

# **Air Quality Action Plan**

## **Update Report 2007**

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## Air Quality Action Plan Update

### Introduction

This section looks at the progress made in implementing the council's Air Quality Action Plan. This is the last review of the current plan, which has been in place now for five years. A new action plan is currently being developed and consulted on.

Good progress has been made with most actions. Implementation of these actions has occurred across the whole the borough including Highways and Transportation, Planning and Conservation, Waste Management and Environmental Health.

### Key successes since the introduction of the action plan

#### 1. Idling Engine enforcement (action 3)

In 2004, our street enforcement team adopted powers to require drivers of stationary vehicles to switch off 'idling' engines and continues to take a proactive approach to dealing with hotspots as well as responding to complaints.



A leaflet publicising the boroughs intentions to, where appropriate, issue fixed penalty notices has been widely distributed to coach operators, bus companies and local police.

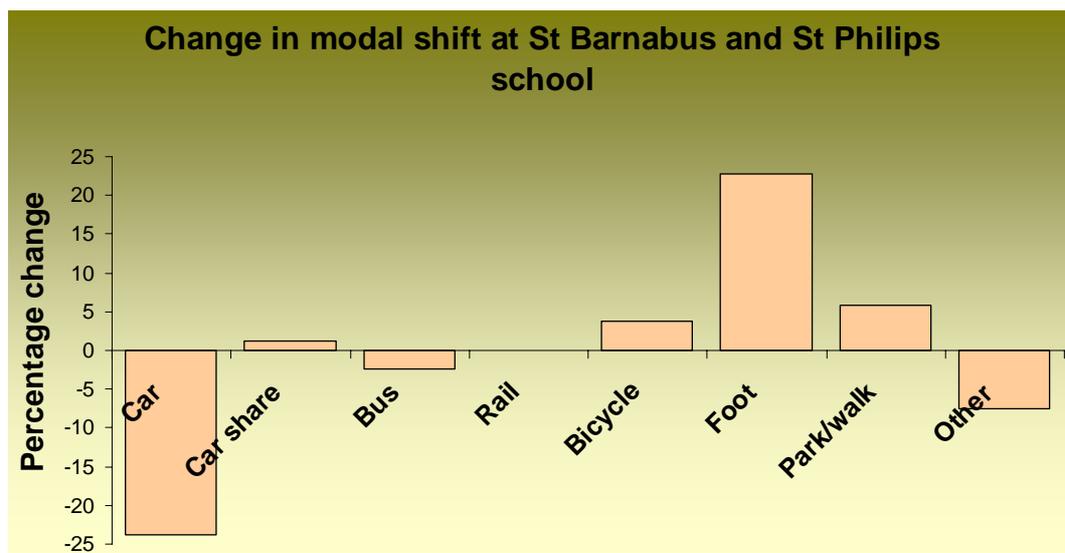
During 2006, 39.5 hours were spent carrying out observations; 25 individuals were warned about leaving their engines running unnecessarily. In 2005, 20 individuals were warned. There has been a marked decrease in buses leaving engines running on the stand.

#### 2. Green Travel Plans (action 8ii)

We now have two officers working specifically on travel plans. They work on travel plans for Council staff, schools and more recently businesses.



The council's innovative school travel plan website was developed to help schools establish green travel plans. Twenty schools now have approved travel plans in place, five of which have completed 'before and after surveys'. These show reductions in car use and an increase in walking and cycling at many of the schools. The following chart shows the modal shift following the implementation of a travel plan at St Barnabus and St Phillips School.



Calculations were undertaken to estimate the impact on emissions based on the five travel plan 'before and after' surveys that have been completed. The table below shows a range (low to high) of expected emissions reductions.

	Emissions (tonnes/year/km)			
	NO <sub>x</sub>	PM <sub>10</sub>	CO <sub>2</sub>	VOC
2004/05	0.32 - 2.30	0.016-0.105	129 - 1109	0.20 - 1.98
2006	0.20 - 1.45	0.010-0.067	78 - 671	0.13 - 1.23
Reduction	0.12 - 0.85	0.006-0.038	51 - 438	0.07 - 0.75
Reduction (%)	<b>38 - 37</b>	<b>37 - 36</b>	<b>39 - 39</b>	<b>37 - 38</b>

Emissions of NO<sub>x</sub> and PM<sub>10</sub> have been estimated to have been reduced by approximately 37% and 36% respectively (per km travelled by vehicles going to and from the schools). In addition more children and adults are walking and cycling to school thereby not only reducing pollutant and CO<sub>2</sub> emissions but reducing their personal exposure and increasing their fitness levels. We have set a target to increase the number of travel plans by 25%. A further six schools travel plans are currently awaiting approval from TfL.

The Council's transport department works closely with schools in implementing local and national campaigns such as Walk Once a Week /Walk on Wednesday (WOW) and Walk to School Week. Every child that signs up for the scheme is given a certificate for the first day that they walk. Every month that the child walks each Wednesday (or other specified day of the week), they are awarded a coloured, foot-shaped ceramic badge. The council also promotes Walk to school weeks in May and October, and organises competitions for schools who can "gain" the most walkers in a week. The weeks in themselves are a popular way of promoting walking, and also form a great starting point for a school travel plan.

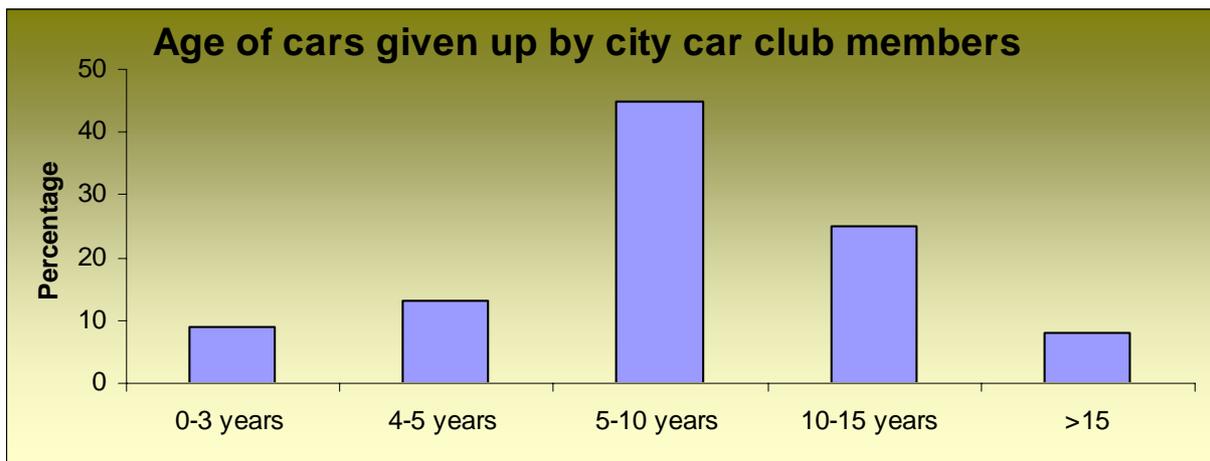
In order to develop a more coordinated approach to engaging schools, the Council has recently set up a Schools Environment Group. This is closely linked to the Council's Environment Strategy. The group is currently investigating links between the healthier schools agenda and environmental issues including air quality.

### 3. Car Club (action 9)

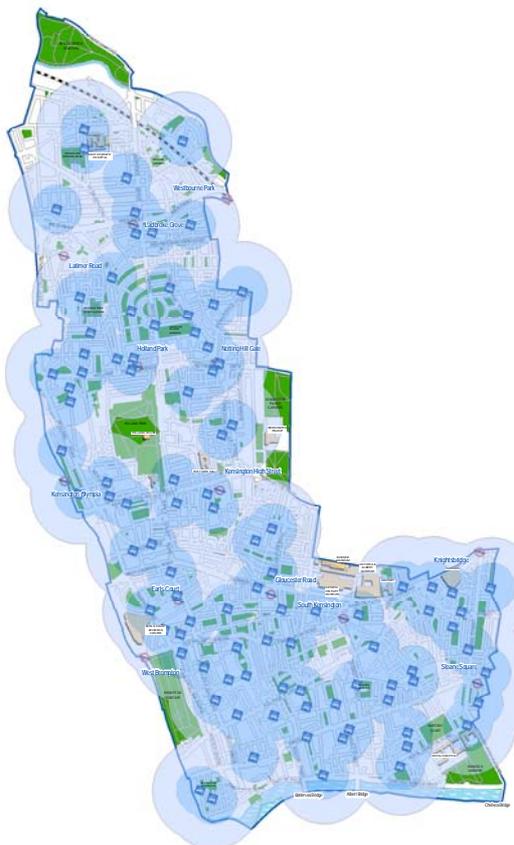
The car club scheme has developed far beyond our original target. The scheme is now borough wide and has recently been expanded to 88 spaces on-street (with 24 additional bays off-street). 98% of residents will be within 400 metres walk of a car club bay.

#### Existing outcomes and benefits

- Survey data of existing members shows a 15% increase in use of public transport, 16% increase in walking and 11% increased cycling
- It also has had the effect of reducing car use and ownership through some members giving up or deferring purchase of a car.



#### Anticipated outcomes and benefits



All car club vehicles comply with Euro IV emissions standards and have an engine size of 1.4 litres or less.

Negotiations are taking place to introduce hybrid cars.

Number of miles predicted to be saved is 1,818,637 per annum.

#### Emissions generated and saved (tonnes per year)

	NOx	PM <sub>10</sub>	CO <sub>2</sub>
Without car club	1.55	0.068	10635
With car club	0.08	0.002	219
<b>Emissions reduction</b>	<b>1.47</b>	<b>0.067</b>	<b>834</b>
% Reduction	95%	97%	79%

Coverage of borough by car club bays

#### **4. Public transport improvements (action 11)**

Through our Local Public Service Agreement project we have set ourselves a target to reduce the average bus journey time and variability in bus journey times by 10%. We have worked with TfL and bus operators to identify and target 'waiting' and 'loading' hotspots. We have recommended TfL make changes at ten locations, making conditions better for 18 routes. Monitoring is in place to enable an assessment of these changes.



#### **5. Green Building Site code (action 20)**

The Council has been active in the APPLE consortium which produced the London best practice guide, 'The Control of Dust and Emissions from Construction and Demolition' which has been adopted by the London Councils and the GLA as a London wide document.

#### **6. Other air quality activities and events**

We have been active in consulting various groups from schools, the elderly and general public to promote the air quality work of the Council and work closely with other boroughs and organisations to gain a better understanding of air quality issues. This has included:

- The creation of an Art competition for schools to produce a front cover for the new Air Quality Action Plan. The winners will be presented with prizes by the Mayor on May 2<sup>nd</sup> 2007.
- Presentations on the AirTEXT scheme (a system for delivering warnings to vulnerable people by SMS text, voice mail or e-mail when air pollution is predicted to be high) has been delivered to Older People's Voluntary Organisations Forum and Two Breathe Easy meetings have been held for members of Sixty Plus Group. It has also been widely published in local press and community group newsletters.
- The promotion of the work of APRIL (Air pollution Research in London) to other local authorities through the Air Quality Steering Group.

**Funding committed from TFL for 2007/08**

Action plan no.	Action	£
6	Promoting workplace travel plans	10,000
8 ii	National Walk to School Weeks	5,000
	Developing and Implementing School Travel Plans	65,000
	Walk Once a Week (WOW)	15,000
13	Bicycle Parking (including visitor attractions), bicyclist training (Non London Cycle Network)	55,000
	London cycle network, usage surveys, route improvements, feasibility Studies	147,00*
11	Bus Stop Accessibility	24,900
	Improved Pedestrian Facilities	20,000
25	Air quality monitoring for congestion charging	20,000

\*£70,000 goes towards work undertaken in 2006/07

**Costs and Benefits**

The Council has undertaken a brief appraisal of the air quality benefits, costs and cost effectiveness of the individual plans, along with whether other impacts (for example, on climate change) are likely to occur. It also shows what priority has been assigned to the plans this year. It is based on officers' best estimates rather than the results of a detailed study.

Whilst all actions work towards meeting the air quality objectives, hence their inclusion in the plan, it is impossible to know the improvement in terms of concentrations each individual action has resulted in. Many of the actions are being delivered for reasons other than the improvement of air quality.

No	Action	Relative air quality benefit	Extent of impact	Costs Low:<10K Medium 10-100K High >100K	Other benefits	Priority	Main partners
1	LEZ	Predicted low	London wide	Predicted High		Medium	GLA
2	Emission testing	Low-medium	Borough	Low	Climate change	Low	London Councils
3	Idling engines	Medium	Local	Low	Noise	Medium	Coach operators, TfL
4	Cleaner Council and contractor vehicles	Medium	Borough	Medium	Climate change	Medium	Council contractors/London Councils
5i	Improved cleaner fuel infrastructure	Medium	Borough	Medium		Medium	Sita/GoBioFuels
5ii	Electric charging points in car park	Medium	Borough	Low		Medium	Council contractors
6	Working with local fleet operators	Low-medium	Borough	Low		Low	Local fleet operators
7.	Graduated parking permits	Low	Borough	Low	Climate change	Medium	

No	Action	Relative air quality benefit	Extent of impact	Costs Low:<10K Medium 10-100K High >100K	Other benefits	Priority	Main partners
8i	Green Travel Plan within the Council	Low - medium	Local	Low	Climate change	Low	TfL
8ii	School Travel Plans	Medium	Local	Low	Climate change	High	Schools
9	City Car Club	Medium	Borough	Low	Climate change	High	Streetcar, ZipCar, CityCarClub
10	Supplementary Planning Guidance	Medium	Borough	Low		Medium	
11	Public transport improvements	Medium	Borough	Medium		Medium	TfL, SRA, Railtrack,
12	Encouraging walking	Medium	Local	High	Climate change, noise	High	TfL
13	Encouraging cycling	Medium	Local	Low	Climate change, noise	Low	TfL
14	Parking charges	Low	Local	Low		Low	
15	Permit free housing	Medium	Local	Low	Climate change	Medium	
16	Taxi ranks	Low	Local	Low		Low	TfL
17	Traffic signals to smooth traffic flow	Medium	Local	Low		Low	TfL
18	Review coach parking	Low	Local	Low		Low	TfL
19	Freight	Low	Borough	Low	Noise	Low	Central London Freight Partnership
20	Green Building Site code of practice	Medium	London-wide	Low	Noise	High	BRE, GLA
21	Composting	Low	Local	Low		Medium	Network Recycling, SITA, Ealing Community Transport
22	Smoke control zone	Low	Borough	Low		Medium	Defra
23	Regulating industrial emissions	Medium	Borough	Low		High	Defra, LFEPA
24	Energy Efficiency	Medium	Local	Low	Climate Change	Medium	Other LAs, Powergen
25	Air quality monitoring	Low	Borough	Medium		High	Defra

## **Conclusion**

Significant progress has been made with implementing the action plan. Reductions in emissions have been demonstrated, however, translating the impacts of our actions on air quality concentrations has been difficult; particularly in light of the emerging technical issues and problems that have been identified relating to direct NO<sub>2</sub> emissions. It is also clear that most of the actions are likely to have very localised effects and will not necessarily be detected at existing monitoring sites. Source apportionment work in the past has shown that much of the pollution within the borough arises from sources beyond the borough boundaries.

We are very pleased with the funding which has been secured for this financial year and look forward to the production of a new and challenging air quality action plan later this year that will help us further with our work to deliver cleaner air.

### Air Quality Action Plan Update Summary Table

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
1	We will push for a London wide LEZ as soon as is practicable, and ideally by the end of 2006. If there is no support for a London wide scheme, we will investigate the possibility of introducing a local or sub-regional LEZ in the Royal Borough.	End of 2006.	<p>Since the publication of the 2003 GLA/ALG feasibility study, the Council has voiced its concerns about the effectiveness of the exact scheme proposed by the Mayor of London.</p> <p>The Council has responded to every consultation issued by the Mayor on this topic, the most recent came to a close at the beginning of this year.</p>	The Mayor now proposes to introduce the first phase of the LEZ in February 2008, with further implementation dates to follow.	<p>The Council continues to find it difficult to support the current proposed LEZ scheme. The predicted marginal benefits in air quality with the scheme compared with the improvements predicted without it, make it impossible to justify the significant costs to vehicle operators</p> <p>The 2010 scheme, where LGVs must comply with Euro III standards, appears to be the least effective, and the modest benefit-cost ratios that exist would improve, if LGVs were not included.</p>	Environmental Health and Transportation Department.
2	We will work with the Association of London Government, neighbouring authorities, the Metropolitan Police and others to operate a vehicle emission-testing scheme in the Royal Borough from April 2003.	April 2003	Ten days testing were completed between Aug 03 and March 04. Testing took place at the 'Bull Ring' on Chelsea Embankment and Warwick Avenue.	<p>A review of the scheme, including the publicity it attracted, was undertaken by an independent consultant and published in October 2004. It concluded that the scheme had been successful and that the publicity had been effective.</p> <p>No further testing is planned.</p>	Officers explored the possibility of carrying out testing in the Borough with VOSA (formerly the Vehicle Inspectorate). VOSA carried out testing at Chelsea Barracks. They were unable to use roadside sites in the borough since a bus stop was placed in the 'Bull Ring' on Chelsea Embankment.	Environmental Health
	<b>Completed April 2003</b>					

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
3	This Council supports the use of new powers to require drivers of stationary vehicles to switch off 'idling' engines.	No deadline original specified	This has been operating since 2005. The Council's Waste Management Department have overall responsibility for the scheme, though enforcement is carried out by Highways and Special Enforcement Officers.	<p>The leaflet publicising the scheme has been widely distributed including, coach operators, bus companies and local police.</p> <p>Fixed penalty notices have been printed and issued to the appropriate officers.</p> <p>During 2006, 39.5 hours were spent carrying out observations in response to complaints from the public. A total of 25 individuals received warnings compared to 20 in the previous year. The enforcement team will continue monitoring hot spots and use the available enforcement powers whenever possible.</p>	<p>So far, drivers have complied with the requests of the enforcement officers and switched their engines off when challenged or when seeing the officers approach. Officers respond promptly to complaints but by the time officers arrive at the site the buses or cars may have left their stands or parking places.</p> <p>Complainants are encouraged to report offences to the Streetline facility (by telephoning or texting) where they are recorded and then actioned.</p>	Waste Management

**Original action completed but the council continues to take action.**

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
4	<p>From April 2004, contractors will be required to choose the Best Practicable Environmental Option for their vehicle fleet. As a minimum, their vehicles' emissions should be no worse than the previous Euro standard.</p> <p><b>Action completed</b></p>	April 2004	<p>The Council's new Environmental Strategy, published 2006, features an aim of 'Reduce the Council Fleet's Environmental Impact' through review, development of policy and implementation of action.</p> <p>Draft Green Fleet Policy was produced in February 2007. Using this policy, the Council has procured two new transport contracts where environmental clauses have been specially drafted.</p> <ol style="list-style-type: none"> <li>1. Education Special Needs Transport.</li> <li>2. Adult Social Care Transport.</li> </ol> <p>Both contractors are required to produce an environmental strategy/policy and drivers will be required to attend the Royal Borough Environment Day Green Drivers event.</p> <p>A Council Green Fleet Steering Group has been set up, which is attended by all Council fleet and fleet contracts managers.</p> <p>The Council has also produced a Green Drivers Guide which will be introduced during London Sustainability Weeks in June 2007.</p>	<p>The Educational Special Needs Transport contract has become a case study, which will soon be regionally publicised. It was the first Borough transport contract to be guided by the Green Fleet Policy. This has meant that all vehicles meet Euro 4 standards, fuel/emissions monitoring is undertaken, vehicle efficiency improvements are carried out, and all drivers attend Green Driver Training.</p> <p>The Council Green Fleet Steering group met has met three times during the last year. External speakers were invited to attend including the manager of the Council's vehicle lease contract - Lloyds TSB Autolease (who had been asked to research alternative fuel options for the Council's fleet) and a representative from Go Biofuels.</p> <p>The Green Drivers Guide is to be disseminated to all Council and contract drivers, and will be used in driver inductions.</p>	<p>The fuel usage by the borough's leased vehicles in 2006 is included as a chart at the end of the table, P55.</p>	Corporate Services and Transport, Environment and Leisure Services (TELS)

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
5	i) The Council will work with existing and potential suppliers of alternative fuels to establish fuelling points in the Royal Borough, and  <b>Action on-going</b>	Dec 2003	<p>The Council's Environmental Coordinator has undertaken a survey of eight London local authorities and the Environment Agency, to ascertain the regional picture with regards further use of LPG fuelled vehicles.</p> <p>The Council's Green Fleet Steering Group has met with GoBioFuels, of North Kensington, who supplies vegetable crop-derived bio fuel.</p> <p>The Council's Green Fleet Steering Group is working to a research timetable in sync with the Environment Strategy. Members have researched hydrogen fuel cell and retrofit electric hybrids.</p> <p>The Council's Environmental Coordinator is working with the Commercial Waste Team to develop a waste oil recycling service, where waste oils could be 'traded' with a bio fuel supplier in exchange for refined bio fuel.</p> <p>SITA proposed two new trials in 2006: 1) The use of four electric powered vehicles. 2) The use of Bio Diesel (which features as an action in the</p>	<p>The Council is currently communicating with GoBioFuels regarding supply and sourcing issues. Research findings have not yet led to Council investment, but research into other London Borough vehicle procurement policies has led to the development of our own draft policy, thereby providing us with direction in procurement choices.</p> <p>This project is at the scoping stage. Progress will be reported via the steering group.</p> <p>(1) It was found that the type of vehicle tested had insufficient loading capacity which caused operational difficulties. SITA are negotiating with the manufacturers to see if they can produce an electric powered vehicle that is fit for their purpose.</p> <p>(2) Unfortunately, SITA were unable to find a supplier that could supply 5% bio diesel in the quantities required. SITA have now switched their attention to a more</p>	<p>Results from the survey confirm that local authorities are now unable to find viable LPG vehicles and are therefore opting for high Euro standards instead. These findings are reflected in the Councils Green Fleet Policy.</p>	i) Corporate Services and Transport, Environment and Leisure Services (TELS)

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			Council's Environment Strategy) From April 2007 SITA were meant to be operating with a 5% bio diesel mix.	environmental beneficial solution by testing the use of vegetable oil to run one waste collection vehicle. The trial will commence in May 2007 and will operate for 3 months. The trial will monitor smells, emissions and maintenance issues.		
5	(ii) if it is feasible and cost-effective to do so, the Council will install public charging points for electric vehicles in the Town Hall by the end of 2003.		Feasibility study into electric vehicle charging points completed in spring 2004.	The study found little demand for electric charging points; advent of mass-produced hybrid petrol-electric cars (which do not require charging) makes charging points less attractive.	The western extension of the congestion charge to most of the Royal Borough may increase demand for electric vehicles.	ii) Highways and Transportation
	<b>Action completed</b>		Following the completion of the feasibility study, the Council has received a number of letters from residents requesting electric charging points, reflecting increased sales of electric vehicles	In response to resident demand, the Council has installed six off-street charging points in the Town Hall car park.  Council officers have ascertained that there is no established practice in London of providing on-street charging facilities for electric vehicles, and are currently considering a number of technical issues in order to develop a policy position in this area.	Under the scheme users pay £1 for the first three hours, with no additional parking charge. From the fourth hour onwards parking costs apply. Annual charges were avoided to make the scheme as accessible as possible. Further data relating to usage will be available in due course.	

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
6	<p>The Council will help local organisations to ‘green’ their fleet, primarily by identifying potential suppliers of low and zero emission fuel. We will offer support and practical assistance to local employers wishing to produce Green Travel Plans and participate in environmental management schemes.</p> <p><b>Action on-going</b></p>		<p>The Council has convened a Green Partners Group, made up of local business, organisations and institutions. The first meeting, held February 2007, saw a presentation by the Council’s Travel Plan Coordinator, and already some members are engaged with the Coordinator on travel planning schemes.</p>	<p>Green Partners Group has been set up with Sustainable Travel as an ongoing agenda item.</p> <p>The Council’s Travel Plan Coordinator currently working with partners on travel plan schemes. These include:</p> <ol style="list-style-type: none"> <li>1. Chelsea and Westminster Hospital</li> <li>2. EC&amp;O Venues (Own and manage the Earl’s Court Exhibition Centre and Olympia)</li> </ol>		Highways & Transportation
7	<p>We will consider using the residents’ parking permit scheme to encourage residents to choose less polluting vehicles.</p> <p><b>Action on-going</b></p>		<p>Officers have identified the best means of operating the scheme, and consultation results suggest that the principle would be welcomed by residents.</p> <p>The new Residents’ Parking Permit Software has been implemented with sufficient flexibility to incorporate a differential charging scheme.</p>	<p>The principle is currently being discussed within the Council. Amendments may include an additional £5 surcharge for diesel vehicles and a flat rate charge for additional vehicles. The Key Decision Report is currently being drafted</p>	<p>The Cabinet Member for Transportation and Planning favours the principle of using the parking permit scheme to encourage less polluting vehicles. The scheme will focus on CO<sub>2</sub> emissions, fuel types, and limiting the number of permits per household.</p> <p>It is important that the scheme does not act as an incentive to purchase diesel vehicles with may have an adverse impact on air quality. This is the reason for adding a surcharge.</p>	Highways and Transportation

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
8	i) We will continue to develop our own green travel plan, paying particular attention to flexible working and home-working, and		<p>i. a) We have improved travel information on the intranet, and recently introduced planned improvements to our secure cycle storage.</p> <p>b) Storage and security improvements to the pool bikes scheme within the Environmental Services business group (the business group with the highest percentage of car users) have taken place, making the access of the pool bikes easier. The three cycles procured for staff use have been promoted around operational departments.</p>	<p>i. a) Kensington Town Hall has new secure bike storage facilities for up to 50 bikes. New staff shower facilities have also been installed</p> <p>b) The bikes are now used regularly by Environmental Health Officers, and permanently by the Council's North Kensington Environment Manager.</p>	<p>The Cabinet Member for Planning Policy and Transportation has approved the idea of a formal staff travel plan document.</p> <p>The next stage is to consult with all staff via the intranet pages on the proposed travel plan document, targets and action plan. This is to be achieved by September 2007.</p>	i) Transportation
8	ii) We will work with all interested schools in the Royal Borough to develop school travel plans and encourage less polluting forms of travel to school.		<p>School travel plan coordinator posts created and school travel plan process developed including the creation an innovative website for schools.</p> <p>The Council has a target of helping an additional twelve LEA schools and six independent schools to introduce approved travel plans per year until 2009.</p> <p>The Council is active in promoting WOW - Walk on Wednesday/Walk Once a Week. Every child that signs up for the scheme is given a</p>	<p>There are two officers working specifically on travel plans. One is a full time post and the other is part time.</p> <p>The school travel plan website has been on line since 2002.</p> <p>Twenty schools now have approved travel plans in place. Five have completed 'before and after surveys' showing reductions in car use and an increase in walking at many of the schools.</p>	<p>Calculations have been undertaken to estimate the impact on emissions that five of these travel plans have had.</p> <p>This has been done using data collected during the travel surveys and the TRAMEC model (developed by the TRAMAQ - traffic management and air quality).</p> <p>The results show that NO2 and PM10 have been reduced by around 37% per</p>	<p>ii) Highways and Transportation</p> <p>Environmental Health</p>

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			<p>certificate for the first day that they walk. Every month that the child walks each Wednesday (or other specified day of the week), they are awarded a coloured, foot-shaped ceramic badge.</p> <p>The council also participate in Walk to school weeks in May and October, and the Council organises competitions for those who can "gain" the most walkers in a week. The weeks, in themselves a popular way of promoting walking, and also form a great starting point for a School Travel Plan.</p>	<p>A further six schools have submitted the final version of their travel plans and are currently awaiting approval from TfL.</p> <p>More children and adults are walking and cycling to school. In 2006, pupils and staff at St Barnabus and St Philips School have decreased their car usage by 24% and increased their arrivals on foot by 23%.</p>	<p>km travelled by vehicles going to and from the schools.</p> <p>In addition more children and adults are walking and cycling to school thereby not only reducing pollutant and CO<sub>2</sub> emissions but also reducing their personal exposure and increasing their fitness levels. Research shows that walking results in lower personal exposure to air pollution compared to travelling by car (Kaur, Nieuwenhuijsen and Colvile 2005)</p> <p>Once the data from the 15 other schools who had their travel plans approved last year has been received we shall carry out the same exercise and see the impact these have had.</p>	

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
9	The London City Car Club scheme will be operational in at least one part of the Royal Borough from Spring 2003.  <b>Action completed but continues to be expanded beyond original target.</b>	Spring 2003	<p>RBKC lead the London City Car Club Consortium (LCCC) with the first car being launched in February 2003. The scheme initially involved a contract between the boroughs and City Car Club Operator. By the end of 2006 the scheme had been developed into a set of conditions between the Council and 3 separate private operators running 19 cars (12 off-street bays and 7 on-street bays extending to 88 spaces on street and 24 off-street by mid April 2007) across the borough.</p> <p>The Council is currently holding discussions with the operators with the aim of introducing hybrid vehicles to the car club fleet. The aim it that by June 2007, at least 33 of the on street bays will contain hybrid vehicles.</p>	<p>At present there are approximately 750 Car Club members in the borough.</p> <p>The scheme has recently been expanded to 88 spaces on-street (with 24 additional bays off-street) in the borough run by three different operators. 98% of residents will be within 400 metres of a car club bay.</p> <p>In 2007 the Council commissioned consultants to predict the reductions in emissions likely to occur with the expanded scheme</p>	<p>Whilst TfL did not continue funding the original Car Club project beyond year one of a three year programme the Council continued to develop the scheme.</p> <p>Calculations have shown (based on a scheme with 4400 members), individuals will reduce their PM<sub>10</sub> emissions by 97%, their NOx emissions by 95% and CO2 emissions by 79%. The number of miles predicted to be saved is 1,818,637 per annum. These reductions can be attributed to less miles being travelled and the use of less polluting vehicles to undertake these miles. Additionally, we predict there will be improvements in traffic congestion and parking pressure, leading to further air quality improvements.</p> <p>Note. These figures were calculated before the proposed introduction of hybrid vehicles and are therefore conservative.</p>	Highways and Transportation

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
10	<p>We will produce Supplementary Planning Guidance on air quality. This will explain to developers the Council's requirements and policies in relation to the impacts on air quality of new development proposals. The Council will request that all proposals for developments, if they fall within the scope of the guidance, will include an assessment of the air quality implications</p> <p><b>Original target has been completed but we continue to develop plans.</b></p>		<p>The SPG was completed in September 2003</p> <p>Since then, London Councils and the NSCA have updated their guidance and later this year the Council will update the SPG accordingly.</p>	<p>We continue to draw the guidance to the attention of the developers when appropriate.</p>		Environmental Health
11	<p>The Council will work with TfL, Network Rail, the Strategic Rail Authority and others to ensure that the improvements to public transport in the Royal Borough will be delivered as soon as possible. The Council will help TfL to deliver improvements to bus services, for instance through targeting parking enforcement on congested areas, and reviewing</p>		<p>Three New Rail Stations are planned for the Borough:</p> <p>1. Shepherds Bush Station.</p> <p>2. The Council has come to an arrangement with TfL, Hammersmith and Fulham Council to deliver a funding package for the Imperial Wharf Station.</p>	<p>Construction work has been completed and the station is due to be in operation from May 2007</p> <p>Construction is due to begin in late 2007. Station will open in 2008.</p>		Highways and Transportation

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
	loading and waiting restrictions.  <b>Action on-going</b>		3. The Council has commissioned Rail Consultants to conduct a feasibility study for a new station in the North Pole Road area.	The feasibility study will be considered in due course.		
			The Local Public Service Agreement project to improve bus reliability has been completed.	We set ourselves a target to reduce the average bus journey time and variability in bus journey times by 10%. We worked with TfL and bus operators to identify and target 'waiting' and 'loading' hotspots. We have recommended TfL make changes at 10 locations, making conditions better for 18 routes.	Monitoring was completed in November 2006. The Council hoped to know the outcome by now. DfT and TfL had not supplied the data at the time of writing.	
			In addition to the LPSA, every bus stop in the Borough has already been audited (completed autumn 2006) with a view to improving accessibility to a number of stops per year. Target of improving eight stops per year.	Monitoring is in place. Results will be modelled to predict impact on air quality.		
			The Council was consulted on TfL's proposals to enhance bus services in the Borough as a result of the planned congestion charge extension.	TfL has introduced one new and extended three other bus routes in the borough.		
			The Council pressed for additional changes that would enhance north-south bus movement, particularly in the west of the borough.	As a result of Council pressure, the 316 route will be extended into the borough this year and the 228 route will be introduced in 2008.		

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12	We will set and maintain the highest possible standards of i) urban design and  <b>Action on-going</b>		Kensington High Street Scheme implemented  Streetscape Manual has been published.  Following the success of the original streetscape pilot work, removing clutter and improving the street scene, the project has been extended to Redcliffe and Stanley wards.  The Mayor of London has included Sloane Square amongst the first ten pilot projects in his public spaces programme for London and wishes to work with the Royal Borough of Kensington and Chelsea to improve the quality of the Square.  Funding has been secured for the Exhibition Road Scheme	Increased levels of walking and cycling on Kensington High Street. Reduced traffic flows.  A comprehensive streetscape review has been completed in the Redcliffe and Stanley Wards and our recommend actions have been approved by the Streetscape Advisory Group. The rationalisation of street signage is now complete and the implementation of various minor traffic schemes and the removal of redundant street furniture will follow shortly. The Council anticipates that all work will be completed by March 2008  Both the Sloane Square and Exhibition Road proposals have been subject to ongoing public consultation exercises, and the Council is taking on board comments raised  Following public consultation, regrettably, it has just been announced that the Council's preferred Sloane Square re-development proposal will not be taken any further forward.	The Council continues to receive many enquiries from local councils in this country and abroad about its approach to streetscape design.  Previous research has demonstrated that personal exposure to PM <sub>10</sub> is directly related to distance from the kerb. The new design for Sloane Square recognises these findings and, among other things, aims to reduce personal exposure by effectively widening pavement areas for pedestrians.	i) Highways and Transportation

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12 co nt	ii) street cleansing as part of an integrated approach to making walking an attractive option in the Royal Borough. In doing so, we will seek to establish a reputation as a centre of excellence for streetscape design.		ii) LPSA target to improve street cleanliness: By 2005/06 to improve cleansing standards in the north of the borough by 30% against the 2003/04 baseline; and to improve standards by 20% in the south.  The targets achieved are being sustained and continuous improvement is sought through the new partnership arrangement with SITA.	The LPSA target was achieved. The service improvements introduced to assist with the achievement of these targets were incorporated into the new Recycling, Waste and Street Cleansing Contract that commenced 1/4/05.		ii) Waste Management

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13	The Council will continue to encourage responsible cycling through a combination of cycle parking, high quality road surfaces, and where appropriate, traffic management.	On-going	Free cycle training available to all who live/work in RBKC	In 2005/06 children and 22 adults were trained. Figures were low as no officer had responsibility for co-ordinating cycle training. We now have a co-ordinated programme in place and are experiencing greatly increased demand for training. In 2006/07 140 children and 57 adults were trained.		Highways and Transportation
	<b>Action on-going</b>		The Council has been granted funding through the LIP to carry out reviews of the bicycle routes which make up the London Cycle network (LCN+). Conditions on all these routes will be thoroughly reviewed to confirm route alignment, identify barriers to cycling, recommend any potential solutions and develop costed recommendations for implementation.	During the last financial year 42 additional racks (92 spaces) have been installed. Since April 2005, a total of 87 racks have been installed.		SSD
			In addition, officers are currently reviewing the local cycle route network (non –LCN+) and existing cycle priority measures as to their suitability and whether they are in line with the Council’s streetscape principles	A ‘Cycle Rack’ layer has been set up on ArcView which provides the following information: location, no. of spaces, type of facility and a photo.		
			The Council maintains its carriageways in excellent condition for all users.	Both of these reviews are ongoing and anticipated to extend into the 2008/9 financial year.		
				In 2006/07 the budget for carriageways maintenance was £1,594,030.	The proposed figure for 2007/08 is £1,754,110	

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14	The Council will ensure that its charges for on-street visitor parking spaces are effective in managing demand.  <b>Action on-going</b>		The Council reviews charges annually on the basis of regular occupancy surveys.	The Council has completed its 'before' Congestion Charge occupancy survey. Shortly it will be undertaking the 'after' survey.	It is important to strike a balance: setting charges at a level which are high enough to restrict demand but are not so high as to lead to large numbers of vehicles circulating in search of a parking  Depending on the results of the occupancy survey, the Council may end up converting some visitor bays to residents' bays.	Highways and Transportation
15	The Council will use its new powers to require that appropriate new developments are made 'permit-free', as part of the planning consent process.  <b>Action on-going</b>		Council Policy agreed; traffic order has been amended. A SPG document on 'Permit-Free and Car-Free plus Permit-Free Residential Development' was published in July 2004. Permit-free agreements are now commonly used to control parking demand in new developments.	To date we have approved 82 planning applications subject to permit-free status.	The number of permit-free agreements will continue to increase as the mechanism is used to ensure new development does not increase parking demand on-street. All permit-free requirements issued are for developments with either no off-street parking or less than the standards set by the Council.	Highways and Transportation
16	The Council will review opportunities to designate new taxi ranks in the Royal Borough and will lobby for taxis to be affected by the rules of any LEZ that is established.		A taxi rank was installed on the Kings Road, and engineers were considering changes to the taxi rank arrangements as part of a major redesign of Sloane Square.	There is a reduced need for taxis to circulate while empty.	The Council is not aware of any requests for taxi ranks in the Borough this year.	Highways and Transportation

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
17	The Council will work with Transport for London to use signals to smooth traffic flow, without increasing overall traffic levels.  <b>Action on-going</b>		The Council's efforts to improve bus reliability through its LPSA work (see Action 11) will have benefits for general traffic flow.  Within their Real Time Traffic Management Proposals TfL have been making various signal changes to ensure the smooth introduction of the Western Extension of the Congestion Charge.  Following an 18 month delay, TfL has recently completed work at the Kensington High Street Earl's Court Road junction. The changes will benefit traffic west bound on Kensington High Street including buses.		The Council periodically becomes aware of signals that are not working properly resulting in both congestion and pollution. However there are frequently delays in undertaking the work due to TfL's signal unit being overstretched.	Highways and Transportation
18	The Council will review coach parking facilities in the Royal Borough.  <b>Action on-going</b>		This has yet to be carried out formally. However this will form part of the new Local Implementation Plan (LIP).	As part of discussion with TFL over the Borough's LIP it was agreed that the council would commit to exploring jointly with TFL any coach parking problems raised by operators, and their solutions.	Since securing off-street coach parking facilities on Warwick Rd, the Council has not had any new requests for coach parking; therefore no new arrangements have been made in the last year.	Highways and Transportation
19	We will consider the recommendations from the London Sustainable Distribution Partnership and we will actively consider joining Freight		The Council has responded to the recommendations made by TfL's Freight Strategy.  The Council is a member, and takes part in regular meetings, of the		It is becoming harder for fleet operators to purchase lower emission vehicles because manufacturers appeared to have pulled out of the LPG market.	Highways and Transportation

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	Quality Partnerships promoted at sub-regional level.  <b>Action on-going</b>		South and West London Transport Conference (SWELTRAC). The Council has also attended the first meeting of the Central London Freight Quality Partnership).  The Council responded positively to suggestions from London Council's to introduce a common lorry standard.		This would involve a joint approach with supermarkets. Smaller lorries would be required to deliver to smaller outlets. These vehicles would be controlled in terms of size, noise and emissions.	
20	The Council will work with the Building Research Establishment, the Mayor of London, neighbouring boroughs and representatives of the construction industry to create a Green Building Site Code of Practice.  <b>Action complete</b>		The Best Practise Guide: Control of Dust and Emissions from construction and demolition sites, was finally published jointly by the GLA and London Councils in Nov 06.	A consortium of London Boroughs including the Royal Borough, APPLE (Air Pollution, Planning and the Environment) have produced a draft London best practice guide.  The published Best Practice Guidance document is now being used by the borough to manage the environmental impact from construction sites.	The document outlines the requirements that developers should take into account during the development process. Developments can be identified as Low, Medium or High Risk and from this statement alternative mitigation methods were identified in order to control potential dust generation from construction sites.  The Council's Environmental Quality Unit is currently publicising the document internally.	Environmental Health and Planning and Conservation

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21	The Council will continue to encourage residents to compost waste rather than burning it in bonfires.  <b>Action on-going</b>		Originally the council supplied cut-price composters to residents. This ended in December 2004 due to lack of uptake by residents.  Council promotes home composting via its website.  The Council has signed up for London CRN's Master Composting scheme.	There is little evidence of garden bonfires in the Borough. 100+ home composters were supplied to residents before the (WRAP) campaign finished.  There are no records of how much home composting is done in the borough. The Waste and Resources Action Programme (WRAP) is however working on a standard method to calculate this via its Home Composting Campaign that continues in other boroughs.	Residents are given information about the discounted home compost bins offered by Thames Water.	Waste Management
			The Council now offers a service collecting garden waste for municipal composting for six to eight months of the year.	In 2006, the service ran from April to November and collected 194 tonnes of green waste. The Council is looking at extending this service beyond the growing season to capture more tonnage for composting.		
22	We will work towards re-designating the Smoke Control Zone by 2003  <b>Action complete</b>		A smoke control order covering the whole borough came into force in May 2006.  All but one of the original orders was successfully revoked. We are in the process of doing this.	The revocation order for the outstanding smoke control order has been advertised. We are now waiting for Defra to confirm the revocation.		Environmental Health

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23	<p>The Council will continue to carry out regular and rigorous statutory inspections in accordance with DEFRA guidance, to ensure that emissions from small industrial processes (Part B processes) do not exceed national air quality objectives, and are minimised as far as is practically possible.</p> <p><b>Action on-going</b></p>		<p>All inspections for authorised processes (6 petrol stations and 1 vehicle refinisher) have been completed in accordance with our statutory requirements.</p> <p>Dry cleaners now come under local authority control.</p>	<p>30 dry cleaners have applied for a permit. Three have been issued to date.</p>		<p>Environmental Health</p>
24	<p>The council will continue to promote energy-efficiency measures in the homes in the Royal Borough, under its HECA and its Affordable Warmth work. It will also consider and require efficient local energy generating schemes where practicable.</p> <p><b>Action on-going</b></p>		<p>Refurbishment work on the 'flagship' HMO has been completed and the building is fully occupied. Publicity continues</p> <p>Heatstreets programme: In partnership with Powergen and the London Boroughs of Hounslow, Hillingdon, Harrow, Brent, Hammersmith and Fulham, and Ealing, Heatstreets offered qualifying households the opportunity to have gas central heating systems installed, or an old inefficient system replaced, free of charge.</p>	<p>Energy saving measures have been installed, which are estimated to reduce carbon dioxide emissions from the building by 65%, from 25.74 to 9.58 tonnes per annum.</p> <p>The scheme ran for 2 years up until 23 January 2007. During this 2 year period we were able to install over 60 central heating systems and those properties are now thermally 'decent' and, as a result of their increased energy efficiency, residents are paying less on their energy bills and producing less CO<sub>2</sub>.</p>	<p>We spent £225,000 of our allocated budget, with an underspend of around £50,000 which will be rolled over into the Warmzones scheme. This shares many of the outcomes of Heatstreets but does have a more expansive remit and includes thermal insulation, fire safety checks and advice on benefits entitlement.</p>	

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25	The council will maintain its financial commitment to air quality monitoring and modelling and will consider further types of monitoring as the need arises.		<p>Commitment to the air quality monitoring programme has been continued.</p> <p>In addition funding for a further NOx instrument has been successfully sought via the LIP process from TfL for an assessment of the impact of the congestion charge on the western boundary route.</p> <p>Following the outcome of the TEOM equivalency tests. Funding for upgrades for TEOM equipment is being sought from Defra through the air quality grant system for 2007/08.</p> <p>The council is active in the AirTEXT consortium. Air TEXT is a scheme which uses predicted levels of nitrogen dioxide, particulate matter and ozone to warn vulnerable people of elevated pollution levels by SMS text, voice mail or e-mail, allowing users to take preventative action.</p>	<p>Detailed data providing concentrations of key pollutants continue to be collected.</p> <p>Data collected has been analysed and used to check progress against national objective levels. This enables the council to undertake effective review and assessment of air quality conditions in the borough and to report its findings in statutory reports including the latest Local air quality management progress report 2007.</p> <p>This data is also disseminated through the London Air Quality Network website, and the Council's own website.</p> <p>The Council has been active in promoting the airTEXT scheme to other organisations such as our local PCT, residents and staff. We have recruited approximately 50 users for the airTEXT Scheme which was launched on the 28<sup>th</sup> of March 2007.</p>	<p>The air quality budget has been secured for a further year despite pressure to provide cost savings.</p> <p>Upgrading existing TEOMs will require considerable expenditure. Current advice from Defra is that local authorities are not required to replace equipment for review and assessment purposes however they should consider replacement if the TEOM is at the end of its useful life or concentrations are close to the objective. Two monitors are potentially affected, one is likely to require complete replacement at a cost of approximately 20,000, whilst the other would cost approximately £7000 to upgrade.</p>	Environmental Health

Action 4

Fuel use of borough vehicles (leased)

