

Appendix 6

AIR QUALITY ACTION PLAN - PROGRESS REPORT 2005

A. LONDONWIDE AND REGIONAL MEASURES

	Action Plan measure/target	Original timescale	Progress with measure	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 was due in Autumn 2002.	Response to ALG (10/2003) that costs and benefits of scheme should be clarified	Mayor's revised LEZ plan out for consultation, January 2006, for comments by 24 th April 2006 Current proposal is for diesel-engined HGVs, and does not include vans yet, and does not include cars at all..	LEZ has the potential for a significant impact to reduce fine particle emissions. The Council has concerns on the economic hardship on small businesses. Richmond to consider its response to the consultation paper.
2	Encourage BAA to take action to reduce emissions at Heathrow from surface access traffic, site traffic, aircraft and other sources.	On going	Airports White Paper (12/2003) identified AQ as a material consideration to delay the building of a 3 rd runway.	BAA Interim Master Plan has now been published but we still await full Master Plan and any proposed timescales for the construction of a 3 rd runway.	Continue to pursue actions through Heathrow Airport Consultative Committee, SWELTRAC and the Mayor of London. Will help reduce background noise & air pollution levels in the Borough. The concern is that an extra runway and changes in operations may lead to increases in road and air traffic, and hence to increases in emissions.
3	Lobby the Mayor of London to ensure that, as a minimum buses and taxis meet the LEZ EURO III and IV criteria	LEZ Feasibility study due in Autumn 2002. Mayors policies in Mayor's Air Quality Strategy	Mayor's LEZ consultation - 2006.	Taxis - Euro III by 2008 Buses Euro III by 2005 for particles – NOx reduction being trialed.	Will target reductions in Particles in areas where there are concentrations of these vehicles e.g. Richmond town centre.
4	Lobby the Mayor to achieve Londonwide improvements for pedestrians, cyclists and public transport where there will be	On going. Seek additional commitment to public transport improvements	BSP funding bid 04-05 included several successful bids for cycling,	Proposals outlined in Mayor's Transport Strategy. A further bid covering the financial year 2005/06 was	Borough's Local Transport Strategy 'A Clear Road Ahead' advocates pedestrian, cycle & public transport improvements.

	local benefits.	through the London Plan (September 2002 and on-going)	walking & bus schemes	submitted to TfL in 7/2004.	
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.	SWELTRAC seeks funds from TfL and transport companies 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 are being prepared.	Report from study, funded by TfL, due in 6/2004	<p>Joints projects undertaken include - a Best Practice Guide for the Assessment of Traffic & Air Quality Impacts</p> <p>New Solutions to Shared Pollution - Phase 1 - AQ Hotspots; Encouraging Use of Cleaner Vehicles; Public Transport Hub Assessments</p> <p>Phase 2 - Freight study; Key Travel Desire Lines</p>	<p>Currently good quality of cooperation</p> <p>Just started - work on developing a comprehensive traffic model for west London.</p> <p>Working on a West London authorities' Supplementary Planning Guidance</p>
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	Low failure rate in the borough (2.7%), which indicates low impact from badly tuned vehicles.	An expensive initiative. No current plans to repeat the action in the Borough.

B. BOROUGHWIDE MEASURES

	Action Plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
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 in 2008	Improve the public transport interchanges and hubs 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: 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
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.
10	Promote Travel Plans to businesses, 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	On-going Travel Plan Officer program	Business travel plans being progressed through planning process and promotion of voluntary travel plans.	Business Travel Plan Video launched in 2004; Richmond Travel Plan Network (RTPN) established. Council Travel Plan in progress. REIC now running ZWIN – Zero Waste Initiative for local	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 The development of a universal

	fuels where appropriate			<p>businesses, with volunteers carrying out environmental assessments to encourage businesses to adopt purchasing policies that reduce emissions and energy use</p> <p>On-going advice provided by Richmond Environmental Information Centre (REIC).</p>	<p>monitoring system for schools and workplace Travel Plans (i-TRACE) will help to record monitoring data and make year on year comparisons. TfL are shortly (2006) to supply funding to allow backdated plans to be input onto the system.</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 Council employees	Development of Travel Plan	Organization of showers and secure cycle racks	<p>Increase in use of cycling and rail planner by Council staff</p> <p>The plan is shortly to be updated and another survey is to take place.</p> <p>The Council's Bike User Group (BUG) will be rejuvenated and other travel awareness initiatives will develop as part of the plan.</p> <p>The car club scheme (Streetcar) is also shortly to commence.</p>	The Travel Plan covered many aspects of commuter choice, including pool bicycles and pool electric car. Travel Plan due for revision in 2006.
12	<p>Promote Travel Plans for schools</p> <p>Encourage both public and private sector schools to adopt a school travel plans and associated walking and cycling initiatives</p>	The Travel Plan Officer has a full programme of exhibitions and visits to businesses and schools, promoting travel choice Production of publicity and promotion material	An annual Borough-wide school travel survey showed a decrease of 4% in car usage between 2004/5.	<p>29 School Travel Plans have met approval standard by the end of 2005 including 5 independent schools. A further 16 are hoped to have been approved by April 2006. Walk to School Week is supported by Safety Education team.</p>	<p>Aim to progress at least 5 new school travel plans per year from 2004 in line with Environment Directorate Service Plan.</p> <p>In order to meet the target of 100% of schools, both maintained and independent having a School</p>

	Set up database to monitor progress of all Travel Plans			<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>London-wide database being setup.</p>	<p>Travel Plan by 2009 the following timetable has been devised for the remaining 56 schools:</p> <p>March 2005 Total of 26 School Travel Plans currently in action</p> <p>March 2006 Target of 16 new School Travel Plans at maintained schools</p> <p>March 2007 Target of 16 new School Travel Plans at maintained schools</p> <p>March 2008 Target of 12 new School Travel Plans at independent schools</p> <p>March 2009 Target of 12 new School Travel Plans at independent schools.</p> <p>For more details please see Appendix G of the LIP - School Travel Plan Strategy.</p>
13	Use of air quality monitors in schools to promote the importance of air quality and health.	Programme for schools		Plan for Travel Plan Officer/Air Quality monitoring team joint visits as part of schools programme	Not incorporated in the programme yet.
14	To ensure new buildings are energy efficient.	On going function of Planning and Building Control.	The UDP first review will be adopted late 2004	Design Checklist SPG to be implemented from January 2003	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	In 2004 163 properties were improved. There have also been improvements to 401 Richmond Housing Partnership (RHP) properties, and 208	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 Councils Capital.

				properties belonging to Richmond Churches Housing Trust (RCHT). These two partnerships account for 80% of Richmond's social housing stock.	
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	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.	BSP funding dependent upon schools having a Travel Plan, by March, of the new approval standard in 2006. 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. 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	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. TfL rules state all TA campaigns under this budget must be branded under the Good Going campaign	Intentions to take part in Bike week 2004 and progress walking week also. Safety Education promotes Walk to School for Summer and Autumn terms of each year. Travel Plan officer promoting walking buses currently with 20 schools seeking to or actively taking part. There are two Travel Plan Coordinators for SWELTRAC, who cover Travel Awareness campaigns, the promotion and development of Sharethecar.org, and Business Travel Plans. Travel Awareness campaigns in schools include Walk to School Week and walking buses. Also see section on schools.
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	A Significant initiative to promote travel choice.	'Walking Bus' schemes are a success.	20+ schools participating or committed to take part in walking bus initiatives. Joint action with St Mary's	Walking bus and school travel plan video produced. Walk to school campaigns progressed by Travel Plan Officer and Safety Education.

	before going home)			College	
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 report in 2004 will identify options for improvements	'Transport Energy' and others are identifying new sites for refuelling of alternatively fuelled vehicles.	Changes to refueling infrastructure being investigated (West London study).
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.		Vehicles purchased for the Council comply with EURO IV standards	The lease on the Council electric vehicle has expired and the manufacturer has stopped making them. Investigations are currently underway for a suitable alternative.	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. 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.
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.		CCS implemented in 2004.	Scheme encourages the use of low sulphur diesel where possible	The 'Considerate Contractor Scheme' (CCS) will help reduce emissions. Low impact but cumulative improvement.
22	Cooperate on implementation of traffic management policies to reduce traffic at the pollution 'hot		Congestion Hotspots report sent to committee in		Bid for TfL funding through BSP process for 05/06 to undertake measures, with submission in July 04. The aim is to

	spots' and improve air quality.		11/03.		'smooth' traffic flows, which will improve AQ.
23	Consider use of parking concessions to encourage the use of alternatively fuelled and more fuel efficient vehicles	Needs further assessment		Parking concessions were implemented on 6 Sept 2004 applying to hybrid and electric vehicles.	Cost of some loss of revenue. Discounted permits proposed for alternatively fuelled vehicles.
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
25	To continue to promote composting in preference to bonfires	On-going			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 certain premises		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	On-going Health and Safety work	60 premises have now signed up to register their 'Smoke Free' areas.	To improve the indoor air quality and minimize public exposure to smoke in public premises The 'Food with Fumes' project registers premises that have 'smoke free' designated areas. From March 2006 and in line with proposed legislation all premises that sign up to the project will have to ban smoking from their premises.	The 'Food without Fumes' project is administered and promoted by the Health Developments Team.

28	Support the development and use of 'Car Clubs' in new residential developments, by station interchanges and in town centres.	Sub-regional initiative	SWELTRAC seeking funds to develop these actions.	On-going with active participation from the Council	SWELTRAC initiative. Sharethecar.org initiated in 1/2004. First Car Club in the Borough being launched in York House car park, Twickenham from mid-Feb 2006.
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C. LOCAL MEASURES

	Action Plan measure/target	Original timescale	Progress with measure	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	On-going	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 Review of congestion points by end 2002	Pollution hot spots identified from Stage 4 model.	A bid covering the financial year 2005/06 was submitted to TfL in 7/2004. It included a bid for some permanent traffic counters to help determine appropriate measures to be taken to resolve congestion/air quality problems.	Borough's Local Transport Strategy 'A Clear Road Ahead' advocates dealing with congestion hot spot by use of bus lanes, road widening and traffic signal phasing, where appropriate.
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	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 Benefit only, on major event days
32	Continue to use parking controls particularly to manage commuter parking	Review	Expect emissions improvement	Review existing parking controls to maximise convenience for residents and businesses, reducing emissions from space searching	Ongoing CPZ covering many parts of Borough over last two years. Programme for CPZ studies for 2006 / 2007 to be reported to Council's Cabinet in March 2006. Level of support for consulted areas as ever requires good response rate and substantial support in order to progress.

33	Consider controls for coach parking in Kew and Hampton Court, to protect residents, workers and visitors from the impact of vehicle emissions	On-going		The Parking Enforcement Plan has an action to carry out a study of coach travel and parking needs in the borough	The Parking Enforcement Plan complements the Local Implementation Plan The main reason for controls is to minimise traffic disruption to residents and others.
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