

# AIR QUALITY ACTION PLAN - PROGRESS REPORT

## REPORT FOR 2012 – 2013

The original Air Quality Action Plan was approved by the Council in November 2002. The Action Plan measures remain the same, with progress identified for each item, for the period 2012 - 2013.

- A. Londonwide And Regional Measures
- B. Boroughwide Measures
- C. Local Measures

### A LONDONWIDE AND REGIONAL MEASURES

	<b>Action Plan measure/target</b>	<b>Original timescale</b>	<b>Progress with measure and outcome to date</b>	<b>Comments</b>
1	Participate in the development of a low emission zone (LEZ) in London, where only vehicles that meet the exhaust emission standards would operate. The measure will target heavy goods vehicles and vans	LEZ Feasibility study Autumn 2002. Consultation April 2006 Operational 4 <sup>th</sup> Feb 2008 Last phase implemented 3/1/12 - white vans + must meet Euro III 13/2/13 Mayor announced that the next phase to be implemented by 2015 will apply to TfL-operated buses only	On 13 November 2007, the Mayor confirmed the Greater Low Emission Zone Charging (Variation) Order without modifications.  The LEZ commenced on 4 February 2008 for lorries over 12 tonnes, with different vehicles affected and tougher emissions standards introduced over time. Phase 3 for white vans + was delayed by 18 months. From 3/1/12 lorries, buses, coaches, larger minibuses and other specialist heavy goods vehicles must meet Euro IV standards for particulate matter. White vans, caravans, minibuses and other specialist vehicles must meet Euro III standards.  Vehicles in London, in breach of the Order, will be fined between £250 - £1000 per day depending on the type of vehicle and how soon they pay. From 2015 TfL-operated buses must	The LEZ will force the most polluting diesel vehicles driving in London to become cleaner. This will improve air quality in London, so it will improve the quality of life for Londoners, especially those with respiratory and cardiovascular conditions.  By 2013 the Council had replaced or upgraded its fleet. The major part of the fleet comprising of heavier vehicles for the Refuse and Recycling services was replaced with Euro IV vehicles  The remainder of the fleet was either replaced or fitted with abatement devices to bring them to the standard required by the LEZ by Jan 2012.  A number of Euro V vehicles are

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			<p>meet more stringent NOx standards. Other buses, coaches and HGV's will now be exempt, as the cost was considered too onerous. This will deliver 75% of the original benefits whilst saving commercial operators £350 million.</p> <p>As a borough inside but on the boundary of the LEZ area, Richmond has worked closely with TfL to ensure appropriate signage has been implemented.</p>	<p>now in the fleet although these are in the main light vehicles.</p>
2	<p>Encourage BAA to take action to reduce emissions at Heathrow from surface access traffic, site traffic, aircraft and other sources.</p>	<p>BAA plans and projects change and move on, over time. T5 opened to passengers on 27 March 2008. On 12<sup>th</sup> May 2010 the coalition government cancelled plans for a 3<sup>rd</sup> runway at Heathrow but approved the removal of the Cranford Agreement and the retaining of Westerly Preference. In May 2012 the government</p>	<p>The Airports White Paper (12/2003) identified AQ as a material consideration which could delay the building of a 3<sup>rd</sup> runway. The BAA Interim Master Plan was published in June 2005. BAA has now become Heathrow Airport Ltd (HAL).</p> <p>On 12<sup>th</sup> May 2010 the new coalition government cancelled plans for a 3<sup>rd</sup> runway at Heathrow. In Nov 2011 and July 2012 BAA launched 2 sets of Freedom Trials to trial various procedures to maximize use of existing runways. On 12 July 2012 DfT launched a draft aviation policy framework to consult on the future of aviation in the UK - to consider the environmental impacts – including air quality – alongside economic benefits. Modelling for T5 indicated the Richmond Borough could expect an increase in NO2 by 2016, with 5%</p>	<p>The Borough will continue to pursue actions through the Heathrow Airport Consultative Committee, 2M and the Mayor of London. The aim is that BAA should reduce background noise &amp; air pollution levels around Heathrow so that they also reduce in the Borough.</p> <p>Our concern remains that a new runway, intensified runway use and airspace intensification will all lead to increases in aircraft movements in the sky, and increases in road traffic movements on the ground, both leading to greater pollution emissions and 'green house gas' emissions.</p> <p>In our response to the 3<sup>rd</sup> runway etc. consultation, we opposed the proposal to increase capacity at</p>

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		agreed to include a 3 <sup>rd</sup> runway at LHR in its aviation policy review.	increased traffic on major roads (A316) and increase of 3% on nearby minor roads. Future potential growth of Heathrow is now being considered by the Airports Commission - established in September 2012 and due to report no later than summer 2015.	the expense of keeping any gains in air quality and noise improvements. We will continue to do this.
3	Lobby the Mayor of London to ensure that, as a minimum buses and taxis meet the LEZ EURO III and IV criteria	LEZ (in item 1) launched 4 <sup>th</sup> Feb 2008. The aim is cleaner emissions from lorries and coaches, buses, taxis and white vans. Phase 111 (white vans) came into force on 3/1/12	All London Bus services (red buses) already comply with the Euro III emissions standards proposed for the LEZ. A large part of the central London bus fleet will be retrofitted with devices to further reduce emissions. The timetable for achieving Euro IV on all London buses is now 2015. All London Taxis must now comply with the Taxi Emissions Strategy within the LEZ,. This means that from 3/1/12 no taxi more than 15 years old will be licensed. From 1/4/12 all new taxis had to meet Euro V standards although in Nov 2012 there was some relaxation of the rules to permit Euro IV taxis due to recall problems with TX4 steering boxes. On 10th Jan 2012 TfL launched a "no engine idling" campaign to encourage reduced taxi and coach idling whilst waiting.	By 2015 the Mayor has committed to either retrofit Euro III buses or replace them with ultra-low-emission Euro IV and introduce 600 new hybrid buses, reducing CO2 emissions in the Capital by 20,600 tonnes pa. By 2016 there is a commitment to introduce a further 600 conventional hybrid buses in London.  Areas with a concentration of buses and taxis should obtain a significant local benefit
4	Lobby the Mayor to achieve London-wide improvements for pedestrians, cyclists and public transport where there will be local benefits.	On going.	Through the LIP Funding process we have delivered a number of successful cycling, walking & bus schemes. Additionally, the Smarter Travel Richmond launched a program of improvements to cycling, walking and public transport, which continue despite	By the end of Dec 2011 the Borough submitted its second Local Implementation Plan (LIP2) to the Mayor of London outlining how we would deliver transport improvements and meet the objectives set out in the Second

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			<p>the demise of Smarter Travel Richmond.</p> <p>In Summer 2013 Richmond will bid for cycling improvement money from the Mayor's new Vision for Cycling in London budget, including a "Mini-Holland" scheme for Twickenham.</p>	<p>Mayor's Transport Strategy.</p> <p>Contained within the LIP2 was the Council's Draft Cycling Strategy. This has been replaced by LBRuT "A new Cycling Strategy 2013" - the framework with which we will plan and deliver cycling across the Borough. It is hoped this will be adopted by Autumn 2013. This has been informed by the Mayor of London's Cycling Vision.</p>
5	Work with other SW London Boroughs in SWELTRAC Schemes	SWELTRAC projects were developed over time (but it has now been disbanded)	<p>The SWELTRAC partnership came to an end on 31st March 2011 following a review of Partnerships undertaken by TfL. It was replaced by a South London Transport Partnership which is based with the South London Partnership in Croydon. This is more focused on strategic and longer-term projects and will be supporting the work of the South London Transport Strategy Board.</p> <p>The SWELTRAC partnership resulted in the installation of new Electric Vehicle Charging Points across several SWELTRAC Boroughs - including two in Richmond. One of these is at the Cedar Road car park in Teddington and one at the Old Deer Park car park in Richmond. These are identified on the <a href="http://www.newride.org.uk">www.newride.org.uk</a> website. Use of these is limited to date. In May 2011 the Mayor launched Source London. This is</p>	<p>The Mayor's aim is to have 100,000 EV's in London as soon as possible. This would help reduce local emissions. Toyota, BMW, Ford and Smart are all trialing electric vehicles in London for proposed production in 2013</p> <p>For legal reasons the Council has not signed up to Source London to permit the installation of more electric charging points. There are 2 electric charging points in the borough, both in car parks. No on street electric charging points are permitted.</p>

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			<p>a city wide EV charging network which coordinates electric charging points across the capital, with the aim of installing 1,300 electric charge points across London, free to use by all members. The Mayor wants London to be the electric vehicle capital of Europe. Any Borough that signs up to this scheme must ensure that their own charging points become available to all users who join the scheme. Further details can be found at <a href="http://www.sourcelondon.net">www.sourcelondon.net</a></p>	
6	<p>Work with the adjacent Boroughs and West London Alliance local authorities, to develop co-ordinated AQAPs across the region.</p>	<p>Joint Initiatives and Action Plans to be prepared.</p>	<p>The West London Authorities have commissioned a number of reports to help improve the air quality situation across the member Boroughs and London.</p>	<p>There has been good inter-borough working between the West London Authorities and the Environment Agency. Work is nearing completion in the development of a more comprehensive traffic model (TEAM) for west London and a Supplementary Planning Guidance document. The West London Authorities have made progress with a number of successful LIP funded air quality projects.</p>

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7	Cooperate with other London Boroughs to carry out roadside vehicle testing of exhaust emissions and levy fixed penalties.	An initial scheme ran from 4/2003 to 3/2004	The plan has not been repeated The car failure rate in the borough was 2.7%.	In 2007 we took part in trials with the West London Air Quality cluster group to assess a 'drive past' emissions testing monitor. There are no plans for Richmond to purchase such a system at present. A West London study is currently in progress, funded by Defra, to study emissions with number plate recognition. This is being conducted in Ealing in summer 2012.

## **B BOROUGHWIDE MEASURES**

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8	Continue to pursue land use policies within the saved UDP and Local Development Framework to encourage travel choice with the aim of reducing emissions and to ensure that major new developments are accessible to public transport. The LDF will take such policies forward.	First review. Aimed for adoption December 2004.  LDF Core Policy Adoption April 2009 Development Management DPD adoption 2011 Site Allocations adoption 2013	The LDF Core Strategy was adopted in 2009, and the Development management Policies DPD was adopted in 2011 and Site Allocations DPD will be adopted in 2014.  LDF Core Strategy: Policy CP1 promotes Sustainable Development and policy CP5 promotes Sustainable Transport  Development Management Plan: - Policies DM TP1-8 refer to transport, encouraging choice and sustainable modes of transport  Improvements to public transport	The saved UDP promotes improvements at all the public transport interchanges. It specifically identifies: H5 Hampton H24 Fulwell Bus Garage R7 Richmond T21 Twickenham T30 St Margaret's W14 Whitton D2 Hampton Wick D4 Teddington B2 Barnes Good Yard B7 Barnes Bridge S6 Mortlake S7 North Sheen

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			including interchanges, are saved UDP proposals, these will be reviewed in the Site Allocations DPD.	
9	Managing HGV movements will be undertaken by developing Freight Quality Partnerships with businesses and Town Centres. These are supported in the saved UDP. The LDF will take such policies forward	Action plan development between SWELTRAC, Businesses and the Boroughs	The SWELTRAC partnership came to an end on 31st March 2011. Sub-regional Freight issues covering Richmond will in future be overseen by the South London Freight Quality Partnership.	Heavy good vehicles are a major source of fine particles therefore the management of their movements can have a significant benefit.
10	Promote Travel Plans to <u>businesses</u> , Encourage businesses to take forward additional air quality measures including: cleaning emissions from their vehicle fleets; making maximum use of schemes to switch to alternative fuels where appropriate	On-going Transport Planners program Lapsed March 2011 Replaced by Go Green at work support via Richmond's website	The Council, via its website, continues to inform companies of schemes for walking, cycling, public transport, car clubs, smarter driving training and green fleet reviews for all staff and work related travel. Richmond Council in partnership with Merton Chamber of Commerce through it's online Go Green at work and the Greening Richmond Business Programme supports companies who want to make positive improvements to their environmental performance. EU funding has been secured to secure this project until April 2014. Further funding will be applied for in Oct 2013. Smarter Travel Richmond (STR) had been set an objective for 20k employees to have a workplace travel plan by Sept 2011. From March 2009 STR worked with	Many businesses continue to promote travel plans. They can obtain one to one support from Richmond's partnership from Merton Chamber of Commerce, via the website.  SWELTRAC and STR ceased to exist from 31 <sup>st</sup> March 2011 and the new sub-regional transport partnership for South London has no active plans to engage in Travel Plan work with businesses.  Existing business travel plans continue, despite the disbandment of STR in March 2011.

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			<p>businesses across the borough to develop travel plans. By the end of September 2009, 124 businesses had travel plans (from a baseline of 52) and 2,008 employees were covered by an active travel plan. STR was disbanded on 31/3/11.</p> <p>Travel Plan Networks have been initiated in Richmond and Twickenham town centres to promote the voluntary take-up of travel plans.</p>	
11	Promote the Council Travel Plan for the <u>Council employees</u>	Travel Plan Officer programme to develop the Council's Travel Plan.	<p>From 2012 –13, the Council no longer had a Council Travel Plan but did continue to encourage staff to use alternatives to private cars for business travel and commuting. Cycle facilities have been improved at Twickenham campus with showers and changing rooms provided. The Council has become a corporate car club member. Following a detailed investigation, parking is only provided for essential car users, usually for 2 days a week. Free parking for all other officers, of all grades, has been abolished. The Council encourages the use of Oyster cards for business travel on public transport and the use of personal cycles. The Council keeps two pool bicycles (including a fold up) for staff to use for site visits.</p>	<p>The Smarter Travel Team did a lot of useful work but was disbanded in March 2011.</p> <p>The Council continues to promote healthier and cheaper travel habits for its staff, including walking, cycling and using public transport which will also help to reduce emissions.</p> <p>We have a cycle liaison group which meets quarterly.</p>



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12	<p>Promote Travel Plans for <u>schools</u></p> <p>Encourage both public and private sector schools to adopt school travel plans and associated walking and cycling initiatives</p> <p>Set up database to monitor progress of all Travel Plans</p>	<p>The Travel Plan Officers had a full programme of campaigns and visits to businesses and schools, promoting school travel plans. Officers are no longer in post but Travel Plans continue to be supported by schools</p>	<p>77/78 schools now have approved travel Plans.</p> <p>We provide cycle, Pedestrian and scooter training for school children We provide a Junior Citizenship week twice a year which includes promoting walking, cycling and taking public transport for all year 6 children in the Borough before they make the transition to Secondary School.</p> <p>Current initiatives:</p> <ul style="list-style-type: none"> <li>• A newsletter is distributed to all LEA schools each term.</li> <li>• Walk on Wednesday (WoW) – walking incentive project for pupils currently being run in many schools.</li> <li>• Junior Road Safety Officer Scheme</li> <li>• Youth Travel Ambassador Scheme</li> </ul> <p>TfL Produced a new online system for Schools and Boroughs to use to monitor travel plans, StarTrack. All schools are now logged on to the system.</p>	<p>Richmond Council continues to support school travel plans which are part of the Education Strategy through the development control process. Applications for additional parking permits must be accompanied by up to date travel plans.</p> <p>In January 2014 the Council will be holding a School Travel Plan Seminar with all schools invited to attend and learn how they can keep their travel plans up to date.</p> <p>Second Local Implementation Plan is in its final year. Richmond is currently in the process of re-writing Chapter 4 – Delivery Plan 2011-2014 of its LTP2, to be completed by Autumn 2013.</p> <p>Program aimed at raising road safety and sustainable travel awareness for year 6 pupils and parents.</p>

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13	Use of air quality monitors in schools to promote the importance of air quality and health.	Programme for schools	<p>The Council's web site has been developed rather than purchasing air pollution monitoring equipment for schools. This gives our local air quality data, updated every hour, on our web site.</p> <p>All schools can use the web site to access air pollution data, from both continuous and diffusion tube monitors, from locations anywhere across the whole of London. The Air Quality data can also be downloaded using an ERG Air Quality app.</p> <p><a href="http://www.londonair.org.uk/iphone/">http://www.londonair.org.uk/iphone/</a></p>	Talks are given on request to senior schools to inform and educate pupils on the relevance and importance of good air quality.

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14	To ensure new buildings are energy efficient.	Sustainable Construction Checklist implemented since 2006.  On going function of Planning and Building Control	<p>The UDP, LDF and the Sustainable Construction Checklist SPD address issues of energy efficiency. Since 1 January 2009, applications for 1 or more residential units, and commercial or other developments of 100m2 or more are subject to SCC. Items 4 and 5 of the Checklist are on: "Designing for minimum energy use", and "Reducing predicted site CO2 emissions", for which an Energy Statement has to be submitted. The Council has updated its Climate Change Strategy to reflect current policy and set a carbon reduction target. It has signed the 'Nottingham Declaration on Climate Change'. The LDF Core Strategy includes policies on sustainable development (this includes maximising effective use of resources including energy), reducing carbon emissions by requiring measure that minimise energy consumption, increasing the use of renewable energy, and on sustainable travel.</p> <p>An interest free loan is available to Council properties to invest in energy efficiency measures. A number of projects have already been implemented including solar panels on the Civic Centre;</p>	<p>The speed of improvement is dependent upon the speed of redevelopment/refurbishment process, therefore this is a longer term goal</p> <p>The Carbon Management Steering Group (CMSG) is responsible for the introduction of more sustainable policies and practices for energy use across the corporate estate. Throughout 2007-2008 the CMSG participated in Phase 5 of the Local Authority Carbon Management Programme facilitated by the Carbon Trust to develop a carbon management Strategy and Implementation Plan (SIP). The SIP will be updated on an annual basis</p>
			a combined heat and power unit Teddington Pool and Fitness Centre; voltage optimisation at the Central Depot and a number of lighting	

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			efficiency projects at the Borough's schools. These projects are estimated to save £85,103 annually on energy bills and 572 tCO2 per annum	
15	To improve domestic energy efficiency across the Borough by doing surveys, giving advice and grants (where applicable) in order to comply with the Home Energy Conservation Act.	On-going	<p>2002 –2013, many properties were improved via Coldbuster, Warmzone and Warmfront grants and thousands of advice packs were distributed as a result of the Home Energy Survey.</p> <p>Ham and Petersham Low Carbon Zone project finished in March 2012. Over 778 residents receiving free home energy assessments, a 'starter kit' of free measures and grants towards larger measures, saving in total over £100,000 and 400 tonnes CO2 per annum. Of these there were 35 boiler replacements, 57 cavity wall insulations and 137 loft insulations completed. A number of local schools also have had energy efficiency improvements and solar PV/thermal panels installed.</p> <p><b>2012/13 Update:</b></p> <p>Coldbusters scheme: 50 homes assisted, 112 Tco2/pa saved</p>	<p>Re costs of administering the scheme and the distribution of grants - the majority of the funding is from the Government Office London at the Office of the Deputy Prime Minister (ODPM). The rest of the funding is from the Council's Capital.</p> <p>The new Sustainability Unit is now making progress in this area.</p> <p>CO2 saved = 112 Tonnes</p>

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			<p>Warmfront scheme: 21 homes assisted, 7.6 Tco2/pa saved</p> <p>Mortlake Block Champions: 40 home assessments completed, 37 Tco2/pa saved.</p> <p>Competent Persons Register (CAPS register): 3136 replacement boilers, 1143 homes double glazed, 365 cavity wall insulations, 2233Tco2/pa saved</p> <p>Note: The Warmfront and Warmzone Schemes have now ceased. In future energy grants will only be available via Coldbusters. Energy efficiency work will now be undertaken via the Green Deal or other specifically targeted initiatives.</p>	<p>CO2 saved = 7.6 Tonnes</p> <p>CO2 saved = 37 Tonnes</p> <p>CO2 saved = 2233 Tonnes</p> <p>Total estimated Domestic CO2 saving for 2012-2013 is 2389.6 Tonnes</p>
16	To continue to press for and promote travel choice through improvements for pedestrians, cyclists and to public transport in terms of increased capacity, reliability, accessibility and quality	On going	<p>77/78 schools currently have a School Travel Plan.</p> <p>Three travel plan networks - Teddington, Twickenham and Richmond - continue to operate but are no longer supported by LBRuT.</p> <p>93 car club bays are currently implemented with 1600 members.</p>	<p>There were in total 1350 on street cycle parking facilities and 1144 off street spaces. More cycle parking is planned for 2012/13.</p> <p>In 2013 Richmond will submit bids to TfL for Twickenham including a "Mini-Holland Programme", aimed to transform Twickenham town centre into an area with exemplar facilities for cyclists. This may include a shared cycle/pedestrian bridge over the Thames between Twickenham and Ham Lands. Richmond needs to demonstrate a modal shift to be successful. Richmond will also bid</p>

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				<p>for 1) substantial cycle lane improvements to A316 as a commuter route; 2) improvements to the tow path for shared cycle/pedestrian use; 3) replacing or upgrading the pedestrian bridge at Teddington to facilitate both cyclists and pedestrians; 4) a cycle route alongside the rail track from Twickenham to Hampton; 5) a new cycle/pedestrian bridge across A316 near the rugby stadium; 6) a joint initiative with Hounslow for a Crane valley link to improve the cycle route to Hounslow town centre from the Twickenham and Whitton area.</p>

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17	<p>Continue travel awareness campaign to promote a diversity of travel choice.</p> <p>The main actions include 'National Bike Week'; 'Transport Week'; Richmond Walking Week' and the 'Walk to School' initiative. Promotional activity will take place in one town centre of the Borough per month.</p>	<p>SWELTRAC Green Transport Coordinator will strengthen commitment to Travel Awareness campaigns.</p>	<p>Three travel plan networks continue to operate in Teddington, Twickenham and Richmond but the Council no longer supports these travel plan networks.</p> <p>93 car club bays are currently implemented with 1600 members. All car club bays will be reviewed in 2012/13 as part of an ongoing review process.</p> <p>Active Travel campaigns are pushed within schools via Youth Travel Ambassadors and Junior Road Safety Officers</p> <p>The Walk to School (WOW) campaign is still funded by the Borough.</p> <p>Various Cycle events during the year, with Dr Bike continue to promote cycling at events or within Businesses/colleges.</p>	<p>SWELTRAC ceased to exist from 31<sup>st</sup> March 2011. 'Doctor Bike' Awareness campaigns in schools include Walk to School Week which is supported by Richmond Council.</p> <p>LBRuT is partnering British Cycling in the Sky Ride and permitted a cycle celebration through the borough as part of the Olympic legacy.</p> <p>We are applying for biking borough status funded through TfL.</p>

18	Develop the 'Walking Strategy' with travel pattern surveys and promotional campaigns in schools such as 'Walking Bus'; also a 'Safe Houses' campaign (safe places for children to wait before going home)	A Significant initiative to promote travel choice.	A walking strategy is not planned however the School Travel Plan programme currently monitors the travel pattern of schools.	The Borough hosted the launch for West London of 'Walkit.com', to promote walking as a sustainable transport mode and help protect walkers from routes with high air pollution. The West London Air Quality Cluster Group commissioned Walkit.com, with a grant from Transport for London, to produce air pollution-aware walking routes for West London. The Borough continues to promote <a href="http://www.Walkit.com">www.Walkit.com</a> through its website.
19	Encourage the use of alternative fuel vehicles in the Borough and encourage the development of an appropriate refueling infrastructure, provided that specific sites meet the health and safety criteria.	Emerging policy now for consideration in LDF	The Council no longer encourages the use of alternative fuel vehicles in the Borough and has stopped running its fleet on Bio-diesel derived from 100% used cooking oil For legal reasons the Council has not signed up to Source London to permit the installation of more electric charging points. There are 2 electric charging points in the borough, both in car parks. No on street electric charging points are permitted.	From 2008-2010 Richmond undertook extensive trials on the use of bio-diesel from used cooking oil at 100%.  In 2011 the Council decided to stop running its fleet on used cooking oil.
20	Council policy is to purchase the most cost-effective vehicles possible, which also achieve the lowest practicable emissions. The Council has purchased an electric vehicle.	Any new vehicles purchased to ensure both low emissions and a good length of vehicle life.	Richmond's fleet is now Euro III or better and Euro IV for particulate matter. Richmond is currently Euro V where available. It is our intention to be ahead of the legislative timetable for Euro standards.	The electric vehicle was replaced with car club vehicles and public transport oyster cards for staff.



			The lease on the Council electric vehicle expired and the Council has now been replaced this with car club membership for essential car journeys by staff or Oyster cards where appropriate.	
21	Concern for low emission vehicles to be used on Council business extends to the use of vehicles by contractors. The Council seeks to control emissions from contractor's vehicles by checking that their environmental policy includes specifically its use of transport.	On going	<p>The 'Considerate Contractor Scheme' (CCS) implemented in 2004 encourages the use of low sulphur diesel where possible.</p> <p>SWELTRAC installed two Electric Vehicle Charging Points, with one in Teddington and one in Richmond. It has continued to develop this network with neighbouring Boroughs and has worked with TfL and the GLA for the development of a pan London scheme now called Source London.</p>	<p>CCS will help reduce emissions. Low impact but cumulative improvement.</p> <p>The Council is taking increasing control of Contractors maintenance standards to bring them in line with our own which include full emission checks every 6 weeks. The Council is increasingly providing and maintaining vehicles for the major contracts and now provides maintenance for the majority of smaller contracts.</p>

22	Cooperate on implementation of traffic management policies to reduce traffic at the pollution 'hot spots' and improve air quality.	On going	<p>We had LIP funding in 2012/13 for schemes to reduce congestion at junctions in line with the Mayor's Second Transport Strategy. Anti – congestion measures in town centres are ongoing.</p> <p>The LIP 3 programme is being prepared for submission to TfL by Oct 2013. This will include walking, cycling and road safety schemes and will include a Strategic Environmental Impact Assessment.</p>	<p>LIP2 was adopted by LBRuT in December 2011 in line with the Second Mayor's Transport Strategy. Schemes identified in the LIP2 were designed to manage traffic in a much better way and reduce congestion and with it improve air quality. Other schemes are designed to reduce the need to travel and to encourage less polluting means of transport.</p> <p>The LIP2 was subjected to a full Strategic Environmental Impact Assessment as laid down in the European Directive 2001/42/EC, requiring a formal environmental assessment of certain plans and programmes that are likely to have significant effects on the Environment, including those contained within LIP2.</p> <p>Contained within the SEIA's Objectives,</p> <p>1 - directly address air quality:</p> <p>2 - Reduce air and noise pollution, including greenhouse gases, and ensure air quality improves</p> <p>And</p> <p>3 - Reduce congestion and pollution by reducing the need to travel, encourage alternatives to the car and best use of existing transport</p>
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23	Consider use of parking concessions to encourage the use of alternatively fuelled and more fuel efficient vehicles	Needs further assessment	The Council has withdrawn parking charges based on the CO2 emissions of the engine. The new scheme offers parking concessions to residents only. Vehicles driven by residents which are classified by the DVLA as being in Band A in regard to CO2 emissions are given free permits and parking both on & off-street. Other residents either receive a discount from the standard parking tariff or a period of 30 minutes free parking.	
24	To continue to promote the Council's 'Smoke Control Zone'	Continuing need for promotion.	Maintain the long established benefits of the scheme, whereby domestic premises burn smokeless fuel in London. Guidance is given about smoke control on the Council's website.	There is always a steady number of enquiries from people who wish to upgrade their fireplaces or heaters and wish to know about the regulations relating to the use of the correct fuel. Biomass is discouraged throughout the borough.
25	To continue to promote composting in preference to bonfires	Continuing need for promotion.	The Council encourages people to avoid bonfires as they cause air pollution and the emissions can be harmful to health or a nuisance. There is advice for residents on the Council's website.	Poor air quality due to a bonfire may be very localized but can cause considerable distress to neighbours.
26	To continue to inspect and enforce clean air requirements at 'Part B' processes in the Borough.	Enforcement requirement - under the Environmental Permitting (England and Wales) Regulations 2010	Annual inspections of premises producing industrial emissions. The database of premises for control is routinely updated.	Maintain established benefits of controlling emissions from certain industrial processes within the borough identified as 'Part B' of the Regulations.

27	To improve the indoor air quality of workplace environments	Legislation timescale requirements	Since July 2007 it has been against the law to smoke in almost all enclosed and public places; for example pubs, restaurants, offices and other workplaces. Some other public bodies such as Councils and railway companies have chosen to extend the ban to all their land, not just the enclosed areas included in the legislation.	
28	Support the development and use of 'Car Clubs' in new residential developments, by station interchanges and in town centres.	Sub-regional initiative	On-going with support from the Council. Car free developments have already been secured in the borough through the development control process. Future car free developments will include the use of car clubs. The First Car Club in the Borough was launched at York House, Twickenham in January 2006. The Council uses a car club for essential staff car journeys in preference to using pool cars.	Car clubs operate throughout the borough and are positively endorsed by the Council. Use and siting of car club bays is under ongoing scrutiny. If car club bays are proved not to be used their space is withdrawn, in agreement with the car club.

## C. LOCAL MEASURES

	Action Plan measure/target	Original timescale	Progress with measure and outcome to date	Comments
29	Refuse planning consent for activities, which are likely to lead to a significant worsening of air pollution in 'hot spot' areas.	Long term process to enable 'hot spots' to improve	Each application is considered on its merits, with special reference to new sources of pollution in proximity of existing receptors or new receptors near to existing sources of pollution. Consideration is also given to the cumulative effect of e.g. an increased uptake of biomass boilers in the area. Guidance to Planners has been produced so that potential new biomass combustion installations can be identified and assessed for acceptability at the proposed location.	<p>The aim is to prevent exceedences of the Air Quality Objectives.</p> <p>Relevant applications are assessed and mitigation measures insisted upon, where appropriate.</p>
30	Where practical, undertake changes at congestion hotspots to seek to avoid tailbacks of queuing vehicles.	Review of congestion points by end 2002	In line with the Second Mayors Transport Strategy the borough is trying to smooth the flow and reduce congestion and improve road safety, at all congestion hotspots which in turn should improve air quality. The aim is to treat the Borough as a whole, for air quality, and not to resolve one problem by simply displacing the air pollution from one place to another. A review of road traffic signage is underway to help reduce pollution at identified hotspots.	<p>In Dec 2011 the Borough submitted its full LIP2 to the Mayor of London outlining how we would deliver transport improvements and meet the objectives set out in the second Mayor's Transport Strategy. Congestion management and reducing the environmental impacts of transport were core to the development of future transport projects.</p> <p>Schemes identified in the LIP2 were designed to manage traffic in a much better way and help reduce congestion and with it improve air quality. Other</p>

	Action Plan measure/target	Original timescale	Progress with measure and outcome to date	Comments
				schemes were designed to reduce the need to travel and to encourage less polluting means of transport.
31	To consider ways to further reduce the impact of road traffic and parking problems on Twickenham RFU days.	Parking on Twickenham RFU days can cause problems	Use of S106 agreement  Implement measures for further reduction of the impact of road traffic and parking problems in connection with RFU Stadium development	Will support proposals by RFU to encourage non-car use as part of Travel Plan  Any benefit is only on major RFU event days
32	Continue to use parking controls particularly to manage commuter parking	On going	Following a change in the administration of the Council charges for permits and general parking tariffs based on vehicle CO2 emissions have been abolished Vehicles in DVLA Band A or electric powered vehicles are not charged to park. Limited CPZ schemes are implemented to prevent commuter parking.	
33	Consider controls for coach parking in Kew and Hampton Court, to protect residents, workers and visitors from the impact of vehicle emissions	Existing problem	Discussions with Kew Gardens to ensure all coach drivers do not idle their engines and drivers are aware of free facilities within Kew Gardens. Meetings held in 2009/10 with coach operators to encourage use of coach parking facilities in Old Deer Car Park. Consideration being given to change of use for on-street parking bays for cars to use by coaches.	Summer of 2013 spot checks made by Council Officer to ensure driver compliance with no engine idling policy. Drivers spoken to by Officer. 100% compliance observed. Controls are in place to minimise disruption to residents and to ensure a parking provision is available for their use. Some reluctance on part of coach operators to park away from the venue and to

	Action Plan measure/target	Original timescale	Progress with measure and outcome to date	Comments
				pay for parking.