activity** on Sheringham Avenue during the school peak times.
- 4.2.8. Pedestrian activity on Sheringham Avenue is high during the school peaks, particularly on the footways leading from Romford Road. These are the narrowest sections of footway on the street. The **effective footway width** is **reduced** in places because of **parked vehicles in driveways overhanging the footway**. This causes road safety issues and inconvenience for pedestrians, which along with other issues with the pedestrian environment may deter people from walking to the nursery. Poorly located signs posts exacerbate the issue with narrow footways.
- 4.2.9. Due to the ladder configuration of streets, many **children walk** along Romford Road as it is the quickest route to the nursery. **Romford Road is heavily congested** and queues back up, particularly in the eastbound direction with vehicles looking to turn right onto the North Circular Road.
- 4.2.10. Figure 5 shows that the major source of local NO₂ emissions is traffic using Romford Road. The level of emissions reduces further away from Romford Road towards the nursery but is still close to the legal limit (**38µg/m³**) on Sheringham Avenue outside the nursery and immediate outside the nursery entrance (**37µg/m³**). Within the playground it is slightly less at **33µg/m³**,
- 4.2.11. **Buses** only make up 4% of vehicle movements within a 200m catchment area but contribute a **significant proportion of NO_x emissions** (40%). There are five high frequency daytime bus routes along Romford Road which will heavily contribute to the 40% NO_x emissions.
- 4.2.12. The nursery reported that there are two or three deliveries per day to the nursery. However, these are all made outside of the nursery start/finish times.

4.2.13. **Summary – Key Issues**

- Rat-running issues on Sheringham Avenue (and other parallel roads)
- Vehicles reversing up Sheringham Avenue to access Romford Road create congestion and road safety issues
- Significant drop-off activity outside the nursery exacerbates air quality issues as well as creating road safety issues and causing congestion
- Vehicle idling issues associated with the drop off activity
- Issues with narrow footways along Sheringham Avenue on the approaches from Romford Road, partly due to overhanging vehicles. Poorly located sign posts exacerbate the issue with narrow footways
- Many children travel by foot along the heavily congested Romford Road
- Heavily polluting buses on Romford Road contribute a significant proportion of NO_x, which even outside the nursery is above legal levels



Busy pedestrian routes from Romford Road. Bollards aim to deter parking outside nursery



Many children travel along the heavily polluted Romford Road to access the nursery





Heavily polluting buses make up a large proportion of traffic on Romford Road



Narrow footways made even narrower by overhanging vehicles and poorly located sign posts



Raised build-outs too short and vehicles park too close or over build out areas



Long queues along Romford Road from the junction with the North Circular Road

4.3. NURSERY GROUNDS / BUILDING - KEY OBSERVATIONS

NURSERY GROUNDS

- 4.3.1. The nursery is housed in a modern two-storey building which fronts onto Sheringham Avenue and is located opposite Sheringham Primary School. There is a single entrance to the nursery which is accessed from Sheringham Avenue. There are no parking facilities at the nursery.
- 4.3.2. The nursery has a large playground which extends out along three sides of the building. It is split into several zones and runs up to the boundary railings along Sheringham Avenue on the south of the building. Alongside the railings in this 15m section is a thin bamboo screen. This provides a reasonable level of visual screening but a **poor level of screening from pollutants**.
- 4.3.3. The playground is **heavily landscaped** and contains several trees. A large canopy extends out from the nursery building to provide shade and shelter. The buildings on three sides of the nursery are of Victorian/ Edwardian housing stock.
- 4.3.4. A free-flow system operates so children can access the playground throughout the day. Children can use the playground as soon as they arrive and up until the end of the school day. As a result, some **children may play next to the boundary fencing** by the road which would **increase their exposure to emissions** from vehicle drop-off and pick-up activity.
- 4.3.5. As reported earlier, the levels of **NO₂** concentrations in the **playground** from the diffusion tube monitoring was found to be **33µg/m³**. Outside the nursery entrance the levels are just below the legal limit at **37µg/m³**.
- 4.3.6. The nursery has a **scooter and cycle parking area** at the front of the building which has partial cover.

NURSERY BUILDING

Building layout

- 4.3.7. The nursery has classrooms located on the ground floor and first floor. The largest rooms are at the back of the building on the ground floor. At the front of the building are the nursery reception, offices and a staffroom.

Heating system

- 4.3.8. The hot water and heating comes from **two boilers** which are located on the south side of the building. The boiler room is **accessed** from the **playground**. The boiler flues protrude out of the wall into the playground and used to terminate about 8-9 feet in height but have been extended higher. As a result, the **flues are unlikely to cause issues** but **observations should be made** during different weather conditions to ensure that the exhaust emissions are not blowing down into areas where children are playing.
- 4.3.9. The nursery also has solar panels on the south side of the building. The heating is centrally distributed to underfloor heating throughout the building. During the audit it was reported that the **underfloor heating is too hot in certain rooms**.
- 4.3.10. The boiler operates under digital control. The boiler is maintained regularly and is in good condition. Hot water pipes are well insulated. There is also a standalone water heater in the kitchen.
- 4.3.11. There is air conditioning in the reception area only.

Ventilation

- 4.3.12. The building is double glazed throughout and is designed to work using **passive ventilation** through a **double skin outer wall**. However, it was reported that this **does not work very effectively** and causes the building to get **stuffy** and **overheat**. The classrooms on the south side of the building get particularly hot, although blinds minimise this issue.

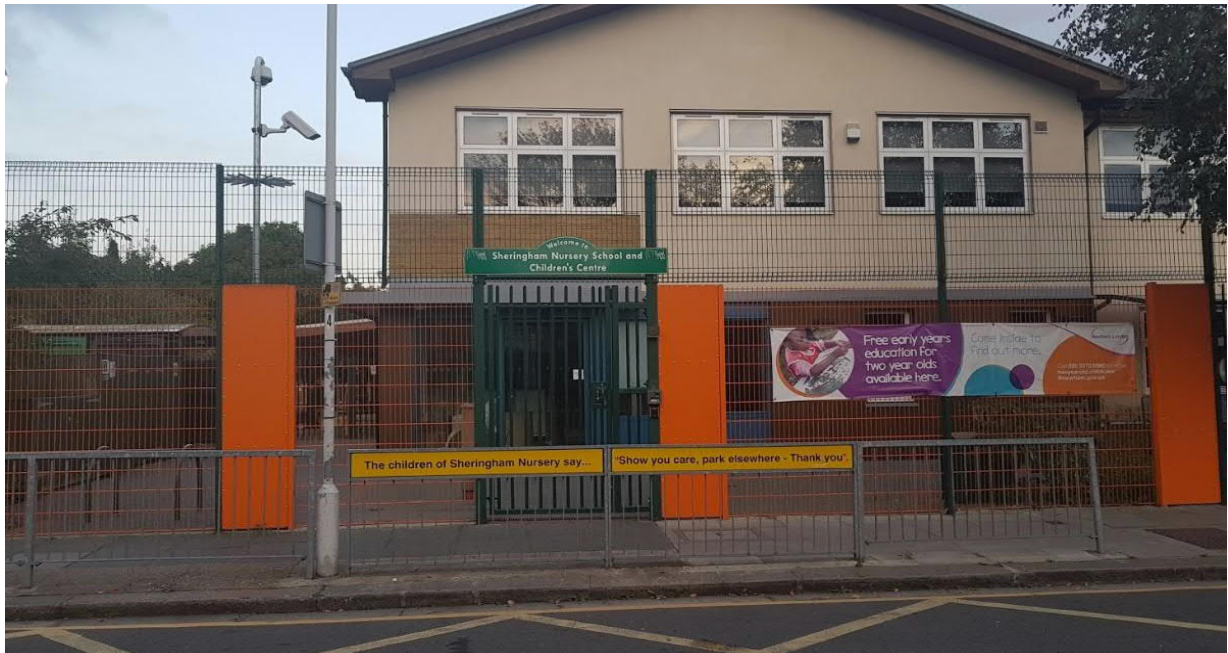
Product storage and building conditions

- 4.3.13. There was not a strong odour of **cleaning products** in the building, and these are stored in a cupboard which is located away from the classrooms.
- 4.3.14. The nursery mainly has lino or vinyl flooring, apart from in some rooms where there are carpets.
- 4.3.15. The rooms are **furnished** with items made from a variety of materials including wood (some of which are likely to be MDF), plastic, metal, as well as some soft furnishings. Most furniture is at least a few years old and therefore presents a low risk in terms of VOCs.
- 4.3.16. There are no evident signs of damp or mould in the building.
- 4.3.17. The nursery building has a **limited** number of **green plants**.

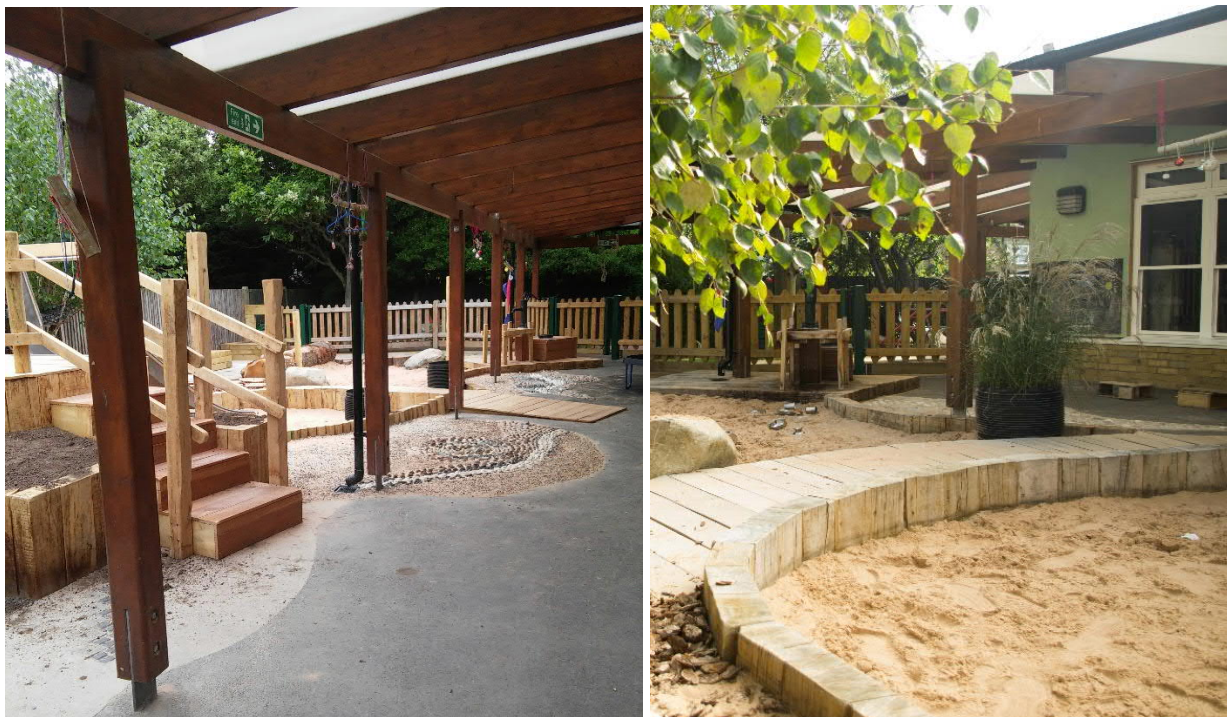
4.3.18. Summary – Key Issues

- Ventilation from the double skin outer wall does not work very effectively and causes the building to get stuffy and overheat.
- During the audit it was reported that the underfloor heating is too hot in certain rooms.
- There are relatively high levels of NO₂ outside the nursery entrance and in the playground.
- Some children may play next to the boundary fencing by the road which increases their exposure to emissions from vehicle drop-off and pick-up activity.

- Existing bamboo screening by the road provides a poor level of screening from pollutants.
- The nursery building has a limited number of green plants.



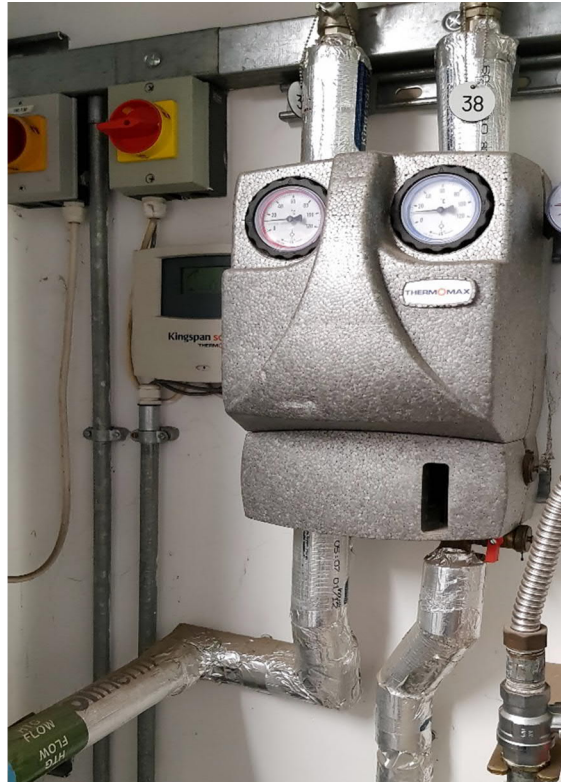
Entrance to the nursery building



Landscaped area and canopy on north side of nursery building



Cleaners cupboard



Hot water pipes well insulated



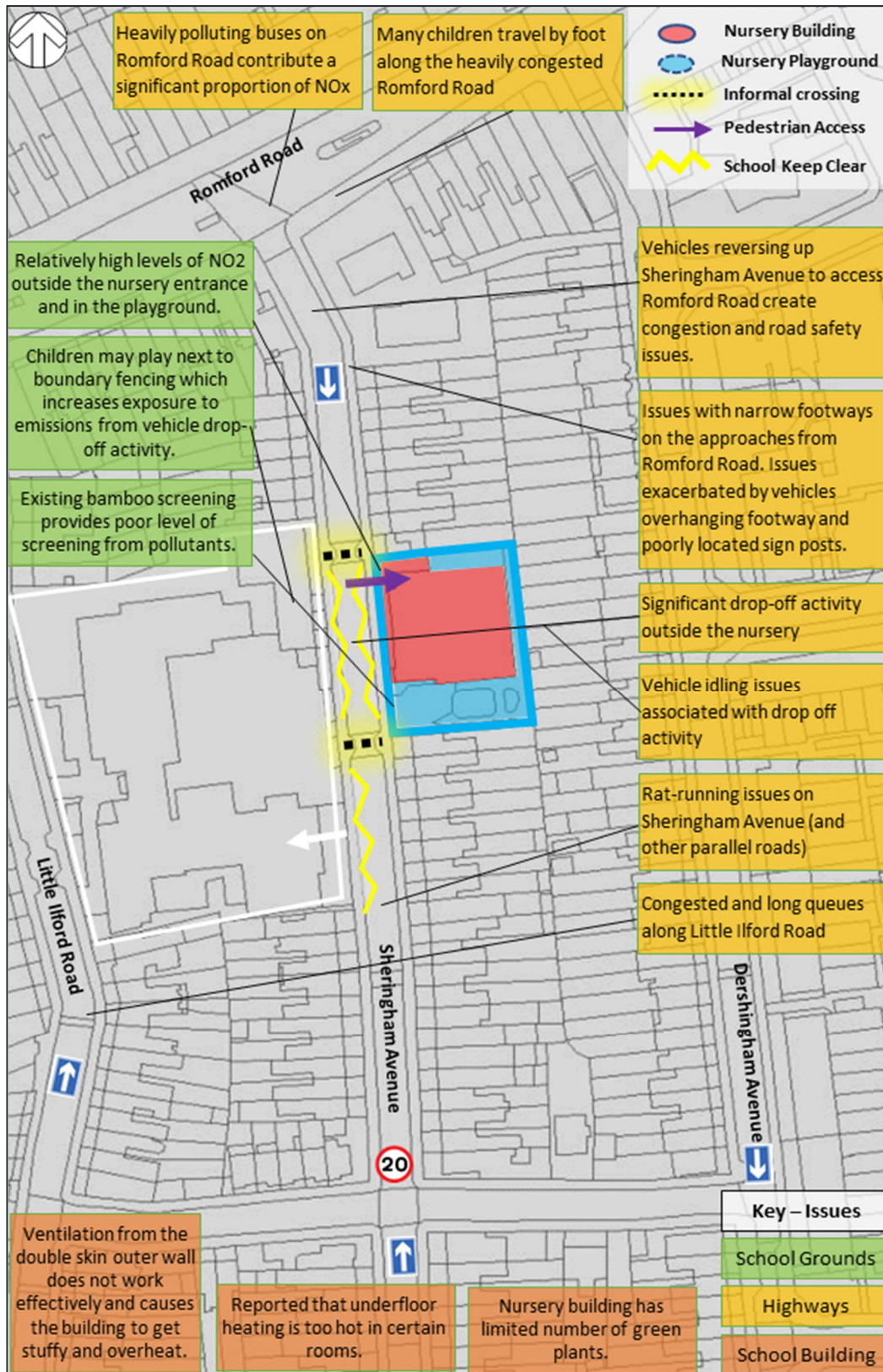
Boiler flues protrude into playground but have been extended upwards



Double-skin wall system is designed to help ventilate the building

4.4. KEY OBSERVATIONS – SUMMARY OF ISSUES

Figure 13 - Summary of Potential Issues Map



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 nurseries.
- 5.1.2. These recommendations are drawn from a comprehensive Air Quality Audit **Toolkit of Measures**, researched and developed as part of the Mayor's Primary School Air Quality Audit Programme, and updated as part of this programme (see Appendix E for further details).
- 5.1.3. 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.
- 5.1.4. The characteristics of the local area, nursery site and 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 nursery (see Section 3.2).
- 5.1.5. 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 nursery. 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.
- 5.1.6. Table 4 on the following page sets out the list of recommendations. For the purposes of this assessment they have been categorised as proposals associated with:



- **Highways** – where recommendations would predominantly be delivered by either the borough council or TfL, who manage the highways.
- **Nursery grounds** – where the nursery, often supported by the borough council, would typically deliver the types of measures recommended.
- **Nursery building** – as with the nursery grounds, the building measures would primarily be delivered by the nursery and borough council.
- **Behavioural** – many of the behavioural measures can be delivered at minimal cost by the nursery, sometimes with the support of the borough council or TfL.
- **Wider measures** – these are larger schemes or policy changes, which would need to be delivered by TfL, the borough council or the UK Government.

5.1.7. In order to enable comparison of each measure, and to assist the nursery, borough and other stakeholders, in determining which measures to prioritise, each has been assessed against a series of key criteria:

▪ **Potential Air Quality Improvement**

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

▪ **Wider Benefits**

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

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

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

▪ **Deliverability**

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

▪ **Stakeholder Support**

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

5.1.8. These are high level comparative analyses intended to offer a means of considering the recommendations against one another in relative terms.

5.1.9. 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.

5.1.10. 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 4 – 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
Highway (Key Stakeholder: Borough)															
1	Area-wide traffic management measures	Investigate the options for area-wide traffic management to reduce the levels of rat-running through Sheringham Avenue and other local residential streets. These may be introduced to complement existing one-way/banned turn measures or to replace them. At the time of the audit LB Newham was undertaking traffic surveys to inform if/ what measures should be considered. The traffic management proposals should also consider ways in which the congestion and queuing on Little Ilford Road can be improved.	Reduce sources and exposure	X			<ul style="list-style-type: none"> Road safety Promotion of sustainable transport 		X	X	X	X			X
2	School Street	Consider introducing a 'School Street' along Sheringham Avenue between Romford Road and Wolferton Road to mitigate issues with rat-running, drop-off activity and idling. A School Street would also alleviate the issues with vehicles reversing. The measure would restrict access to permit holders only during school peak periods. This is becoming a popular measure for boroughs to mitigate issues outside schools and nurseries in London. School Streets can be created using demountable bollards or using signs enforced using ANPR cameras. The latter option is likely to be the most suitable given that there are lots of residential properties along the street.	Reduce sources and exposure. Promoting walking, scooting and cycling by providing improved local conditions		X		<ul style="list-style-type: none"> Road safety Promotion of sustainable transport Reduced noise 		X			X			X
3	Play Street	Introduce a 'Play Street' along Sheringham Avenue between Romford Road and Wolferton Road. This would operate on an occasional basis, say during one Friday afternoon each month. This enables children and others to enjoy the freedom of the street and shows that that this space is not for the exclusive use of motor vehicles. Introducing a Play Street would help to pave the way for introducing a School Street later on.	Reduce sources and exposure. Promoting walking, scooting and cycling by providing improved local conditions	X			<ul style="list-style-type: none"> Road safety Promotion of sustainable transport Reduced noise 	X			X				X
4	Footway build out and raised table (alternative to proposal 2)	Narrow the footway on one or both sides of the road outside the nursery to approximately 3.5m. The road would only be wide enough for one vehicle so would deter drivers from stopping in this space. This approach has been used effectively at other schools.	Reduce sources and exposure. Promoting walking, scooting and cycling by	X			<ul style="list-style-type: none"> Visual amenity Reduce sources and exposure. Promoting 	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	
	The extra footway space could be used for planting and Sustainable Urban Drainage (e.g. rain gardens). Part or all of the narrowed section could be raised to help slow vehicles and to assist pedestrians crossing the road.	providing improved local conditions				walking, scooting and cycling by providing improved local conditions										
5	Tighten up Sheringham Avenue/ Romford Road junction	The junction of Sheringham Avenue and Romford Road could be tightened up to deter drivers from rat-running, reduce the crossing distance and slow vehicle entry speed. This would also help to deter vehicles from reversing up Sheringham Avenue because it would be more difficult to exit back onto Romford Road.	Reduce sources and exposure	X			<ul style="list-style-type: none"> Road safety Promotion of sustainable transport Reduced noise 	X			X				X	
6	Amend parking restrictions	The permit holder parking restrictions on Sheringham Avenue apply between 9am and 5pm. If the restrictions applied from 8am or 8:30am then this would deter drivers from dropping off in parking bays, and this could be enforced.	Reduce sources and exposure	X			<ul style="list-style-type: none"> Road safety 	X			X				X	
7	Anti-Idling	It may be beneficial to introduce anti-idling signage/ banners in front of the nursery, with parallel awareness raising to launch and enforcement, to drive a more general improvement amongst local drivers. We are aware that LB Newham is planning to consult on introducing regulations for anti-idling later this year. The Council has submitted a bid for MAQF funding for a dedicated anti-idling officer and supporting measures (e.g. banners). Like several of the measures recommended in this report, this initiative should be progressed together with Sheringham Primary School.	Reduce sources and exposure	X			<ul style="list-style-type: none"> Supports STARS and HSL objectives 	X			X					X
8	Enforcement regarding overhanging vehicles	It is illegal for vehicles to park on the footway (unless specifically permitted). If they are overhanging with a wheel on the footway then this can be enforced, The Council should enforce this activity where it is creating significant issues for pedestrians.	Promoting walking, scooting and cycling by providing improved local conditions	X			<ul style="list-style-type: none"> Road safety 	X			X				X	
9	Relocate sign posts	There a several sign posts on Sheringham Avenue which obstruct the footway in areas where it is narrow, particularly on the eastside approach from Romford Road. These should be relocated.	Promoting walking, scooting and cycling by providing	X			<ul style="list-style-type: none"> Road safety 	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	
		improved local conditions														
10	Improve enforcement of parking restrictions	Increase enforcement of the School Keep Clear markings to deter illegal drop-off activity. Enforcement should be undertaken regularly e.g. one morning/week	Reduce sources and exposure	X			▪ Road safety	X			X				X	
11	Monitor whether deliveries are idling	Two/three deliveries per day are made to the nursery. Sheringham Primary School is likely to have deliveries too. The nursery deliveries are made outside the school peaks. However, vehicles may be idling and this may increase emissions for children in the playground. This should be monitored and if a problem then drivers should be educated to switch off their engines.	Reduce sources of emissions	X			▪ Reduced noise	X			X				X	
12	Additional parking charges for more polluting vehicles	Consider introducing surcharges on top of existing parking charges for more polluting vehicles. A trial in Westminster found that the number of dirtier diesel vehicles using the parking bays dropped by 12%. The revenue raised can be used to contribute towards measures to improve air quality.	Reduce sources and exposure	X					X			X			X	
13	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	▪ Promotion of sustainable travel			X			X		X	
Highway (Key Stakeholder: TfL)																
14	Low Emission Buses	Since 2018, all new double deck buses are hybrid or zero emission. The Mayor has also launched an £85m programme to upgrade around 5,000 buses so that the entire fleet meets the Euro VI emissions standard in 2020. Around 75 per cent of all TfL buses – including all buses operating in the ULEZ – now meet or exceed the strict ULEZ emission standards. By October 2020 every TfL bus in London – over 9,000 buses - will meet or exceed the ULEZ standards.	Reduce sources and exposure			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
	Twelve new low Emission Bus Zones are being introduced in areas where Londoners are exposed to some of the highest levels of nitrogen dioxide pollution. The Mayor has completed ten of these zones, reducing NOx emissions from buses by an average of 90 per cent along some of the capital's most polluted roads. The Mayor will complete delivery of all 12 routes ahead of schedule in 2019 rather than 2020.														
Nursery Grounds (Key Stakeholder: Nursery/ Borough)															
15	<p>Consider installing green screening/climbers on the boundary fencing along the 15m section of the playground fronting Sheringham Avenue and along sections of the fencing by the nursery entrance.</p> <p>A dense vegetation layer with a high leaf density can as much as halve the levels of pollution just behind the barrier, though the benefit tails off with increasing distance. The benefit is mainly attributable to their effect on dispersion, though the deposition of some pollutants onto the leaf surfaces from air that passes through the vegetation will also have a small but beneficial effect.</p> <p>A study by Kings College London assessed the efficacy of green screens in preventing vehicle emissions from nearby roads reaching school grounds, through the installation of an ivy screen. 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 23% for NO2 and 38% for PM10. Green screens also provide aesthetic benefits as well as increased privacy, biodiversity and noise reduction.</p> <p>The screens can be planted directly into the ground or into planters and are maintained with the option of a drip line irrigation system. It should be noted however that the same level of reduction would not necessarily be achieved in each instance, as the local conditions and designs are specific to each site. It should be noted that green screens need ongoing maintenance.</p>	Reduce exposure to emissions	X			<ul style="list-style-type: none"> Visual amenity Security, privacy 		X			X			X	
Nursery Building (Key Stakeholder: Nursery/ Borough)															
16	<p>It was noted during the audit that the ventilation in some classrooms is poor. This can affect learning through cognitive impairment.</p> <p>Two relatively low cost options to consider are adjusting the boiler temperature and installing extractor fans. For underfloor</p>	Reduce exposure to emissions	X			<ul style="list-style-type: none"> Improved learning environment Reduced energy 	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
	heating the boiler temperature should normally be around 50 degrees. Audits observations showed that the two boilers were set to 65 degrees. Electric extractor fans can be installed in walls or windows and can provide an effective means of circulating air.					consumption and reduced operating costs									
17	Air Filtration Systems Consider investing in air filtration systems in classrooms most exposed to poor air quality and reliant on natural ventilation. These systems are relatively high cost, only cover a single room per unit, and do require ongoing maintenance and power consumption, but have demonstrated some encouraging initial scientific evidence of efficacy. They can also assist with virus elimination/ reduction. The findings of the Air Filtration System trials will be available to inform this decision in early 2020. The potential air quality improvement from Air Filtration System is identified as being low, however this is subject to the findings of the trial.	Reduce exposure to emissions	X			<ul style="list-style-type: none"> Improved learning environments Child health and welfare 		X			X			X	
18	Add indoor plants Consider deploying additional air purifying plants. Whilst the research to date is inconclusive, and further testing is required, some studies have found certain house plants can remove CO ₂ , and that the growing substrate, and the microorganisms within, are involved in the removal of pollutants. A limitation is that tests often include a greater number of potted plants than would be feasible indoors to achieve measurable concentration reductions, so the density provided by green walls may be more suitable, and studies are now beginning to investigate green walls and, additionally, how the substrate may influence removal – as measured with VOCs. (University of Birmingham and the Royal Horticultural Society). Plants also have a number of wider health benefits, including promoting reductions in stress. https://www.cibsejournal.com/technical/plants-as-a-building-service/ provide	Reduce exposure to emissions	X			<ul style="list-style-type: none"> Improved learning environments Visual amenity 	X			X				X	
19	Review purchasing choices and switch to low-VOC content furnishings Ensuring that when introducing new furniture, the use of hazardous compounds and residues is limited. Review purchasing choices and switch to low-VOC content furnishings, including pre-owned furniture, and following schemes such as the EU Ecolabel, or a UK specific version if introduced as referenced in DEFRA's Clean Air Strategy 2019.	Reduce sources and exposure	X				X				X			X	

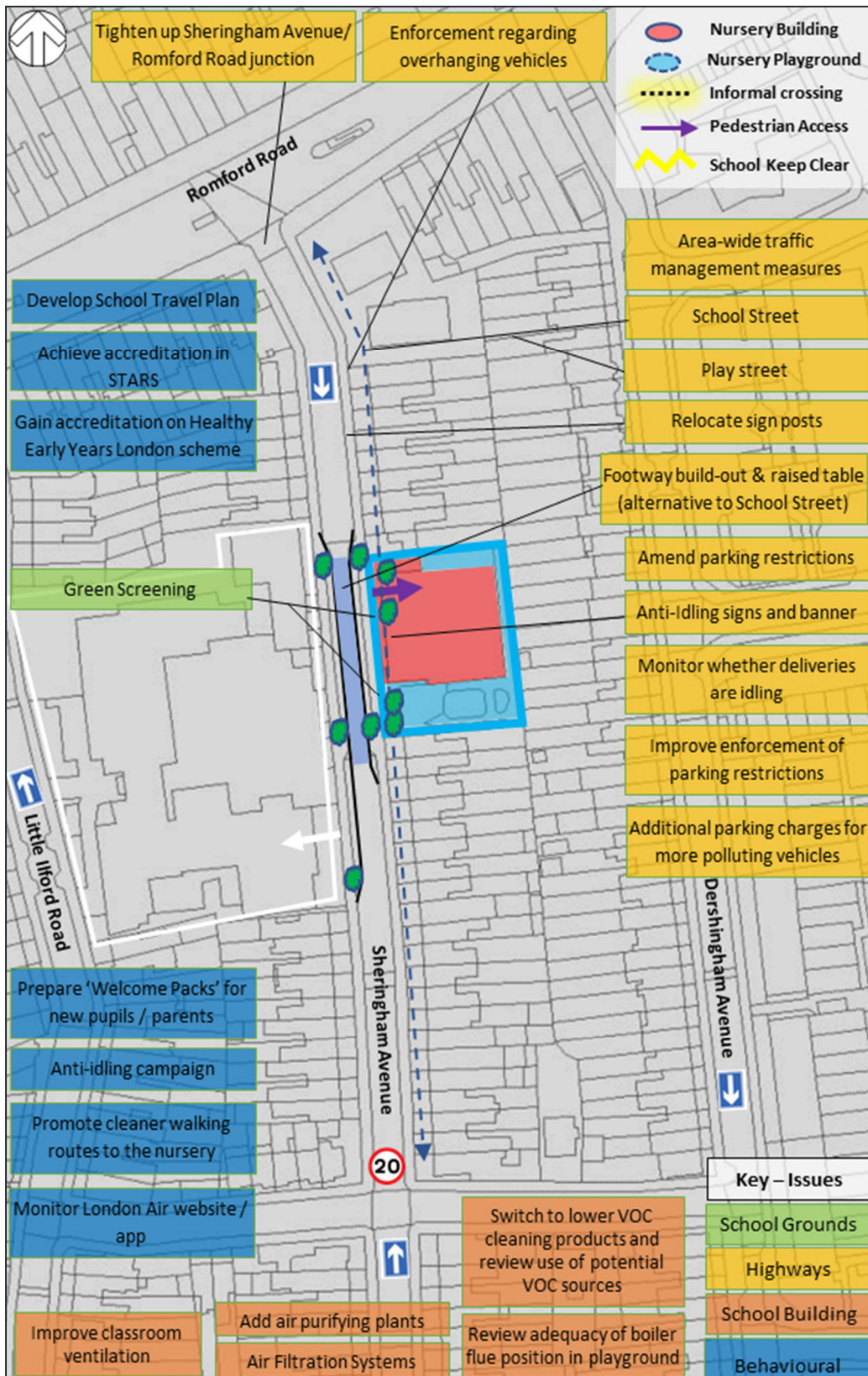
Measure	Description	Purpose	Potential Air Quality Improvement			Wider Benefits	Cost			Deliverability			Stakeholder Support			
			Low	Medium	High		Low	Medium	High	Quick Win	Medium Term	Long Term	Low	Medium	High	
20	Review adequacy of boiler flue position in playground	The boiler flues protrude out of the wall into the playground. The flues are unlikely to cause issues but observations should be made during different weather conditions to ensure that the exhaust emissions are not blowing down into areas where children are playing. In some cases, there can be complications with raising their exhaustion height further due to pressure drops, so specialist advice should be sought.	Reduce exposure to emissions	X				X			X			X		
21	Switch to lower VOC cleaning products and review use of potential VOC sources	The monitored VOC levels within the nursery were higher than recommended. One of the VOCs detected is 2-Butoxyethanol and the levels of this are particularly high. They are often found in products which include cleaning products, surface coatings (especially water based paints and varnishes), printing inks and cosmetic products. In addition to switching to lower VOC cleaning products, the nursery should review the extent to which any of these other products are being used in the classrooms. We would recommend that monitoring could be repeated to confirm effectiveness of any actions.	Reduce sources and exposure	X				X			X				X	
22	Considering replacing the boiler with a Heat Pump	In the longer term the gas boiler could potentially be replaced with a heat-pump system. Such a system would run on electricity only, and would therefore not have any combustion on site. Heat pumps deliver a net gain relative to boilers from an energy and environmental perspective, however the typical payback period can be 7/8 years for buildings such as nurseries.	Reducing sources and exposure	X			<ul style="list-style-type: none"> Reduced energy consumption and reduced operating costs 			X			X		X	
Behavioural Measures (Key Stakeholder: Nursery/ Borough)																
23	Develop School Travel Plan	During the audit it was reported that there are plans to develop a joint School Travel Plan with Sheringham Primary School. This could provide some significant behavioural change benefits and should be progressed as soon as possible. There are overlaps with initiatives that would be progressed as part of the STARS programme below.	Promoting walking, scooting and cycling by providing improved local conditions	X				X			X					X
24	Achieve accreditation in STARS	Aim to attain STARS accreditation.	Behavioural measures / reducing exposure to emissions	X			<ul style="list-style-type: none"> Awareness raising Supports STARS and HSL objectives 	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	
25	Engagement Activities	Deliver air quality related activities to raise 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			<ul style="list-style-type: none"> Awareness raising Secure community buy-in for measures 	X			X					X
26	Gain accreditation on Healthy Early Years London scheme	Healthy Early Years London (HEYL) is an awards scheme funded by the Mayor of London which supports and recognises achievements in child health, wellbeing and development in early years settings.	Behavioural measures / reducing exposure to emissions.	X			<ul style="list-style-type: none"> Awareness raising Supports STARS and HSL objectives 	X			X					X
27	Staff Engagement	Awareness raising session amongst staff about air pollution, ventilating and heating the classrooms, lessening the children's exposure.	Awareness raising and behavioural measures	X			<ul style="list-style-type: none"> Awareness raising 	X			X					X
28	Prepare 'Welcome Packs' for new pupils / parents	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 the nursery and b) promote the suitable walking routes to avoid air pollution hotspots.	Reducing sources and exposure	X			<ul style="list-style-type: none"> Awareness raising Supports STARS and HSL objectives 	X			X					X
29	Anti-idling campaign	Awareness raising campaign alongside the introduction of anti-idling signage and banner, combined with enforcement. Develop an awareness raising banner and leaflets incorporating designs by the children. Also request that bus and coaches turn their engines off when waiting for extended periods, i.e. laying over or waiting to collect children.	Reducing sources and exposure	X			<ul style="list-style-type: none"> Awareness raising Supports STARS and HSL objectives 	X			X				X	
30	Promote cleaner walking routes to the nursery	Encourage parents to approach the nursery along less polluted routes, avoiding Romford Road where possible. Given the ladder configuration of streets in the local area this may mean some journeys along less polluted routes are slightly longer. However, this can have a real impact on short-term exposure and is something that parents can be proactive with. The nursery could promote apps / websites such as 'www.walkit.com' to a) promote walking, and b) promote the suitable walking routes to avoid air pollution hotspots. Nursery children could help to produce maps showing low pollution routes.	Reduce exposure	X			<ul style="list-style-type: none"> Awareness raising 	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	
31	Monitor London Air website / app	Daily monitoring of London Air website / app to understand air quality on the day and whether e.g. opening of windows, will increase exposure of air pollution. Sign up to receive air quality alerts when very high air pollution is forecast, and information on how to reduce pupils' personal exposure.	Reducing exposure to emissions	X			<ul style="list-style-type: none"> Awareness raising Child health and welfare 	X			X						X
32	Awareness raising of asthma conditions	Invite a school nurse to come into the nursery to explain to children how pollution links with asthma, how to use asthma medication and how to seek help if need be. This information can also be shared with parents.	Behavioural measures	X				X			X						X
33	Cleaning practices to reduce VOC	Training of cleaners to reduce detergent use, avoid use of cleaning solvents within classrooms, encourage ventilation of classrooms post cleaning to purge residual VOCs.	Reduce exposure	X				X			X					X	
Wider Measures (Key Stakeholder: Borough/ TfL/ GLA/ Central Government)																	
34	Targeted scrappage scheme for polluting vehicles being driven in London	<p>Ensure parents and staff are aware of the low income scrappage scheme being introduced by the Mayor and TfL, so that those that are eligible apply to the scheme.</p> <p>Encourage central Government to at a minimum match-fund the Mayor's scrappage commitments, to help enable even more Londoners to switch from polluting vehicles to ultra-low emission vehicles and more sustainable forms of transport.</p>	Reduce sources and exposure			X				X			X	X			

5.2. KEY RECOMMENDATIONS

Figure 14 – Summary Recommendations Map



5.3. PRIORITISED MEASURES FOR THE NURSERY

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

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

5.3.2. Some of the key measures which were considered to be a priority are (in no particular order):

- **Area-wide traffic management measures** - Investigate the options for area-wide traffic management to reduce the levels of rat-running through Sheringham Avenue and other local residential streets. These may be introduced to complement existing one-way/banned turn measures or to replace them.
- **School Street** - Consider introducing a 'School Street' along Sheringham Avenue between Romford Road and Wolferton Road to mitigate issues with rat-running, drop-off activity and idling. A School Street would also alleviate the issues with vehicles reversing.
- **Footway build out and raised table (alternative to School Street)** - Narrow the footway on one or both sides of the road outside the nursery to approximately 3.5m. The road would only be wide enough for one vehicle so would deter drivers from stopping in this space. This approach has been used effectively at other schools.
- **Anti-Idling** - It may be beneficial to introduce anti-idling signage/ banners in front of the nursery, with parallel awareness raising to launch and enforcement, to drive a more general improvement amongst local drivers.
- **Improve enforcement of parking restrictions** - Increase enforcement of the School Keep Clear markings to deter illegal drop-off activity. Enforcement should be undertaken regularly e.g. one morning/week.
- **Green Screening** - Consider installing green screening/climbers on the boundary fencing along the 15m section of the playground fronting Sheringham Avenue and along sections of the fencing by the nursery entrance. A dense vegetation layer with a high leaf density can as much as halve the levels of pollution just behind the barrier, though the benefit tails off with increasing distance. The benefit is mainly attributable to their effect on dispersion, though the deposition of some pollutants onto the leaf surfaces from air that passes through the vegetation will also have a small but beneficial effect. A study by Kings College London assessed the efficacy of green screens in preventing vehicle emissions from nearby roads reaching school grounds, through the installation of an ivy screen. 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 23% for NO₂ and 38% for PM₁₀. Green screens also provide aesthetic benefits as well as increased privacy, biodiversity and noise reduction. The screens can be planted directly into the ground or into planters and are maintained with the option of a drip line irrigation system. It should be noted however that the same level of reduction would not necessarily be achieved in each instance, as the local conditions and designs are specific to each site. It should be noted that green screens need ongoing maintenance.
- **Improve classroom ventilation** - Two relatively low costs options to consider are adjusting the boiler temperature and installing extractor fans.
- **Air Filtration Systems** - Consider investing in air filtration systems in classrooms most exposed to poor air quality and reliant on natural ventilation.

- **Promote cleaner walking routes to the nursery** - Encourage parents to approach the nursery along less polluted routes, avoiding Romford Road where possible.
- **Switch to lower VOC cleaning products and review use of potential VOC sources** - this is a key measure as VOC levels were found to be consistently high from the monitoring

5.4. STARS ACCREDITATION SCHEME FOR NURSERIES



- 5.4.1. STARS is TfL's world leading school and nursery 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 STARS accreditation – which should ultimately be the aim for the nursery.
- 5.4.3. Equally by embracing the STARS process, delivering sustainable travel activities, achieving modal shift targets and demonstrating effective community engagement, the nursery will have successfully delivered air quality improvements through reduced travel by cars. The framework of STARS enables the nursery and borough to document, track and share their continued progress, and embed and implement the recommendations throughout the nursery community.
- 5.4.4. Nurseries are encouraged to note any air quality related activity undertaken on their TfL STARS profile stars.tfl.gov.uk, and to help inspire other nurseries, they are required to tell their story for each activity they have delivered.
- 5.4.5. Sheringham Nursery is not currently accredited with STARS. Our recommended measures for the nursery include a number of initiatives that would also count towards achieving a Bronze STARS scheme accreditation, including: 'anti-idling awareness raising measures' and the 'scooter/bike parking improvements'. STARS activity cards are available for these measures, as well as 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 nursery promotes active travel to and from nursery*", and provides a number of examples, including:

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

- 5.5.2. The nurseries must complete the following statements:

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

- 5.5.3. Our recommended measures for the nursery 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 nurseries.
- 5.6.3. Each nursery 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 nursery community are fundamental to achieving change.
- 5.7.2. Following consultation with the nurseries and borough council as part of the audit process, bespoke awareness raising posters and web material were provided for each nursery – see Appendix D.

HEALTHY EARLY YEARS LONDON (HEYL)

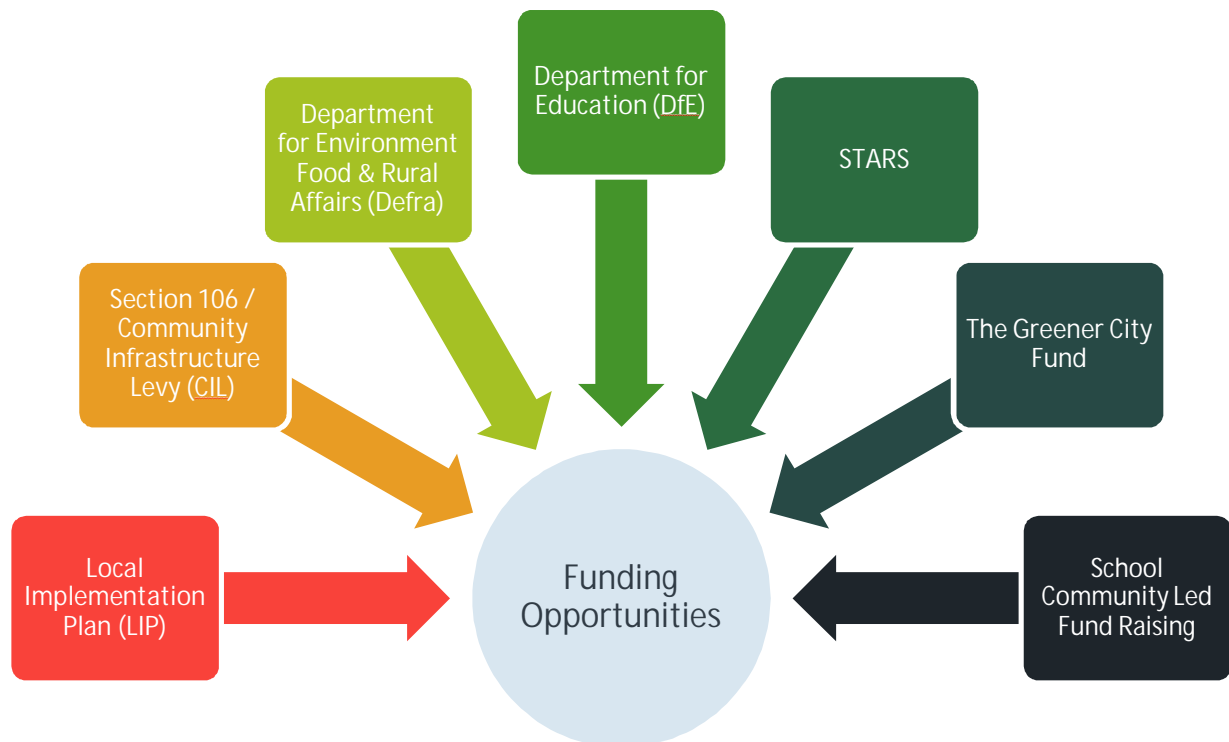
- 5.7.3. Building on the success of Healthy Schools London, Healthy Early Years London is an awards scheme funded by the Mayor of London that supports and recognises early years setting achievements in child health, wellbeing and school readiness. Healthy Early Years London focuses on the whole child 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.
- 5.7.4. 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:

- Active travel is supported and encouraged, both for journeys to and from the setting and for trips (e.g. walking, scooting)
- The setting is signed up to receive air quality alerts from www.airtext.info/alerts
- There are activities and information available for parents and carers to support sustainability including: active travel, recycling or energy saving
- Practitioners are able to discuss and advise parents and carers on active travel

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 15 – Summary of Funding Opportunities



Local Implementation Plan (LIP)

5.8.2. A primary source of funding is linked to the Local Implementation Plan (LIP) 3 that will provide spending from April 2019 until April 2020. The guidance on bidding specifically referenced the need to improve air quality at schools and nurseries.

Section 106 / Community Infrastructure Levy (CIL)

5.8.3. Section 106 (S106) agreements and Community Infrastructure Levy (CIL) are potential sources of funding towards measures to address local air pollution. A Community Infrastructure Levy (CIL) is a planning charge introduced by the government via the Planning Act 2008.

TfL Liveable Neighbourhoods

5.8.4. 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 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.

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

- 5.8.5. 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.

Department for Education (DfE)

- 5.8.6. There may be scope for delivering some of the measures identified through DfE funding for nursery buildings and land, including capital funding for nurseries and academies, such as the Condition Improvement Fund, Priority School Building Programme, Early Years Capital Fund.
- 5.8.7. Additionally, the Salix Energy Efficiency Loan Scheme provides funding for nurseries through DfE, to reduce energy costs through the installation of energy efficiency technologies.

Greener City Fund

- 5.8.8. 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. The Community Tree Planting Grant and Community Green Space grant schemes are open to applications from nurseries.

RE:FIT

- 5.8.9. RE:FIT London is jointly funded by the GLA and the European Union European Regional Development Fund. The programme helps public sector organisations save carbon, energy and money by retrofitting buildings to make them more energy efficient. The RE:FIT London Programme Delivery Unit is an expert team which provides free end to end support to deliver projects.

TfL STARS Reward Scheme

- 5.8.10. Whilst there is no specific funding attached to STARS, as gaining STARS accreditation helps boroughs reduce car travel, and increase cycling and walking, they often choose to link it to incentives – such as local grant funding through their LIP programmes.
- 5.8.11. It is increasingly important that boroughs seek to create a portfolio of funding opportunities, and with that in mind other potential funding sources include:
- **Local Clinical Commissioning Groups (CCG)**
 - **Health and Wellbeing Boards:**
 - **Charitable Trusts**
 - **Local business funding**
 - **Consortium approach** – pooling funding with other boroughs and achieve economies of scale

Nursery Community Led Fund Raising Initiatives

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

Other Funding Sources

- 5.8.13. There are several grant funding bodies who may be interested in funding recommendations particularly if a borough links up with a community organisation.

- 5.8.14. 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 Clinical Commissioning Groups (CCGs) base their funding priorities.

Other sources of funding for green infrastructure

- 5.8.15. Potential sources of funding for green infrastructure in nurseries include:

- The Tree Council's **Trees for Schools** programme
- The **Woodland Trust** offers free trees for schools and nurseries.
- The **Gregg's Foundation Environmental Grants** offer up to £2,000 for projects that improve the physical environment
- **Tesco Bags of Help** offer up to £4,000 to projects including school and nursery grounds
- **The Big Lottery Fund's Awards for All programme** offers up to £10,000 for projects that "improve the places and spaces that matter to communities", including nurseries
- **Trees for Cities** –match-fund the creation of Edible Playground teaching garden space, School Greening projects and Trees for Schools
- **Groundwork London** –support nurseries in designing and implementing green interventions.⁹ Groundwork London's Our Space award¹⁰ offers grants between £500 and £5,000

- 5.8.16. See Appendix F for further information on potential funding sources.

⁹ <https://www.groundwork.org.uk/Sites/london/pages/school-air-quality-greening>

¹⁰ <https://www.groundwork.org.uk/Sites/london/pages/our-space-award>

5.9. MONITORING

- 5.9.1. An important outcome of the nursery 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 nurseries 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 baseline dataset generated as part of this audit, it will be essential to 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:
- Key pollutants (NO_x, PM₁₀, PM_{2.5}), and/or
 - a range of other suitable metrics (i.e. travel to nursery mode shares, STARS and Healthy Schools accreditations, traffic counts (as a proxy for road transport emissions), nursery buildings and boiler conditions, surveys and behavioural responses of parents/staff).

6. NEXT STEPS

6.1.1. In working with the nursery and borough officers to complete the air quality audit, we found there to be a passionate group of individuals, 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.



6.1.2. The borough and nursery should investigate the scope for rapidly delivering key measures from the recommendations, to achieve a combination of quick win improvements for the nursery, whilst also thinking more holistically about how some of the medium to longer term recommendations can be progressed, to deliver more transformational change. By participating in this audit, the following steps have been completed:

- **Identified the sources of poor outdoor air quality** and exposure at nursery and within the surrounding catchment areas.
- **Identified the sources of poor indoor air quality** and potential exposure by children attending the nurseries, and established a baseline of indoor air quality.
- **Engaged the borough and other relevant stakeholders** to inform the context and feasibility of the proposed recommendations.
- **Identified, evaluated and developed recommended measures** within and around the nurseries' that will help a borough and nursery to reduce particulate matter, emissions and children's exposure to poor air quality.
- **Raised awareness within the nursery community** about the impacts of air pollution.

6.1.3. In order to take forwards the recommendations identified within this report, the nursery and borough council will need to continue to work closely, building on the relationships already in place. A wide range of potential funding sources are identified within the report, and borough councils and nurseries are encouraged to apply for these where appropriate to maximise the potential for delivering the recommendations. The nursery has an important leadership role in ensuring that measures to reduce exposure and emissions are included in the nurseries strategic plans.

6.1.4. STARS is an ongoing process, and the nursery 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. 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. The findings of the Air Filtration System trials currently underway will be made available as an update to the toolkit of measures.

6.1.5. We also hope that the borough and nursery will come together as part of a wider School and Nursery Air Quality forum, to share their experiences with other nurseries and boroughs facing similar challenges. A wide range of guidance and useful literature is available to support further studies, schemes or initiatives for improving local air quality – see Appendix A.

Other formats and languages

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