

Appendix 6

**AIR QUALITY ACTION PLAN - PROGRESS REPORT 2007**

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

**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.<br>Consultation April 2006 | The LEZ proposal for London is still progress.<br>TfL propose an LEZ Scheme Order. Public and stakeholder consultation ended on 2 February 2007. Next, the Mayor will decide whether or not to confirm the Scheme Order, with or without modifications, in order to implement a LEZ for London. The earliest a LEZ could be operational in London would be February 2008.<br>From 2008 - the scheme will restrict movements of diesel heavy goods vehicles (HGVs), coaches and buses<br>From 2010, the heaviest, most polluting light goods vehicles (LGVs) and minibuses will also be included in the scheme.<br>Vehicles in London, in breach of the Order, will be fined a heavy penalty | An LEZ will improve air quality in London, so it will improve the quality of life for Londoners, especially those with respiratory and cardiovascular conditions.<br><br>The Council supports the introduction of the LEZ but has concerns on any economic hardship on small businesses (through needing to upgrade vehicles) and on the high cost versus the small benefit.<br>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 established |
| 2 | Encourage BAA to take action to reduce emissions at Heathrow from surface access traffic, site traffic, aircraft and other sources.  | On going  | The Airports White Paper (12/2003) identified AQ as a material consideration which could delay the building of a 3 <sup>rd</sup> runway.<br>The BAA Interim Master Plan has now been published but we still await the full Master   | The Borough will Continue to pursue actions through Heathrow Airport Consultative Committee, SWELTRAC and the Mayor of London. The aim is to reduce background noise & air pollution  |

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|  |                            |                    | <p>Plan and any proposed timescales for the construction of a 3<sup>rd</sup> runway</p> <p>DfT is conducting a study of runway operations to determine whether current segregated mode with alternation should be altered by, e.g., use of mixed mode. The Government anticipates holding a public consultation on mixed mode in 2007. This will also address issues such as the Cranford Agreement and Westerly Preference.</p> <p>DfT support the development of the Heathrow provided that stringent environmental limits can be met, including a development of a new runway as soon as possible after the new runway at Stansted (c. 2015 – 2020).</p> <p>BAA has commissioned National Air Traffic Services Ltd to develop feasibility studies to examine the adequacy of airspace around Heathrow to enable aircraft to operate safely and effectively in the event of a third runway or introduction of mixed mode operations.</p> <p>The 'Project for Sustainable Development at Heathrow' was established as an umbrella title for a series of studies, led by DfT, to examine how environmental standards can be met, to make a new runway feasible within the envisaged timetable.</p> | <p>levels in the Borough.</p> <p>The concern is that an extra runway and changes in the management of operations may lead to increases in road and air traffic, and hence to increases in emissions.</p> <p>We await the 3<sup>rd</sup> runway etc. consultation sometime in 2007. 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>When the Government consultations are published, we propose to resist any growth in emissions at Heathrow. Likewise, we will resist any BAA planning applications that will result in a growth in emissions.</p> |

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| 3 | Lobby the Mayor of London to ensure that, as a minimum buses and taxis meet the LEZ EURO III and IV criteria                          |   | 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. 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. Before then there are some interim standards for upgrading pre-Euro, Euro 1 and Euro 2 Taxis. | Areas with a concentration of buses and taxis will obtain local benefit, eg Richmond Town Centre, where it is also a street 'canyon' with poor emission dispersion.   |
| 4 | Lobby the Mayor to achieve Londonwide improvements for pedestrians, cyclists and public transport where there will be local benefits. | On going. Seek additional commitment to public transport improvements through the London Plan (September 2002 and on-going) | The LIP Funding Submission proposals for 2007/08 included several successful bids for cycling, walking & bus schemes. These have been continued in the draft proposals list for the LIP Annual Performance Review in 2008/09<br>Proposals outlined in Mayor's Transport Strategy.  | The Borough is about to commence revising the 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  | Joint Action Plans are being prepared.  | SWELTRAC is a successful inter borough initiative, with actions ongoing. SWELTRAC submits a Sub-Regional Spending Plan bid to TfL on an annual basis in a similar manner to the Borough submission.  | 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 develop co-ordinated AQAPs across the region.          | Joint Action Plans to be prepared.  | The West London Authorities have commissioned a number of reports to help improve the air quality situation across the member Boroughs and London. The most recent study, in 2006, was the "Best Practice Guide for the Assessment of Traffic & Air Quality Impacts". This guide was shared with other the Air Quality Officers and Transport Planners from  | There has been good inter-borough working between the West London Authorities and the Environment Agency.<br>Work still to progress - to develop a more comprehensive traffic model for west London and a Supplementary Planning Guidance document. |

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|   |   |   | across the country, in an open workshop, (April 2007)   |   |
| 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<br>The programme indicted only a low failure rate in the borough (2.7%). | An expensive initiative. No current plans to repeat the action in the Borough, but kept under review. |

## **B BOROUGHWIDE MEASURES**

|    | <b>Action Plan measure/target</b>   | <b>Original timescale</b>                     | <b>Progress with measure</b>  | <b>Comments</b>  |
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| 8  | Continue to pursue land use policies within the UDP 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. Aim for adoption December 2004. | The UDP first review was adopted in March 2005 and will be in force until replaced by the LDF Core Strategy in 2009, and the Development Control Policies and Site Allocations DPD in 2010.<br>Improve the public transport interchanges and hubs<br>UDP action to promote importance of public transport. New LDF in preparation.  | The UDP promotes improvements at all the public transport interchanges. It specifically identifies:<br>H5 Hampton<br>H24 Fulwell Bus Garage<br>R7 Richmond<br>T21 Twickenham<br>T30 St Margaret's<br>W14 Whitton<br>D2 Hampton Wick<br>D4 Teddington<br>B2 Barnes Good Yard<br>B7 Barnes Bridge<br>S6 Mortlake<br>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 revised UDP. The new LDF will take such policies forward  | On-going                                      | On-going SWELTRAC/Borough development/Business cooperation  | Heavy good vehicles are a major source of fine particles therefore the management of their movements can have a significant benefit. This will be further enhanced by the introduction of the LEZ.   |
| 10 | Promote Travel Plans to <u>businesses</u> ,<br>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<br>Transport Planners program        | Business travel plans being progressed through the planning process and the promotion of voluntary travel plans.<br><br>Business Travel Plan Video launched in 2004; Richmond Travel Plan Network (RTPN) established. First RTPN Seminar and Networking meeting held Feb 07. Council Travel Plan re-write to be completed by April 07<br><br>On-going advice provided by Richmond | Aim to progress 5 new travel plans per year with businesses in the Borough, in line with Environment Directorate Service Plan, either through voluntary commitment or through the development control process<br><br>Monitoring system for schools and workplace Travel Plans (i-TRACE) to help to record monitoring data and    |

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|    |  |                            | <p>Environmental Information Centre (REIC).</p> <p>REIC now running ZWIN – Zero Waste Initiative for local businesses, with volunteers carrying out environmental assessments to encourage businesses to adopt purchasing policies that reduce emissions and energy use</p>   | <p>make year on year comparisons, has been in place since Aug 06.</p> <p>Also a survey software package has been purchased (SNAP) which will allow surveys to be submitted electronically and automatically analysed – reducing time and money spent on survey analysis and monitoring.</p> |
| 11 | Promote the Council Travel Plan for the <u>Council employees</u> | Development of Travel Plan | <p>Council Travel Plan final new version by April 07. Refurbishment of showers in York House April 07.</p> <p>The Council's Bike User Group (BUG) has been rejuvenated and other travel awareness initiatives will develop as part of the plan.</p> <p>A car club strategy is currently being consulted on and will be adopted before summer 07, when car club provision in the borough will be procured through the tendering process.</p> | <p>The Council will look to become a corporate member of the car club(s) to enhance the modes of transport available to its employees and at the same time consider the current car parking arrangements for employees.</p>   |

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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>A Borough-wide school travel survey showed a decrease of 4% in car usage between 2004/5. Walk to School Week is organised by the Safety Education team.</p> <p>Two new walking buses set up in 2006, in addition to the 5 established already. This brings the total number of children participating in the walking bus scheme to 90. This has brought positive national and press coverage as well as relevant school publications.</p> <p>Award ceremony Aug 06 for Orleans Primary – which has the longest running walking bus in London (5 years).</p> <p>Termly newsletter established and is distributed to all schools and libraries in the borough.</p> <p>London-wide database 'i-trace' has been set up</p> | <p>Aim to progress at least 5 new school travel plans (STP) per year from 2004 in line with Environment Directorate Service Plan.</p> <p>March 2006 - Total of 48 School Travel Plans in action</p> <p>In order to meet the target of 100% of Schools having a STP by 2009 the following timetable has been devised for the remaining 56 schools (as in LIP):-</p> <p>March 2007 - Target of 11 new School Travel Plans at maintained schools</p> <p>March 2008 - Target of 11 new School Travel Plans at independent schools</p> <p>March 2009 - Target of 11 new School Travel Plans at independent schools</p> |

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| 13 | Use of air quality monitors in schools to promote the importance of air quality and health.  |   | The Council's web site has now been developed rather than purchasing air pollution monitoring equipment for schools. All schools will be able to use the web site to access air pollution data from across the whole of London.. We have been invited to conduct a pilot visit to a school to demonstrate the web site capabilities in relation to the air quality information available. In this way we can to discuss relevant air quality issues with the pupils. This is under the 'science' topic. | If school pilot visit is successful, we will consider rolling out a programme across the Borough, as a joint Air Quality /Travel Plan / Sustainability initiative for schools.  |
| 14 | To ensure new buildings are energy efficient.  | On going function of Planning and Building Control. | The UDP and the Sustainable Construction Checklist SPG address issues of energy efficiency.<br>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 will include a policy to minimize the use of energy by using sustainable building materials, energy efficient design, use of renewable energy and based on sustainable travel.                  | Dependent upon the speed of redevelopment/refurbishment process, therefore a longer term goal   |
| 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  | 2002 –2003, over 150 properties were improved<br><br>In 2004 163 properties were improved. In 2005/06 176 properties were improved via Coldbuster and Warmfront grants. There have also been energy   | Costs of administering the scheme and the distribution of grants. A 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. |

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|    |   |  | efficiency improvements to 672 Richmond Housing Partnership (RHP) properties, and 150 properties belonging to Richmond Churches Housing Trust (RCHT). These two partnerships account for 80% of Richmond's social housing stock. Additionally 482 London and Quadrant properties, and 4 Threshold properties were improved | The new Sustainability Unit is now progressing this area.   |
| 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   | Good progress<br><br>BSP funds for 2006/7 for School Travel Plans was £222,400, including the development of the School Travel Plan Network, school area base maps, engineering and feasibility design cost and engineering measures at 3 schools<br>BSP allocation for 2007/8 is £210,000                                 | BSP funding dependent upon schools having a Travel Plan, by March, of the new approval standard in 2006.<br><br>Business Travel Plans mainly set to come through planning process unless voluntary due to changing circumstances or conditions.   |
| 17 | Continue travel awareness campaign to promote a diversity of travel choice.<br><br>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. |  | Good progress<br><br>BSP funding in 2006/7 under Travel Awareness totaled £63,000 for Bike Week, Walk to School Week, Good Going Walk to Work Campaign, Good Going Week and Travel Plan Development and Network.<br><br>TA allocation for 2007/8 is £35,000  | Participated in Bike Week annually since 2004<br><br>Safety Education promotes Walk to School for Summer terms each year.<br><br>There are two Travel Plan Coordinators for SWELTRAC, who cover Travel Awareness campaigns, the promotion and development of Sharethecar.org, and Business Travel Plans.<br><br>Travel Awareness campaigns in schools include Walk to School Week |
| 18 | Develop the 'Walking Strategy' with travel pattern surveys and promotional campaigns in   | A Significant initiative to promote travel choice. | 'Walking Bus' schemes are a success – 5 schools participate.   | Walking bus and school travel plan video produced. Walk to school campaigns progressed by Travel Plan   |

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|    | schools such as 'Walking Bus'; also a 'Safe Houses' campaign (safe places for children to wait before going home)   |   |  | Officer and Safety Education.   |
| 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. | UDP revision considered   | West London AQAP study.<br><br>'Transport Energy' and others are identifying new sites for refuelling of alternatively fuelled vehicles<br><br>The LBRUT Mayoral car is now a low emission hybrid (Toyota Prius).  | Changes to improving the refueling infrastructure are being investigated (West London study).<br><br>Trials are being undertaken with "Bio-Diesel" at 100% on the Council's Fleet.<br><br>The Council provides LPG refueling infrastructure to all its Contractors alongside conventional fuels.<br><br>If the trial with "Bio-Diesel" is successful this will also be available.   |
| 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 for the Council to comply with EURO IV standards | On going initiative to steadily improve the Council fleet to EURO IV standards. Emphasis will now switch to the early adoption of Euro V vehicles as these become available.<br><br>The lease on the Council electric vehicle has expired and the manufacturer has stopped making them. The concept of Car Clubs is being investigated rather than a new electric car. | A register is being compiled of the Council fleet, including an assessment of emissions. Only a limited number of vehicles, so overall impact is small. The Council will continue to monitor developments in alternative fuels and is following closely the supply issues in London for Bio-Fuels. The Council is also monitoring the proposed developments of the EU Directive on alternative fuelled fleets.<br><br>From November 2007 the Council will assume responsibility for supplying and maintaining Refuse and Recycling vehicles to our Contract Partner. A major replacement program is underway with consideration being given to purchasing Euro V vehicle (where available) ahead of the |

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|    |  |                    |  | <p>legislative timetable. The re-introduction of the RPC in the March 2007 Budget will influence this decision.</p> <p>For transport to SEN schools the Council is now active in a four Borough formal arrangement to share SEN transport with the aim of reducing passenger miles. This has recently been extended on an informal basis to one other London Borough and a County Council, although much of this work is outside London a proportion is within Greater London.</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>The 'Considerate Contractor Scheme' (CCS) implemented in 2004. Scheme encourages the use of low sulphur diesel where possible</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>   |

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|----|--|---------------------------|--|--|
| 22 | Cooperate on implementation of traffic management policies to reduce traffic at the pollution 'hot spots' and improve air quality. |                           | Congestion Hotspots report sent to committee in 11/03.   | <p>Bid for TfL funding through LIP process for 08/09 to undertake various measures, with submission in June 07. The aim is to 'smooth' traffic flows, which will improve AQ.</p> <p>Congestion hotspots are also to be monitored in 08/09, and various measures will improve congestion and AQ, but in themselves are not necessarily being implemented with that sole purpose in mind</p> |
| 23 | Consider use of parking concessions to encourage the use of alternatively fuelled and more fuel efficient vehicles                 | Needs further assessment  | The Council's new CO2 based parking charges provide a discount on the current rate for the lowest CO2 emitting vehicles such as electric and hybrid vehicles and some low emission diesel and petrol engined vehicles. | <p>The benefits of the scheme will have to be monitored over the coming years.</p> <p>The scheme includes discounted permits for alternatively fuelled vehicles.</p>   |
| 24 | To continue to promote the Council's 'Smoke Control Zone'  | On-going                  | Maintain the long established benefits of the scheme, whereby domestic premises burn smokeless fuel in London  | Every year there are a steady number of enquiries about the regulations relating to the correct fuel for use in fireplaces and which fireplaces can burn wood.   |
| 25 | To continue to promote composting in preference to bonfires  | On-going                  | The Council does not encourage bonfires as they cause air pollution and upset neighbours.  | Makes a small but still significant contribution to air quality enhancement.   |
| 26 | To continue to inspect and enforce clean air requirements at 'Part B' processes in the Borough.                                    | On-going.                 | Annual inspections of premises producing industrial emissions.   | Maintain established benefits of controlling emissions from certain industrial processes within the borough identified as 'Part B'.  |

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| 27 | To improve the indoor air quality of workplace environments  | On-going Health and Safety work | Progress was made with a 'Food without Fumes' project and with 60 premises registered with 'Smoke Free' areas. These projects will soon be redundant, as from 1st July 2007, England will implement the Health Act 2006 that will make virtually all indoor public places and work places, including work vehicles, smoke-free.   | It remains to be seen how much smoke pollution transfers from inside buildings to outside, with the smokers. |
| 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 seeking funds to develop these actions.</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</p> | SWELTRAC initiative. Sharethecar.org initiated in 1/2004.  |

### C. LOCAL MEASURES

|    | Action Plan measure/target  | Original timescale                                  | Progress with measure  | 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  | On-going   | 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.                         | Dec 2005<br>Review of congestion points by end 2002 | Pollution hot spots identified from Stage 4 model.<br><br>TfL funding was received and spent in 2006-2007 on some additional traffic counters and to collect extra data from them. The data will to help determine appropriate measures to be taken to resolve congestion/air quality problems.  | The Council is to work on a new Transport strategy in 2007, once the Mayor's Transport Strategy 2 has been published.  |
| 31 | To consider ways to further reduce the impact of road traffic and parking problems on Twickenham RFU days.                        | On-going  | Use of S106 agreement<br><br>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<br><br>Benefit only, on major event days   |
| 32 | Continue to use parking controls particularly to manage commuter parking  | Review  | Expect emissions improvement<br><br>Review existing parking controls to maximise convenience for residents and businesses, reducing emissions from space searching.<br><br>CPZs now cover many parts of Borough. A proposal for CPZ charges to reflect CO2 emissions was approved by Cabinet in January 2007 and came into operation on 2 April 2007 | The CO2 charging scheme does not relate directly to air pollution emissions. However, it is hoped that any change of vehicle from a higher CO2 producing one to a more recent Euro vehicle type, in a lower CO2 band, will result in the production of lower pollution emissions also. |
| 33 | Consider controls for coach   | On-going  | The Parking Enforcement Plan has an action to  | The Parking Enforcement Plan   |

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|  | parking in Kew and Hampton Court, to protect residents, workers and visitors from the impact of vehicle emissions |                           | carry out a study of coach travel and parking needs in the borough | <p>complements the Local Implementation Plan</p> <p>The main reason for controls is to minimise traffic disruption to residents and others.</p> |