

AIR QUALITY ACTION PLAN - PROGRESS REPORT
REPORT FOR 2009 – 2010
(Compiled April - June 2010)

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. Additional measures, not in the original plan, are reported on at the end of this report.

- A. Londonwide And Regional Measures
- B. Boroughwide Measures
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A LONDONWIDE AND REGIONAL MEASURES

	Action Plan measure/target	Original timescale	Progress with measure and outcome to date	Comments
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 th Feb 2008	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 over time and tougher emissions standards to be introduced in January 2012 Vehicles in London, in breach of the Order, will be fined a heavy penalty. As a borough on the boundary of the	The LEZ will improve air quality in London, so it will improve the quality of life for Londoners, especially those with respiratory and cardiovascular conditions. For the Council's fleet of vehicles, a major procurement exercise at a Capital cost of £3.5 million is now underway for the most polluting vehicles which cannot be modified. Evaluation of technologies for the remainder of the fleet is well advanced with detailed costs still to be

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			<p>LEZ area, Richmond has worked closely with TfL to ensure appropriate signage has been implemented.</p> <p>We note the suspension of the LEZ Phase 3 and are aware that this may affect the emission projections for 2010 i.e. that air pollution levels maybe worse as a result of the reduced replacement rate of the fleet to cleaner vehicles.</p>	<p>established</p> <p>Update - The major part of the fleet comprising of heavier vehicles for the Refuse and Recycling services was replaced as proposed.</p> <p>Euro V vehicles were not available for this application at the time but the new fleet was purchased to the Euro IV standard and work is on going to improve emissions.</p> <p>The remainder of the fleet was either replaced or fitted with abatement devices to bring them to the standard required by the LEZ</p> <p>A number of Euro V vehicles are now in the fleet although these are in the main light vehicles.</p>
2	Encourage BAA to take action to reduce emissions at Heathrow from surface access traffic, site traffic, aircraft and other sources.	BAA plans and projects change and move on, over time. The Secretary of State approved the development of T5 on 20 November 2001	<p>The Airports White Paper (12/2003) identified AQ as a material consideration which could delay the building of a 3rd runway. The BAA Interim Master was published in June 2005 and still stands. We still await the full Master Plan.</p> <p>The Government had proposed a 3rd runway for Heathrow but has now</p>	<p>The Borough will continue to pursue actions through the Heathrow Airport Consultative Committee, 2M, SWELTRAC and the Mayor of London. The aim is that BAA should reduce background noise & air pollution levels around Heathrow so that they also reduce in the Borough. Our concern remains that a new</p>

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		and the terminal opened to passengers on 27 March 2008. DfT have now approved a 3 rd runway and the removal of the Cranford Agreement but retaining Westerly Preference. BAA is understood to be progressing with plans for a planning application for a 3 rd runway.	<p>withdrawn its support (May 2010). BAA have now announced they have ceased work on it (May 2010).</p> <p>The National Air Traffic Services Ltd consultation 'Proposed Changes to Airspace' for the Terminal Control North area is to be re-done. This consultation only relates to current operations and an extra consultation will be required if a 3rd runway or mixed mode is permitted. The current proposal does not affect the location of aircraft movements over the borough but would be impacted by aircraft routed closer to the borough.</p>	<p>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 3rd runway etc. consultation, we opposed the proposal to increase capacity at the expense of keeping any gains in air quality and noise improvements.</p>
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 th Feb 2008	<p>All London Bus services (red buses) already comply with the Euro III emissions standards proposed for the LEZ. There is no timetable yet for achieving Euro IV.</p> <p>All London Taxis must now comply with the Taxi Emissions Strategy, to complement the proposed LEZ. No taxi will be licensed after 30 June 2008 unless it is of Euro III emission levels or better. .</p>	Areas with a concentration of buses and taxis will obtain local benefit
4	Lobby the Mayor to achieve London-wide improvements for pedestrians, cyclists and public transport where there	On going.	Through the LIP Funding process we have delivered a number of successful cycling, walking & bus schemes. Additionally, the Smarter Travel Richmond has launched on a program	By the end of 2010 the Borough will have submitted its second Local Implementation Plan to the Mayor of London outlining how we will deliver transport

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	will be local benefits.		of improvements to cycling, walking and public transport.	improvements and meet the objectives set out in the Second Mayor's Transport Strategy. We will have revised our Local Transport Strategy and this will include reference to the importance of cycling, walking and bus schemes.
5	Work with other SW London Boroughs in SWELTRAC Schemes	SWELTRAC projects develop over time.	<p>SWELTRAC is a successful inter borough initiative, with actions ongoing. Under the new LIP funding arrangements, SWELTRAC will receive funding until March 2011, although its future depends on the outcome of the forthcoming review of Partnerships.</p> <p>A significant programme over the last two years has been 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 www.newride.org.uk website. Use of these is limited to date, but SWELTRAC is working closely with TfL and the GLA for the development of a pan-London infrastructure programme with a common brand.</p>	SWELTRAC seeks funds from TfL to assist all the member boroughs to improve:- access to stations; town centres; industrial areas; travel awareness; bus routes; safety; and, the environment.
6	Work with the adjacent Boroughs and West London Alliance local authorities, to	Joint Initiatives and Action Plans to be prepared.	The West London Authorities have commissioned a number of reports to help improve the air quality situation	There has been good inter-borough working between the West London Authorities and the

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	develop co-ordinated AQAPs across the region.		across the member Boroughs and London.	Environment Agency. Work still progressing is the development of a more comprehensive traffic model 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.
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.

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. New LDF will take such policies forward.	First review. Aimed for adoption December 2004. Core Policy Adoption April 2009 Development Management	The UDP first review was adopted in March 2005, policies are saved until replaced by LDF policies. The LDF Core Strategy was adopted in 2009, and the Development management Policies and Site Allocations DPD will be adopted in 2011/12. LDF Core Strategy: Policy CP1 promotes Sustainable Development and policy CP5 promotes	The 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

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		DPD adoption 2011 Site Allocations adoption 2012	Sustainable Transport Improvements to public transport including interchanges, are saved UDP proposals, these will be reviewed in the Site Allocations DPD.	B2 Barnes Good Yard B7 Barnes Bridge S6 Mortlake S7 North Sheen
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 new LDF will take such policies forward	Action plan development between SWELTRAC, Businesses and the Boroughs	SWELTRAC no longer has any direct involvement with freight issues, as these are primarily covered by the South London and West London Freight Quality Partnerships.	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	Smarter Travel Richmond (STR) has been set an objective for 20k employees to have by a workplace travel plan by Sept 2011. Since March 2009 STR has been working with 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 covered by an active travel plan. Travel Plan Networks have been initiated in Richmond and Twickenham town centres to promote the voluntary take-up of travel plans and STR is actively working with the sustainability unit to encourage businesses to reduce	See Smarter Travel Programme (at end) SWELTRAC is working closely with the Smarter Travel Richmond programme, and as of November 2008 secured a third Travel Planner to work with businesses on travel plan issues.

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			emissions. A Connecting Businesses package of benefits has been developed and 'One-stop-shop' website pages have been developed to provide guidance and streamline the travel plan process.	
11	Promote the Council Travel Plan for the <u>Council employees</u>	Travel Plan Officer programme to develop the Council's Travel Plan.	The Council Travel Plan has been redrafted following a staff travel survey and is currently out to consultation. Cycle facilities have been improved at Twickenham campus. The Council has become a corporate car club member and a detailed investigation of parking allocation and costs has been undertaken to proposals to improve parking management. Oyster cards have also been introduced for work-related trips The travel plan has a target to reduce transport related CO2 by 20% over 3 years. The next staff travel survey is scheduled for September 2010	See Smarter Travel Programme (at end)

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12	<p>Promote <u>Travel Plans for 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 have a full programme of campaigns and visits to businesses and schools, promoting school travel plans</p>	<p>77/78 schools now have approved travel Plans and we are aiming for 100% by September 09.</p> <p>Current initiatives:</p> <ul style="list-style-type: none"> • A newsletter is distributed to all schools each term. • Participation in Schools Environment Forum. • Walk on Wednesday (WoW) – walking incentive project for pupils currently being run in 15 schools as at June 09. The target is to have 42 schools participating by September 2009, increasing this to 60 schools by September 2010. • Small Grant Scheme – available to all schools that have an up to date travel plan. Successful bids include those which have a strong link to travel plan targets. 14/18 schools were successful during 08/09. The target is to assist 35 schools by September 2010. <p>Upgrade – information based transition project for pupils in year six going into year seven.</p>	<p>See Smarter Travel Programme (at end)</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	The Council's web site has been developed rather than purchasing air pollution monitoring equipment for schools. All schools can use the web site to access air pollution data, from both continuous and diffusion tube monitors, from locations across the whole of London	

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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	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 now developed a Climate Change Strategy and established a Sustainability Unit to champion this work. 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. Energy saving projects include solar parking meters; a proposal for green CHP for Council buildings and solar power for the Council HQ.	The speed of improvement is dependent upon the speed of redevelopment/refurbishment process, therefore this is a longer term goal 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
15	To improve domestic energy efficiency across the Borough by doing surveys, giving	On-going	2002 –2003, over 150 properties were improved In 2004 163 properties were	Re costs of administering the scheme and the distribution of grants - the majority of the funding is

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	advice and grants (where applicable) in order to comply with the Home Energy Conservation Act.		<p>improved.</p> <p>In 2005/06 176 properties were improved via Coldbuster and Warmfront grants.</p> <p>In 2006/07 101 properties were improved via Coldbuster grants and 146 properties were improved via Warmfront grants.</p> <p>As a result of the Home Energy Survey, 6569 advice packs were sent to targeted households. 21 housing associations were contacted to assess the level of energy efficiency improvements installed during 2006/2007. 10 replied. The result was that 5 had carried out no energy efficiency improvements; and the other 5 had spent over £1.5million on them.</p> <p>In 2007/08 113 properties were improved via Coldbuster grants and 193 properties were improved via Warmfront grants. As a result of the Home Energy Survey, 4100 advice packs were sent to targeted households. 164 Home Visits were completed – a service that provides face to face energy efficiency advice and signpost clients to appropriate grants and discount schemes.</p> <p>For 08/09</p> <p>Warmfront grants = 173 Advice packs = 2614 Home visits = 143 Coldbuster grants = 116</p>	<p>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>

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			<p>2009-2010 update Warmfront grants = 127 Advice packs = waiting info Home visits = 41 Coldbuster grants = 79 London Warmzone = 290</p> <p>Building control notifications Boilers = 2066 Glazing = 1796 Cavity = 230</p> <p>British Gas/GLA schemes waiting info Low Carbon Building Programme waiting info</p>	<p>Tonnes Co2 annual saving 74.57 estimated waiting info 17.47 estimated 137 estimated 133.894</p> <p>Tonnes Co2 annual saving cont'd 776.81 1293.12 145.82</p> <p>Note Home Visits decreased due to post strike problems. Coldbuster and Warmfront work may have decreased compared to previous years due to London Warmzone becoming active in the borough Awaiting information from a number of sources at present.</p> <p>Total estimated Domestic CO2 saving for 2009-2010 is 2952.8 Tonnes</p>

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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. The target is to reach 100% of schools by September 09.</p> <p>A sustainable travel roadshow is visiting 17 locations throughout the borough to promote and increase awareness of sustainable travel.</p> <p>Three travel plan networks are currently operating; Teddington, Twickenham and Richmond.</p> <p>70 car club bays are currently implemented with 1600 members. Further bays will be implemented during 09/10 and 10/11.</p>	
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>	SWELTRAC Green Transport Coordinator will strengthen commitment to Travel Awareness campaigns.	<p>A sustainable travel roadshow is visiting 17 locations throughout the borough to promote and increase awareness of sustainable travel.</p> <p>Three travel plan networks are currently operating; Teddington, Twickenham and Richmond.</p> <p>70 car club bays are currently implemented with 1600 members. Further bays will be implemented during 09/10 and 10/11.</p>	<p>There are now three Travel Plan Coordinators for SWELTRAC, who cover Travel Awareness campaigns, the promotion and development of London Liftshare, and Business Travel Plans.</p> <p>Travel Awareness campaigns in schools include Walk to School Week.</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.
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19	<p>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.</p>	<p>Emerging policy now for consideration in LDF</p>	<p>'Transport Energy' and others are identifying new sites for refuelling of alternatively fuelled vehicles</p> <p>The LBRUT Mayoral car is now a low emission hybrid (Toyota Prius).</p> <p>The major efforts to improve air quality from vehicles have concentrated on CO2, and the Council has announced that it intends to run all its fleet on Bio-Diesel from used cooking oil (UCO) at 100% strength. Technical trials were undertaken in 2007 and use is continuing.</p> <p>The footprint assessment for the use of used cooking oil takes account of both the collection of the used oil and the delivery of finished product to Richmond. This is considered to be better than the use of fuels derived from oil plants grown particularly for that purpose, with issues of deforestation and the larger environmental footprint due to the transport of the raw materials and fuel used in the growing cycle.</p>	<p>We are undertaking an assessment of Fuel Borne Catalysts, and trials are underway with these, running with conventional diesel. It is possible that the additive will achieve LEZ recognition in due course, after more rigorous Laboratory testing.</p> <p>Our major efforts to reduce CO2 have been focused on alternative fuels.</p> <p>Richmond has undertaken extensive trials on the use of bio-diesel from used cooking oil at 100%.</p> <p>This proved successful and Council Policy is to use this fuel at 100% in all cases where vehicle warranty is not an issue. The majority of manufacturers for the councils fleet will approve bio-diesel to the EN standard at 50% with some approving 100%</p> <p>Richmond is committed to use this fuel at 100% where warranty is not an issue.</p>
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				<p>Tenders for the supply of fuel were exposed in 2008; this was unsuccessful due to the unusually volatile nature of the market at the time. A Tender has been re-issued and results analysed in June 2009, it is anticipated that this fuel will now be in large scale use before the end of the summer 2009.</p> <p>Tenders have been restricted to bio-diesel produced from used cooking oil only. The analysis has taken account of the distance travelled to deliver the fuel and the method and the collection area for used cooking oil to minimize the total carbon footprint.</p>
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20	<p>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.</p>	<p>Any new vehicles purchased to ensure both low emissions and a good length of vehicle life.</p>	<p>Richmond has replaced the majority of its heavier vehicles towards the end of 2007 with Euro IV vehicles and the majority of the fleet is now Euro IV or better, and purchasing Euro V where available. It is our intention to be ahead of the legislative timetable for Euro standards.</p> <p>For the remaining fleet that will not meet the LEZ requirements abatement equipment has now become available (after some long delays) to make them compliant by early May 2008.</p> <p>On 1st July the LEZ will start to impact on passenger vehicles and there are a number (mostly 15+year old Mercedes) that will be removed from service. So in July, all the fleet will be Euro III or better and all the fleet will be Euro IV for particulate matter.</p> <p>On comparative figures we find that Kilometers traveled by each vehicle is too detailed to be of general use and as vehicles types change it requires adjustment to cater for the different vehicle types. The direct measure which we find more useful and is the volume of fuel used and</p>	
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			<p>this is kept routinely from our detailed fuel system.</p> <p>The lease on the Council electric vehicle has expired and the manufacturer has stopped making them. The concept of Car Clubs is being progressed rather than obtaining a new electric car.</p> <p>We are investigating the idea of multiple operator car clubs for Richmond, with the aim of launching the scheme before summer 2008, and for the Council to join so that the cars can be used as pool cars.</p>	
21	<p>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.</p>	<p>On going</p>	<p>The 'Considerate Contractor Scheme' (CCS) implemented in 2004. Scheme encourages the use of low sulphur diesel where possible.</p> <p>SWELTRAC has installed two new Electric Vehicle Charging Points, with one in Teddington and one in Richmond. It continues to develop this network with neighbouring Boroughs and is working with TfL and the GLA for the development of a pan London scheme. Richmond is seen as a key Borough for the targeting of EV infrastructure in order to meet the Mayor's targets for EV use by 2015.</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	We had LIP funding for Congestion hotspot monitoring during 08/09.	By the end of 2010 the Borough will have submitted its second Local Implementation Plan to the Mayor of London outlining how we will deliver transport improvements and meet the objectives set out in the Second Mayor's Transport Strategy. We will have revised our Local Transport Strategy. (See No. 30)
23	Consider use of parking concessions to encourage the use of alternatively fuelled and more fuel efficient vehicles	Needs further assessment	Following a change in the administration of the Council charges for permits and general parking tariffs based on vehicle CO2 emissions will be revised. It is intended that only those vehicles in DVLA Band A or electric powered vehicles will now benefit by not being charged to park.	
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.
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.	Existing enforcement requirement	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'.

27	To improve the indoor air quality of workplace environments	Legislation timescale requirements	<p>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. Since July 1 the Council has been checking businesses in the borough for compliance with the legislation.</p>	
28	Support the development and use of 'Car Clubs' in new residential developments, by station interchanges and in town centres.	Sub-regional initiative	<p>SWELTRAC continues to work closely with Richmond to develop car clubs throughout the Borough.</p> <p>On-going with active participation 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.</p> <p>The First Car Club in the Borough was launched at York House, Twickenham in January 2006. A multiple operator car club is now proposed for the use of residents. The proposal is also that the Council will use the cars as pool cars</p>	SWELTRAC initiative. Sharethecar.org initiated in 1/2004.

C. LOCAL MEASURES

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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 eg 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.	The aim is to prevent exceedences of the Air Quality Objectives. Consideration of the use of S106 agreements when appropriate.
30	Where practical, undertake changes at congestion hotspots to seek to avoid tailbacks of queuing vehicles.	Review of congestion points by end 2002	Pollution hot spots identified from Stage 4 model. 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.	By the end of 2010 the Borough will have submitted its second Local Implementation Plan to the Mayor of London outlining how we will deliver transport improvements and meet the objectives set out in the second Mayor's Transport Strategy. We will also have revised our Local Transport Strategy. Congestion management and reducing the environmental impacts of transport will be core to the development of future transport projects.
31	To consider ways to further reduce the impact of road	Parking on Twickenham RFU	Use of S106 agreement	Will support proposals by RFU to encourage non-car

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	traffic and parking problems on Twickenham RFU days.	days can cause problems	Implement measures for further reduction of the impact of road traffic and parking problems in connection with RFU Stadium development	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 will be revised. It is intended that only those vehicles in DVLA Band A or electric powered vehicles will now benefit by not being charged to park.	
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	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.	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 pay for parking.

Smarter Travel Richmond upon Thames Programme

LBRuT has been awarded £4.2m from TfL for a two and half year Smarter Travel Richmond Upon Thames behavioural change programme. STR was launched on 30th March 2009.

The programme aims to increase the mode share of cycling, walking and public transport use by 5% over this period and reduce emissions across the borough by around 204 tonnes per annum, which will be of benefit both in terms of climate change and health.

This programme is delivering a number of significant projects to encourage changes in travel behaviour towards more sustainable modes through work, school and personalised travel planning, small scale infrastructure and travel awareness.

Our aims seek to:

Achieve the desired TfL outcomes: to secure a reduction in car trips and increase uptake in sustainable modes. Add value by influencing people who live outside the Borough but come into the Borough for school, work or leisure purposes Build on and integrate with policies and programmes with common objectives being undertaken by partners within and external to the Council. Be consistent with our Community Plan

Greenest Borough

We will work in partnership with the Council's Sustainability Unit, aligning our projects to maximise the contribution transport makes to reducing the Borough's carbon footprint.

Safest Borough We will reduce car trips by working with our partners to communicate the advantage Richmond has in being one of the safest Boroughs in London, breaking down barriers about perceived lack of personal security, particularly for walking and on public transport. We will publicise the safety schemes introduced through the LIP programme, particularly those around schools and will work with vulnerable road users to increase their confidence and maximise their safety.

Healthier Richmond We will seek to increase modal split to cycling and walking for shorter journeys by promoting their associated health benefits for all. We will maximise the wealth of green spaces in the Borough as an asset to encourage more of our residents and visitors to consider cycling and walking as a leisure activity.

Our Transport Issues And Challenges Our over-riding challenge is a corporate one. Richmond upon Thames has the second highest carbon footprint in London per capita and has set itself the goal to be the Greenest Borough in London by 2025. Transport is a significant contributor and as such has a major role to play in achieving this target. To this end we have already forged a strong working relationship with our recently established Sustainability Unit, which is tasked with preparing the Council's Climate Change Strategy. We will also be utilising their Greener Richmond Partnership as a forum for liaising with the Local Strategic Partnership on our programme which aims to reduce the carbon emissions generated by car use within the Borough. We believe that Smarter Travel will play a major role in helping the Council achieve its goal and welcome the opportunity that it brings to forge our relationship with TfL and truly engage with our external partners to look ways to align our programmes to achieve our common goals. Through Smarter Travel we will seek to truly understand our target market and their needs and support them through a behavioural change journey where they feel confident at the end about their decisions to reduce car use and are keen to advocate the benefits to others. Our Borough-wide programme is ambitious but realistic and seeks to achieve maximum benefit by a targeted approach within each of the Smarter Travel interventions; Work Place Travel Planning (WPTP), Destination Travel Planning (DTP), School Travel Planning (STP), Personalised Travel Planning (PTP) and Travel Awareness (TA).

AirTEXT programme.

The interborough 'airTEXT' initiative started in 2007. 'airTEXT' is a free alert service, provided by the Council, that uses state-of-the-art technology to forecast air pollution levels across London. When levels are likely to exceed moderate readings, subscribers are sent a free message to warn them. The scheme is designed for people who have been diagnosed as having asthma, emphysema, bronchitis or heart disease. The aim has been to continue seeking out all who might benefit from the scheme, actively involving the

PCTs and other relevant stakeholders, so that the most vulnerable can get the benefit they need, on days of poor air quality. We carried several rounds of advertising within the Borough by way of the Council newsletter to residents, the Council's staff magazine and by contacting all school nurses, also advertising it on the Council's Schools extranet and in Doctor's surgeries, via the PCT Practice nurses.

The number of people who have signed up has increased steadily to 135 (July 2009). In addition, it is estimated that another 80 Borough residents signed up following the campaign of advertising on buses around London. We do not know the identity of the 80 as the sign up process did not require it. An independent audit has been contracted out to Brighton University to assess the level of satisfaction of the service. This audit is due to report shortly. A pilot level audit showed a high level of satisfaction with the delivery of the service and with the usefulness to the customers, in providing a helpful service. Whilst the service is not directly improving the quality of the air, it is raising the awareness of pollution as an issue of concern, and providing practical help to those who are vulnerable, when it is needed.

Healthy walks

In November, Richmond Council played host to the launch of walkit.com. This is a new online service which enables people to plan journeys between any two points along less polluted routes in West London. The aim was to promote walking as a sustainable transport mode and to help protect walkers from routes with high air pollution. It produces air pollution-aware walking routes for West London. Walking is the cheapest, healthiest and most sustainable form of travel, so any way this can be achieved is to be encouraged. The website was commissioned by the West London Air Quality Cluster Group using a Transport for London grant.

The Richmond Health Improvement Team organises regular health walks in low pollution areas such as the parks and along the Thames riverside. Health walks are promoted as they can prevent a number of serious health problems such as heart disease or diabetes.

Gap analysis for monitoring in West London

The West London Cluster commissioned a Monitoring Audit from 'Air Quality Consultants'. The main purpose of the audit was to identify strategically important monitoring sites and gaps in the West London Air Quality network. The conclusions for the Borough were that the locations of the air quality existing monitors we supported. However the gap analysis indicated a lack of monitoring along the A316 road corridor. There are some already some diffusion tube monitors located on the A316. From a practical point of view, the A316 road is administered by TfL rather than the Borough, so management and reduction of traffic flows on the A316 is not under the control of the Borough.

Promotion at fairs

Air quality has been promoted in the Borough by publicising the work at the local fairs. Local people are interested in improving air quality and avoiding pollution, with many people already keen on walking or cycling in the Borough.