

Air Quality Action Plan Progress Report 2004

Action Plan Measure	Original Timescale	Progress with Measure	Outcome to Date	Comments
REDUCING EMISSIONS AT SOURCE				
1. Encourage improved availability of alternative fuels	Summer 2003	<p>1: Rather than produce a separate document, this issue has been incorporated into the work on the Sustainable Design and Construction Supplementary Planning Guidance.</p> <p>2: Investigated feasibility of installing electric recharging points for public use.</p> <p>3: Biodiesel feasibility study carried out in Brook Green and Avonmore/Addison wards (Clear Zone).</p>	<p>1: A Steering Group has been formed and meetings held. Chapters on issues such as Energy, Water use, Waste and Recycling have been drafted as has the Transport chapter which has incorporated a policy on alternative refuelling infrastructure.</p> <p>2: Provision of electric recharging points for electric vehicles will be encouraged in suitable developments – e.g. 'depot' based business use such as distribution centres.</p> <p>3: The report identified small air quality benefits. Difficulties also identified in terms of vending biodiesel to the public in a safe and convenient location. Use of biodiesel is under consideration for the council fleet as a starting point.</p>	<p>1: Originally planned to produce guidance to encourage provision of LPG, but tendency is for service stations to be closed down rather than refurbished or new ones opened. Where new service stations are proposed, the provision of LPG refuelling infrastructure will be encouraged.</p> <p>2: No additional comments.</p> <p>3: Awaiting recommendations of the GLA's London-wide fleet survey before making decision on use of biodiesel in the council's fleet.</p>
2. Provide incentives for use of alternative fuels	From Summer 2003 onwards	<p>1: Publicised information on the location of LPG refuelling stations in the borough.</p> <p>2: Consultant employed by west London Alliance boroughs to investigate the need for LPG network expansion.</p>	<p>1: Leaflet produced, double page ad taken out in HFM and air quality web-pages updated with information. Information poster produced for events.</p> <p>2: Preferable LPG refuelling infrastructure locations identified.</p>	<p>1: No additional comments.</p> <p>2: Freight depots in west London to be surveyed to gauge alternative fuel use. Information on grants / subsidies for cleaner fuels technology to be disseminated.</p>
3. Promote travel plans to encourage a switch to low emission vehicles	Ongoing from 2002 for the	1: Council Travel Plan co-ordinator appointed and working on Travel Plan	1: 19 businesses already have or are developing travel plans – e.g. the	1: Funding secured for Travel Plan Co-ordinator post until March 2006. Emphasis

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	duration of the AQAP	promotion.	BBC, Hammersmith Hospital and Sotheby's Exhibition Centre at Olympia. School travel plans are also being progressed at schools such as Sacred Heart and Larmenier.	so far has been on alternative modes of transport.
4. Reduce emissions from the council fleet	Ongoing from 2002	1: Continued to add electric and LPG fuelled vehicles to the council fleet.	1: Increased the number of low emission vehicles by 10% and now have 119 electric or LPG vehicles out of a total fleet of 423.	1: New vehicle specifications are being drawn up, including emissions criteria, for the fleet vehicle replacement programme which will take place later in 2004.
5. Seek a reduction in emissions from the bus fleet	To be agreed with TfL and bus operators	1: Council officers continue to liaise regularly with TfL representatives and bus operators.	1: The bus fleet continues to be upgraded to meet higher emission standards.	1: By 2005 the entire bus fleet will have particle traps fitted and the majority will meet Euro III emissions standards. Zero emission fuel cell buses are also being tested in London.
6. Encourage the use of vehicles with smaller, more efficient engines	From Summer 2003 onwards	1: Produced public information leaflet (Drive Down Pollution) which included information on benefits of smaller vehicles. Information also appeared in HFM, the council web site and information poster.	1: Leaflet distributed and made available at events such as Green Fair, Car Free Day, Don't Choke London etc, double page ad taken out in HFM and air quality web-pages updated with information. Spoke to Riverside FM radio on air quality issues. LPG refuelling locations identified.	1: No additional comments.
7. Seek to reduce emissions from larger vehicles (Low Emission Zone)	The report on the outcome of the LEZ feasibility study is due in mid 2003. Implementation of any scheme would need to be co-ordinated with other participating boroughs etc	1: LBHF were represented on the LEZ steering committee as part of west London AQ cluster group. The final LEZ report was published in July 2003.	1: The feasibility study concluded that there would be air quality benefits from a London-wide scheme, but the issue of funding still needs to be resolved. A decision from central Government on whether or not funding will be made available is expected in summer 2004.	1: The principle of a London LEZ is supported by the Mayor of London who has said that he wants to designate the whole of Greater London as a LEZ to exclude the worst polluting lorries, coaches, buses and taxis. Large scale public consultation and agreement necessary before any scheme could be implemented. The earliest any scheme could be set up is 2006/07.
8. Seek to reduce emissions from badly maintained vehicles	Roadside testing is likely to start	1: Took part in the London-wide vehicle emission testing scheme.	1: During 2003/04, 10 days of testing were carried out. 468 vehicles were	1: The scheme was funded by the DfT in 2003/04, but this has not been carried

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	<p>in 2003</p> <p>Implementation to be co-ordinated with other participating boroughs. Aim for 2003</p>		<p>tested, out of which 12 failed the emissions test.</p> <p>Information, including details of where emission tests could be carried out at a discount, was publicised on the council's website and in a press release.</p> <p>Leaflets were distributed as part of the campaign and made available at filling stations etc.</p>	<p>through into 2004/05 as yet. The success of the scheme is currently being assessed. Possible that funding for further testing will be made available.</p>
9. Encourage more environmentally friendly driving behaviour	<p>Implementation to be co-ordinated with other participating boroughs. Aim for summer 2003</p>	<p>1: Investigated implementation of Traffic Regulations to prevent drivers from unnecessarily running their vehicle's engine whilst parked.</p> <p>2: Issue of buses with engines running unnecessarily at Hammersmith Grove bus stand taken up with bus operator, Metroline.</p> <p>3: Produced public information leaflet which included information on reducing emissions through improved driving style. Information also appeared in HFM, the council web site and information poster.</p>	<p>1: Not implemented yet by LBHF, or many other boroughs. Information leaflet included advice on switching off vehicle engines when parked.</p> <p>2: Buses at Hammersmith Grove monitored and reported where necessary.</p> <p>3: Leaflet distributed and made available at events such as Green Fair, Car Free Day, Don't Choke London etc, double page ad taken out in HFM and air quality web-pages updated with information. Spoke to Riverside FM radio on air quality issues.</p>	<p>1: Now being looked as a London-wide scheme rather than separate schemes in individual boroughs. Could be incorporated into the duties of roadside vehicle emission testers.</p> <p>2: Capacity at Hammersmith Bus Station due to be expanded by end of 2004 which should allow 266 route to terminate in the bus station.</p> <p>3: No additional comments.</p>
10. Seek a reduction in emissions of small particles from construction sites	<p>Ongoing from 2002 for the duration of the AQAP</p>	<p>1. Complaints of dust nuisance investigated when reported.</p>	<p>1. Informal advice usually effective in securing improvements. 1 formal notice served to ensure compliance.</p>	<p>1. Large construction sites such as the Chelsfield White City Development implement dust controls as part of an Environmental Management Plan for the site which has been agreed by council officers.</p>
11. Seek a reduction in emissions from domestic and commercial properties	<p>Ongoing from 2002 for the duration of the AQAP</p>	<p>1: Successful home composter promotion carried out in 2003/04. Garden waste collection scheme introduced to all street properties in 2003.</p>	<p>1: 200 home composters sold and 70 green cones distributed during 2003/04, bringing the total number distributed to almost 2,500. Green waste scheme collected 520 tonnes of</p>	<p>1: 2004/05 annual composter promotion started in May. Further 50 free Green Cones distributed to HFM competition winners.</p>

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		2: The council continues to use 'green electricity' contracts to reduce emissions, particularly of CO ₂ .	garden waste. Collection and composting of garden waste helps discourage its disposal by bonfire. 2: Using DEFRA guidelines, it has been calculated that the council is currently saving 8,330 tonnes of CO ₂ a year.	2: No additional comments.
12. Seek to control and minimise emissions from industrial premises	Ongoing from 2002 for the duration of the AQAP	1: Complaints of smoke emissions investigated when reported.	1: Few complaints received - informal advice effective in preventing further problems.	1: If informal action is not successful, formal notices can be served and enforced to prevent the emission of dark smoke.
REDUCING THE NEED TO TRAVEL				
13. To sustain and improve town and local centres, local facilities and employment areas	UDP review to be complete in 2003	1: UDP alterations adopted in August 2003.	1: Policies being applied as and when appropriate.	1: No additional comments.
14. Seek to reduce the air quality impact of new development	Ongoing from 2002 for the duration of the AQAP The UDP review will be complete in 2003	1: Air quality and land use guidance was drafted and consulted on at the same time as guidance on recycling and contaminated land – for internal use by Development Control. West London authorities have also commissioned a consultant to draft regional policy. 2: UDP policies modified to emphasise the need for integration between land use planning and transport. UDP alterations adopted in August 2003. 3: Traffic/air quality assessments carried out for proposals of large developments and where necessary conditions have been attached to planning approvals or s.106 agreements made to require Travel Plans or improve public transport facilities.	1: LBHF guidance now in use by Development Control. West London draft guidance expected to be ready in summer 2004. 2: Policies being applied as and when appropriate. 3: Assessments have been completed for large developments such as Imperial Wharf, Lots Road, Hammersmith Hospitals and the BBC.	1: The potential air quality impact of new developments will be considered in drafting the Local Development Framework which will eventually replace the UDP. 2: Transport policies in the UDP state that developments will only be permitted if, in relation to their location and scale, they are accessible by a range of means of transport. 3: No additional comments.
ENCOURAGING A SWITCH TO LESS POLLUTING FORMS OF TRANSPORT				
15. Promotion of bus services	Ongoing from	1: Continuing liaison with TfL on the provision of	1: New routes introduced: 272, 430,	1: Will continue to implement bus priorities

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	2002 for the duration of the AQAP	new bus services in the borough.	and 148. Route 391 extended to Imperial Wharf and frequency of C3 increased.	to make services faster and more reliable.
16. Promotion of other forms of public transport	Ongoing from 2002 for the duration of the AQAP	1: Worked in partnership with TfL on development of West London Tram scheme and with rail operators on new West London Line stations at Shepherds Bush and Imperial Wharf.	1: Design of tram at advanced stage; major public consultation planned for summer 2004. West London Line stations programmed to open in March 2005.	1: No additional comments.
17. Promotion of cycling	Ongoing from 2002 for the duration of the AQAP	1: Continued to implement cycle lanes and facilities. Draft cycling strategy consulted on in 2003 and full strategy issued in 2004. Oybike pilot scheme introduced.	1: Cycle lanes implemented as part of London Cycle Network plus, in Hammersmith Road, New Kings Road and around Hammersmith Broadway. Also implemented local schemes, e.g. at Rockley Road. Cycle stands have also been installed at a number of new locations – e.g. King Street, Uxbridge Road and Goldhawk Road. Oybike points have been strategically placed around the borough where bicycles belonging to the system can be picked up and dropped off on a one way hire basis.	1: We have one of the highest rates of cycling in London, over twice the London average for journeys to work, 18% of borough residents cycle at least once a week and a further 13% cycle occasionally.
18. Promotion of Walking	Ongoing from 2002 for the duration of the AQAP	1: Draft walking strategy issued for consultation in spring 2004.	1: Walking route improvements have been carried out in Shepherds Bush, Hammersmith and Fulham Town Centres. Officers are also working with the Walkwell co-ordinator on promoting 10 'local walks for health' schemes in the borough.	1: 12% of work journeys by borough residents are entirely on foot; 61% mainly by public transport have a walking element.
19. Encourage a reduction in car use for the journey to school	Ongoing from 2002 for the duration of the AQAP	1: Continued to implement the Safer Routes to School Programme through the Borough Spending Plan, and also worked on the introduction of school travel plans.	1: Some 15 schools in the borough have had Safer Routes to School works implemented; 3 walking school buses set up for Bentworth, Langford and Peterborough primary schools.	1: No additional comments.
20. Encourage a reduction in car use	Ongoing from	1: Council Travel Plan co-ordinator appointed.	1: 19 businesses already have or are	1: Funding secured for Travel Co-ordinator

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for the journey to work and business trips	2002 for the duration of the AQAP		developing travel plans – e.g. the BBC, Hammersmith Hospital and Sotheby's Exhibition Centre at Olympia. School travel plans are also being progressed.	post until March 2006.
21. Control provision of on and off street parking to deter car commuting into and within the borough	Ongoing – parking best value review to be complete by mid 2003	1: On street parking controlled by Controlled Parking Zones in all but the far north of the borough. Parking Best Value Review was completed in 2003. 2. Off street parking controlled by parking standards in the revised UDP.	1: Present "small zone" system retained to prevent 'inter-borough' commuting; controlled parking being extended in some areas. 2. Parking standards applied to new developments to ensure adequate provision without increasing 'parking stress'.	1: No additional comments. 2. No additional comments.
22. Encourage freight to be transported in a sustainable manner	2004	1: Participation in West London Freight Quality Partnership. 2: Funding for freight modal split study obtained from TfL.	1: Pilot "sustainable delivery" schemes have been implemented around Heathrow & Ealing as part of the WLFQP. 2: Study in LBHF to be completed by September 2004.	1 & 2: We will assess the outcome of these studies before considering further work in this area.
MAKING MORE EFFICIENT USE OF ROAD TRANSPORT				
23. Encourage car sharing	From Summer 2003 onwards	1: Signed up to SWELTRAC and WLTS 'Share the Car' scheme.	1: Software installed Spring 2004. Car share scheme is up and running.	1: No additional comments.
24. Discourage short journeys	From Summer 2003 onwards	1: See 21 above. Also participated in events such as Don't Choke London and Car Free Day events 2001/02/03/04 where information and advice on other forms of transport is given.	1: "Small zone" system discourages intra-borough car journeys.	1: No additional comments.
OTHER MEASURES TO REDUCE ROAD TRAFFIC AND EMISSIONS				
25. Reduce the amount of road traffic in residential areas and town centres	Ongoing from 2002 for the duration of the AQAP Work to develop the Clear Zone will begin in	1: Continued implementation of Home Zones, the Brook Green Clear Zone and pedestrianisation schemes. 2: UDP has policies on car parking, plot ratio and	1: Grove, College Park and Sawley Road Home Zones implemented; first phase of Clear Zone installed; Lyric Square pedestrianisation scheme commenced and will be completed in 2004. 2: Policies being applied as and when	1: A bid for funding from TfL has been made in the council's BSP to set up other Home Zone schemes in other parts of the borough.

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	early 2003	density designed to limit the amount parking in new developments. UDP alterations adopted in August 2003.	appropriate.	2: No additional comments.
26. Promote the use of trees to help improve local air quality	Work on the Biodiversity Action Plan will begin in early 2003	1: The Biodiversity Action Plan (BAP) adopted in May 2004.	1: The BAP includes reference to tree's pollution filtering characteristics.	1: In addition, UDP Policy EN26 Tree Planting seeks to ensure that the council will endeavour to plant new trees whenever possible and will expect developers to plant trees where appropriate.
27. Reduce the amount of traffic on the A4 and A40	From Summer 2003	1: Liaised with officers at the GLA and TfL in relation to reducing the impact of traffic on these 2 through roads.	1: Still awaiting detailed response from GLA/TfL on this issue and confirmation of whether or not the A4 and A40 are priority roads for traffic reduction measures.	1: TfL Road Network only makes up 5% of the road network in London but carries over 25% of the traffic. In LBHF, the 2 busiest roads, the A4 and A40 are part of the TLRN.
MEASURES TO RAISE AWARENESS OF THE LINKS BETWEEN AIR QUALITY AND HEALTH				
28. Provide information to allow people to make informed choices about travel behaviour	From Summer 2003 onwards			
29. Provide information to allow people to make informed choices about reducing pollution from domestic activities	From Summer 2003 onwards	1: Originally intended to combine information on pollution from domestic activity with pollution from car use, but these 2 issues were separated.	1: Information on cutting pollution from car use was produced, but production of domestic emissions information leaflet was carried over into 04/05.	1: Depending on funding constraints, an information leaflet and HFM article will be produced in 04/05.
30. Continue to monitor air quality and make information available	Ongoing from 2002 for the duration of the AQAP	1: A successful bid for funding from DEFRA allowed monitoring to continue to be carried out at 22 sites around the borough for 5 different pollutants – nitrogen dioxide, small particles, sulphur dioxide, benzene and PAHs. Monitoring data continues to be made available via the council's AQ website and the London Air Quality Network website. Availability improved by allowing more frequent downloads of data for the LAQN.	1: Exceedences of nitrogen dioxide and small particles objectives were measured, but targets for benzene and sulphur dioxide were met. A target for PAH has not yet been set in national regulations.	1: 2003 results for nitrogen dioxide and small particles were the worst for several years – mainly due to the weather conditions experienced (long periods of still, dry conditions allowing pollutants to build up).