

London Borough of Hillingdon Air Quality Action Plan

Workshop, 5 March 2004

Transcribed Report

212 High Holborn
London WC1V 7BF

tel 020 7836 2626

fax 020 7242 1180

email info@envcouncil.org.uk

www the-environment-council.org.uk

The meeting was designed and facilitated by independent facilitator Carl Reynolds, Carl Reynolds Associates, for The Environment Council and by Helen Ashley, Helen Fisher and Erica Sutton of The Environment Council.

Produced by The Environment Council

If you have any comments or queries regarding this transcript please contact:

Name: Erica Sutton
Direct line: 020 7632 0117
Email: ericas@envcouncil.org.uk

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Transcript of Written Records

PLEASE NOTE

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- Paragraphs in **bold type** are written by the facilitators to describe the meeting process and aid recall of the context in which the participants' contributions were made.
- Words in *italic* are those written on flip charts by the facilitators.
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- Spellings have been standardised, abbreviations spelled out and punctuation inserted where it may help to clarify meaning.
- Finally, it needs to be remembered that complex discussion cannot always be adequately captured on flip charts. If you feel that a particular contribution by you was not satisfactorily recorded, please contact The Environment Council and ask that it be corrected.

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Introduction

The purpose of this workshop was to review London Borough of Hillingdon's (LBH) draft Air Quality Action Plan (AQAP) before wider consultation. The workshop involved a series of discussions focussing on an overview of the AQAP, the individual packages of which the Action Plan is comprised, the software designed to track its development and the way forward in terms of wider engagement. Hillingdon's Environmental Protection Unit (EPU) intends to review the effectiveness and workability of its current proposals in the light of input from this meeting.

For a list of participants see Appendix 1.

Purpose

Review the LBH draft Air Quality Action Plan (AQAP) in terms of its:

- ❖ *Scope, workability, effectiveness*
- ❖ *Consider the mechanisms for implementation*
- ❖ *Review its appropriateness for further consultation*

Agenda

10.30	<i>Introduction</i>
	<i>An overview of the AQAP draft</i> <i>Broad responses</i>
11.45	<i>Break</i>
	<i>Broad responses</i> <i>The Tracker tool</i>
1.00	<i>Lunch</i>
	<i>Responses to packages 1-4</i> <i>Responses to packages 5-6</i>
3.00	<i>Break</i>
	<i>Responses to packages 7-8</i> <i>Responses to packages 9-10</i>
	<i>Next steps</i> <i>Evaluation</i>
4.30	<i>End</i>

Working Agreements

- *Mobiles/pagers off please*
- *One person speaking at a time*
- *Engage with a spirit of enquiry, not defensiveness*
- *Non-attribution*

Questions on Presentation: Air Quality Action Plan Overview

A question & answer session followed a presentation by Geoff Dollard, AEA Technology (consultants for London Borough of Hillingdon) giving an overview of Hillingdon's AQAP (see Appendix 2):

- Opportunity for collaboration with European colleagues?
 - Input of new ideas/initiatives would be welcome – though would need to be practical
- Regional Transport strategies – have they been taken account of?
 - These will be recorded on the Action Plan Tracker (APT) if so
 - Environmental Protection Unit (EPU) will check this
- Public transport included in Transport figures for NO_x?
 - Yes
- What about transport/routes/motorways that go straight through the borough? Is this included in figures?
 - This has been split out with body responsible noted
- Has there been any change in air quality since 2001 declaration?
 - Not substantially

Broad Responses to the Air Quality Action Plan

Workshop participants divided into four groups to consider and discuss the following points in relation to Hillingdon's AQAP:

- *Packages*
 - *Right range?*
 - *Anything missing?*
- *Criteria (p3 of AQAP)*
 - *Right hierarchy?*
 - *Workable?*
 - *Other?*
- *Outputs/outcomes*
 - *Will this improve air quality?*

Key points from the discussion were then fed back to the workshop participants as a whole group. These key points have been grouped here under the emergent 'key themes' which were generated at the end of this feedback session.

Broad Responses

Quick Wins

- Identify quick wins

Timescales & Priorities

- Be more explicit about the timeframe involved for packages and the cost effectiveness
- Prioritise over short-, medium- & long-term impacts
- Should look at beyond 2010 as well
- Should be explicit about whether target is to 2005

Roles & Responsibilities – clarifying these

- The final action plan should show more specifically who is responsible for specific measures
- Clarification of Hillingdon's role in each package – more specific

Making it accessible/simpler

- Overcomplicated, too many packages – could the first two be deleted? (**Package 1&2**) since these are already being addressed from transport perspective
- **Packages 9-10** should not be separate – weave them into other packages
- There are many linkages between the packages – would be helpful to map these
- Can't put everything in the plan or gets too big but much more work/research has been done
- **Package 8** Public awareness will be key for the plan

Limitations of powers of the Borough and the opportunity for partnerships & collaboration

- All political parties to get together to agree transport policies so won't change when political party changes
- More partnership working
- Ability to influence should be drawn out in the plan – Hillingdon should focus on those where it can have most impact

Comprehensive engagement of stakeholders

- Include who the recipients are/who should be involved (stakeholders) for the individual packages
- Engagement with other businesses – transport generators

Costs & achievability and other trade-offs with other targets, e.g. CO₂

- Should not just go for legal standard – should focus on achieving environmental improvement
- Do packages focus on reducing levels where people live as well as where the concentration is high
- Objective should be to achieve air quality rather than just pursue
- Packages need to be explicitly connected to other government targets e.g. CO₂ emissions
- Should think about including incentives towards target – e.g. air quality awards
- Domestic, commercial contribution: something in the packages should explicitly address this
- Aim should emphasise that it is to reduce polluting public transport not just increase use of it
- Should be linked to Hillingdon's annual business plan (budget requirements)

Other

- **Package 7** Need to look at ways to improve current stock (housing & commercial premises) (not covered by planning)
- Move Heathrow freight elsewhere?
- Travel demand management

Summary of Key Themes

- ❖ Quick wins
- ❖ Timescales & priorities
- ❖ Roles & responsibilities – clarifying these
- ❖ Making it accessible to public – make it simpler
- ❖ Limitations of powers of the Borough and the opportunity for partnerships & collaboration
- ❖ Comprehensive engagement of stakeholders
- ❖ Costs & achievability and other trade-offs with other targets, e.g. CO₂

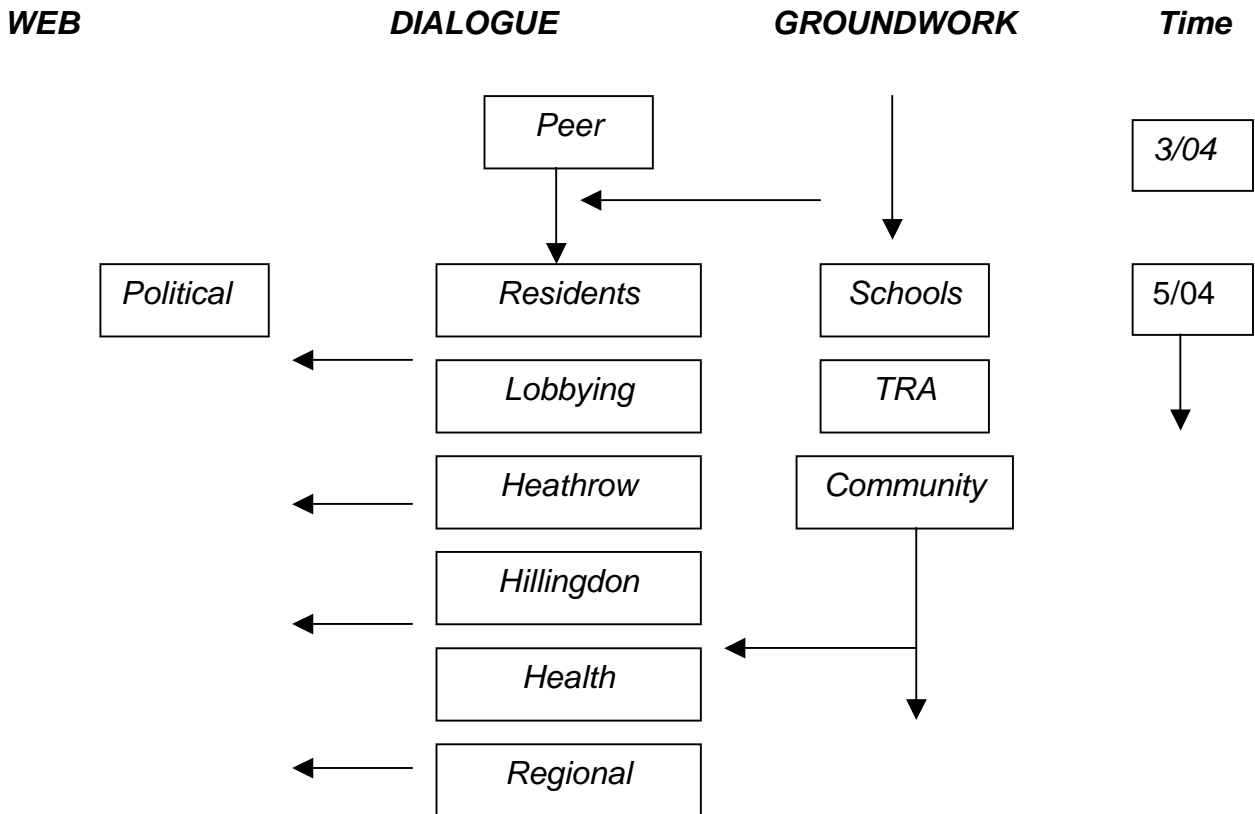
Questions on Presentation: Action Plan Tracker (APT)

A Question & Answer session followed a presentation (see Appendix 3) on Hillingdon's AQAP analysis software by Sheri Kinghorn, EMRC (consultants for London Borough of Hillingdon):

- Can the tracker show effect of measures on emissions?
 - APT is not linked to monitoring equipment
 - Views on what effects of measures would be would go into tracker
- APT does not do modelling – it's an information gathering tool
- Negative and positive impacts of an option are shown in the reports
- APT is being used in other boroughs but are at a similar stage of development
- Can APT be linked to other databases on Air Quality?
 - Yes
- Is it only a technical tool for use by officers responsible?
 - Has potential for e.g. other authorities etc. to have access if wanted

Draft Engagement Programme

An overview of the draft engagement programme was described by Carl Reynolds, independent facilitator for The Environmental Council:



Comments and questions were then invited from participants on the draft engagement programme:

- Information coming into the engagement could be shared with Borough's partners, directed to other relevant organisations, not just used in AQAP
- How can so many views and interests be accommodated and not just result in the 'lowest common denominator'?
 - Important to show people's views have been considered in transparent way whether or not they have been incorporated – important to show why/why not views/input have been used
- There is no specific 'business' subsequent workshop but business will be involved/represented in the workshops
 - Could consider this (business workshop?)
- The engagement programme aims to be comprehensive
- Transport operators need to be included in subsequent workshops

- Consider how visitors travelling through the Borough could be engaged
- Message that residents can make an impact on improving air quality could be put across
 - Needs to be done in a way that will engage interest
 - Document could be more 'emotive'
 - Schools could be route to engage residents' interest
 - Need to flag the importance of air quality to residents e.g. it's not "air quality" – it's "air pollution"
- Really important to include taxi/private hire vehicle groups
- Need to include freight organisations
- Include trade unions when thinking about large industry/organisations' involvement

Review of the Packages

The measures to address air quality were grouped within the AQAP into packages under 10 different headings. The participants divided into four groups to review the detail of each of these packages in turn. In particular the participants were asked to consider anything that was missing or needed amending. A member of the facilitation team was present in each group to note down the main points arising from their comments and discussions. Following the small group discussions, key points were fed back to the workshop participants as a whole group.

Package 1: Increase Use of Existing Public Transport Services

- Health missing
- Train operating companies missing
- National coach operators (possibly package 3?) missing
- BAA Heathrow missing
- Look at type of journey then target efforts to make change to public transport – may already being done – need to link to Local Transport Plan (BAA will have updated staff data April 2004 and have passenger info)
- Low emission buses – needs clarifying
 - New or existing
 - Alternative fuels
- Need to investigate numerical targets for public transport
- Partnership with TfL (Transport for London) – should be in package 4, also measures 4 & 5

- **1.1** – Specific actions needed – pad out with examples
- **1.1,1.2** – Already in hand
 - Link to other strategies
 - Included to raise awareness but already great interest in transport
- **1.3,1.4,1.5,1.6** – To concentrate on as part of strategy
- Integrated transport needs to be included (fits with current West London work) – not just buses/trains
- Perhaps title should be ‘alternative’ rather than ‘public’ transport
- Local bus operators – operating services separate from TfL. Be more specific about who’s doing what
- Lower movement charges could incentivise operators through contractual relationship
- **1.3** –TfL and other transport operators provide services as well. Define the standard
- **1.4** – Are the buses for schools run by LBH? TfL are not running these
- **1.5** – Needs clarification – what is low emission – do LBH want hydrogen buses in the area
- **1.6** – There need to be fiscal incentives for public
- **1.6** – Travel demand management
- Doesn’t mention traffic through Hillingdon yet – this is key problem
- Increase Airport Tax to include people travelling to airport – use to subsidise public transport
- Increase Night Buses – 24 hour service across borough
- Incorporate area outside TfL boundary
- South Bucks/TfL collaboration
- Look at taxation on cars, e.g. use of public transport reduces car tax (examples in Europe/US)
- Restrict/stop building on public rail car parks. Include parking price in ticket
 - But free parking encourages people to drive
- Up the preference for school buses
 - Walking buses promoted
- Ordering

Package 2: Further Develop Transport Infrastructure

- Network Rail, train operators, BAA
- Utilise section 106 to improve infrastructure
- **2.7** – seek to improve
- **2.5** – How will this improve air quality?
- **2.6** – No benefit for light rail for A40 – no passengers
- Long-term provide park & ride further out to make more use of Marylebone route?
- **2.10** – Cycle routes (nice and safe) as well as lanes
- **Comments** – remove ‘major’ infrastructure
- Perhaps integrate package 1 & 2
- **2.2** – Is this within Hillingdon’s remit? Problem with the word ‘implement’ (change to ‘encourage’)
- High occupancy vehicle lanes
 - Look at feasibility (with TfL/Highways Agency)
- **2.7** – Should be very strongly recommended
- Park & ride – for whom? Need to comprehensively investigate at local level
 - Also in Heathrow package
 - Take out word ‘new’
- **2.4** – Happy to see this measure
- **2.1** – Happy to see this measure. But, ownership – who is doing what?
- The prioritisation needs to be reviewed
 - Some need reality checks
 - Use short, medium, long term as brackets for prioritisation
 - What can be done easily and quickly
 - Not to discount longer term, aspirational measures though
- **2.5** – LBH becoming members of West London Freight Quality Partnership
- **2.7** – Extend Central Line to Uxbridge
- Also need Westerly public transport
- Land for park & ride?
- **2.1,2.2,2.3** – Dealt with elsewhere?
- Emphasise school buses – does this reduce emissions?

Package 3: Further Develop Traffic Control and Management Systems

- Congestion charging – whether makes a difference to air quality needs investigating and need alternatives to be in place
- Consider using road pricing on principal routes
- **3.6** – What are clear zones? [See *definition below*]
- **3.1** – Needs to say ‘investigate’
 - Need consistency of wording throughout (general point)
- Add TfL and Highways Agency managed road (take out specific M4 reference)
- **3.4** – Should be ‘investigate’ not ‘implement’
- Parking zones now ‘management areas’
- Link PMAs (Parking Management Areas) to discounts for residents
- **3.9** – Not just within borough
- **3.1** – Bigger differences will be made by working with Regional partners (M25/M40 will not be tackled)
 - Rat running may result – look at wider approach
 - However LHR congestion charging would be a quick win
 - Why not do both, but do in two steps – first charging, then regionally based measures
- **3.4** – Highways Agency – check can be legally enforced
 - Being worked on
- **3.7** – Take other policy areas into consideration
 - Should say ‘as appropriate’
- **3.1** – Business opposed to this
- Already variability on M25 and M4, but M4 only from junction 4 in
- Speed limit variables reduces emissions and stop/start emissions – HA (Highways Agency) to look at this
- Parking signs with spaces
- Filtering – review/look at timing of lights etc.
- Context – Closer working on major development between council officers!

Definition from Package 3 discussion:

Clear zone = Scheme or programme that focuses on town/city centres – councillors & residents work together to decide the priorities for the area – is it local business, is it pedestrians etc. etc... Then measures are implemented. DTI funded.

Package 4: Promote and Adopt Cleaner Vehicles

- BAA missing (already have clean vehicle programme)
- Chambers of Commerce missing
- Hospital missing
- LEZ (Low Emission Zone) – need linking to national standards – integrated package
- **4.3** – Add promotion to others – link with **4.8**
- No mention of ALG (Association of London Government) London-wide fleet survey
- **4.5** – Great – BAA would offer help
- **4.7** – link to opportunities for business
 - Mapping of business opportunities – link to sites
 - Should be very strongly recommended
- **4.6** – Already happening, could go further, e.g. ‘freight strategy’
 - Clarify Hillingdon’s role in WLFQP (West London Freight Quality Partnership)
- Need to state Hillingdon’s target for own fleet – lead by example
- **1.3, 1.4, 1.5** – From package 1 should go here
 - **1.4** – Should be lower priority
 - **1.5** – Need to actually implement suitable technology
- Investigate fuel buying club
- **4.1** – Could put more strongly – say ‘Hillingdon supports’ – others may follow suit
- **4.3** – This is good – pleased to see this
- **4.6** – Good that WLFQP (West London Freight Quality Partnership) is mentioned
- More specific, precise, focussing on quick wins – better than others (1-3) in this respect
- Combined Bus and Coach Group, e.g. of existing partnership LBH (London Borough of Hillingdon) could take advantage of
- LBH is currently not able to participate in many partnership schemes due to resource
- **4.5** – Shows LBH could use Hillingdon Procurement to help with this
 - LBH need to ‘spread the load’ through the Borough to help overcome resource limitations
- Road side checking to include NO_x – need some research

- Extend to commercial vehicles
- Include LBH vehicles – lead by example. Green Travel Plans.

Key Points from Discussion of Packages 1- 4

- ‘Action’ and ‘do’ rather than ‘progress’ or ‘work with’
 - Be more tangible & active
 - Work with timeframes
 - What can be done by 2005
- Many of the measures can be done through existing partnerships – that could be worked with now
- Put the focus on short, medium, long-term plans (rather than strongly recommended...etc)
- Don’t forget about how effective the measures are – format AQAP according to the impact measures will have too
- Changes to wording would be helpful – where LBH have power to act – why not use more positive, active language
- Don’t be too fixated on 2005 target
 - If it’s long term/large project & will be effective it should be taken forward
 - Break projects down into chunks to do year by year
- LBH should lead by example where they can
- If plans are too complex these kinds of process can be overwhelmed
 - You could keep for consultation those specifically that are not already being reviewed/consulted on elsewhere

Package 5: Measures Specific to Heathrow Airport

- Action Plan just about to be reviewed
 - What can do to put own house in order
 - What can do to influence others – onsite and internationally (e.g. engine manufacturers)
- **5.4** – Starts 1st April '04
- EU missing
- **5.13** – Congestion charging – needs investigation of impact on air quality
- Park & ride schemes – do they work? E.g. Reading

- **5.6** – Utilise airport global model that already measured and updated every five years. Money could be used elsewhere
- Add commitment to using BAT (Best Available Techniques) onsite
- **5.9** – Should happen anyway
- **5.22** – New stopping service starting Nov '04 Paddington to Heathrow (reduced prices for staff). Difficult to reduce cost of Heathrow Express
- **5.1, 5.2, 5.3** – Wording needs amending to reflect partnership
 - Mention monitoring role
- **5.4** – Is happening next month
 - But how will impact be monitored?
 - Timescales issue
- Need to include code of practice on low emissions operation
 - Include ICAO (International Civil Aviation Organisation) practice guidance on emissions reductions
- **5.12** – Happening
- **5.13** – 'Introduce' vs. 'investigate'
 - Again, consistency of language needed
- **5.11** – Reword/clarify in terms of other regulations
- **5.17** – Is ICAO (Committee on Aviation Environmental Protection) process – not for Hillingdon to do
 - Lobbying issue – put under package 10?
- **5.20** – Phrasing issue
 - Aspiration at this stage, not a commitment
 - Could detract from other issues
 - Remove? Fast-way scheme more doable
- Hillingdon need to decide what long term commitments are
- **5.22** – Political issue and not very feasible (and more stopping points happening)
- **5.1** – Not clear what this is
- **5.2** – Wording not clear – what do they do
- **5.4** – Whose responsibility is that?
- Need to relate who is leading on what to individual measures – and what LBH's role is – it's not clear currently
- **5.20/5.21** – Outside LHR (Heathrow) deliverability

- **5.22** – This is already being done
- **5.13** – This is stated already in package three? – Difference in prioritisation
- **5.11** – BAT (Best Available Techniques) – include definition
- What work is BAA doing on this?
 - Working on this at airport
 - BAA working with LBH on this
- Is air quality in Heathrow Action Plan?
- **5.4** – CAA (Civil Aviation Authority)/Government controlled – in the lobbying package?
- Charge cargo move
- Add tax to Airport Tax – spent only on public transport
- Various points are lobbying issues (e.g. 5.5)
- Hypothetical revenue (some/all) from 5.13 to LBH
- Occupancy tax on private cars
 - Resource issue about implementation
- Concern about funding to implement this
- If self-financing all points could be achievable
- Is it possible to shift costs on parking at Heathrow to address volume of cars?
- Possible to stop parking at Heathrow?

Key Points from Discussion of Package 5

- Not clear what LBH's role was due to the wording
- Is LBH pursuing the measures or having an overview – how BAA/LBH would work together
- **5.4** is already done
- Be clear where lobbying is the focus attached to the measures
- Better to focus on aspects where there is already commitment and support
- Question assumptions about park & ride e.g. Reading and congestion charging

Package 6: Measures Concerning Local Industries

- Local industries representation missing
- Already effective systems in place to regulate therefore of lower priority for resources
- Perhaps move some of planning package measures into this package
- **6.1** – Liked
- **6.5** – Could this be broadened?
- Small impact, seems to have been addressed well
- Apply conditions to construction/developments
- Engage with local industries
 - Encourage action plan development on local NO_x issues
- Economic business rate vehicle could be integrated to this package
- Audit process – look at how to deal with unregulated processes
- Is there any linkage into Chamber of Commerce re environmental debate?
 - Very focussed on transport at moment
- Much is out of LBH's control – comments section provides very good summary
- Ensure proper enforcement on Part B processes
- Keep the public register maintained – this is key
- **6.1** – Would like to see this considered elsewhere for domestic applications – doesn't have to be industry only
- **6.4** – Language – make this stronger – focus on action
- Impacts on developing employment and enterprise in Hayes? (and housing?) LDA (London Development Agency) money
- New housing developments – design out car parking/low car housing
- What CHP (Combined Heat and Power)? 'Identify gaps'
- **6.2** – Lobbying

Key Points from Discussion of Package 6

- Ensure engagement with industry
- Making sure there is integration with developments for industry/housing and their related impacts
- “Measures concerning local business” might be better title for this package
- Use business rates as incentive to improve air quality performance
- Encourage/enable business to consider having action plans on other aspects -> NO_x emissions
- Support CHP in principle
- More regulation on Part B smaller processes
- Stronger language re Local Authority using the powers that have
 - Need to identify resources to enforce power that do have
- There is no encouragement for businesses to improve air quality – just regs, - and there are no grants available – need to demonstrate benefits to businesses of dealing with air quality – replace regulation with for example an Air Quality mark that the Borough could manage

Package 7: Use of Planning Systems to Improve Eco-Efficiency in the Built Environment and Promotion of Travel Planning

- LSP (Local Strategic Partnership) should be involved
- For all packages change lead organisations to ‘partners’
 - Need to make sure list all those involved not just leads
- Many of these are not related to planning system. Important but need to move to other packages or change title of package to ‘Promotion of Travel Planning & Improving Eco-Efficiency in the Built Environment’
OR
- Split into two separate packages
 - Planning system for new buildings
 - Existing buildings improvement
 - Promotion of travel planning moved to earlier packages
- **7.3** – How can you measure this? Needs to be defined
- **7.2** – Change ‘implement’ to ‘continue implementation of’
- **7.2b** – Significant needs defining or can stop all development – needs further discussion

- Need to work with existing buildings to improve NO_x emissions and use HECA (Home Energy Conservation Act)
- A lot of these are not planning measures, e.g. 7,8,9,10,11,12
 - These could be a basis on which the rest of the AQAP is built
 - 7-12 within Hillingdon's gift to do now
 - Some association with transport – change title to include 'transport' and 'legislative framework'
- Take out LA21-type measures of this package (6, 8, 9, 10(?), 12) and put into package 9 (and redefine package 9 to include 'corporate')
- **7.2** – Issue of significance
 - Impractical
 - Doesn't help economic vibrancy – major AQAs on every new development
 - Reword 'continuing application'
- CHP should be located here
- Very wordy – future consultees might find this difficult
- **7.2 a)b)c)** – Have these three points as the text – then first bit as an action
- **7.3,7.4** – Doesn't say how this would be done – what mechanisms?
 - Could use a table format
 - Could use SMART targets – this would help to break action into doable steps
 - Can also help reality check
- **7.2 b)** – Incorporate walking and cycling measures
- **7.7** – This should be prioritised higher
- **7.5** – Would strongly support this
 - Give some examples to illustrate this for further consultation
- **7.11** – Prioritise higher – this would be a 'quick' win
- **7.12** – 'Incentivise' business
- **7.11** – Mention all measures here, e.g. the walking bus etc
- Comments section – needs to be clearer, e.g. what is ARC [Roadstone and Asphalt Plant in Hillingdon, part of Hanson Aggregates Group]
- **7.3,7.4** – Lower car use
- **7.5** – Is this realistic given demands on development? Re scales of development
- EIAs (Environmental Impact Assessments) on development
 - Also impact in wider context

- **7.7** to include LBH – GTP (Green Travel Plans)
- Better liaison between planning, social services and health especially with regard to respiratory issues
 - Reports from social services and health to planning authority. Not just exceedance areas
- **7.11** – Should be strongly recommended
- **7.13** – Need research on this

Key Points from Discussion of Package 7

- Certain measures could be taken out (7.6, 7.8, 7.9, 7.10, 7.12)
 - Strongly link to LA21 (Local Agenda 21)/quality of life
 - Not necessarily within planning regulation
- **7.11** Transport
- Some aspects of 7, e.g. promotion, could be moved to package 8
- The existing built environment is not really covered
 - Do you restrict new build in area of poor air quality?

Package 8: Dissemination of Information on Ways that Businesses and the Public can Contribute to Improved Air Quality

- Some of measures in packages 7 & 6 have cross over with this package. LSP could assist with this
- Include media in partners/lead organisations
- Incentives – could really strengthen this package
- Re-declare clean air act
 - Related issue of enforceability
- Bear in mind caution in talking about health risks
 - Need balances view, in context and perspective
- Need to examine why people don't take certain actions
 - Back to incentives
 - Make relevant
 - Security and safety
- **8.1d)** – Money saving is a massively greater incentive – pitch in a different way to get the same result

- **8.1** – Not clear what this is
 - Needs to be pro-active
- **8.1b)** – Clarify wording
- Make a general point to have high-level campaign on air quality?
 - Still useful to have specifics
- **8.1e)?** – Audit of servicing domestic appliances
 - Does Borough measure this?
 - Extend to private properties
- Public need to know there is an air quality issue
 - Lots of public ignorance about this
 - People need to be persuaded it needs addressing

Key Points from Discussion of Package 8

- There is a need to talk to public first about air quality – so that they are aware it's actually an issue/problem

Package 9: Actions to be taken in Liaison with the Mayor and Neighbouring Authorities

- Does this need to be a separated package rather than statement re partnership working
- Very difficult to set targets against this package
- Could move some into promotion package
- **9.1** – Perhaps reword to change emphasis
- In developing sub-regional planning framework have to work with mayor (not reflect)
 - Put air quality back on the agenda as a sub-regional issue
 - Use AQAP to feed into sub-regional framework and lobby from a W London perspective
 - Include working with mayor to recognise air quality within sub-regional development framework
- Need to clarify roles, responsibilities and how they interact/integrate (e.g. GLA, TfL)
- Set up cross-agency group aimed at roads (HA, TfL...)
- **9.1** – Be more specific – what is lacking?
- **9.3** – Good, key, useful measure – will avoid waste of resources, avoid duplicating work
 - This might be a way to tackle limited resources – sharing costs of measures

- **9.6** – Covered in package 1
- **9.2** – There is money available for LBH to apply to (under freight refer to TfL) – might be a general action to identify sources of funding
 - Need to talk to Lead Organisations to identify what is available
- **9.4** – Need further clarification
 - Do you mean region around Heathrow (London-wide strategy exists already)
- **9.5** – Why not include other organisations
 - Range of organisations could be wider? TfL, other functional bodies
- Like it
- Actions to be done in parallel
 - Joint communications with GLA (Greater London Authority) and surrounding boroughs and shires and Spelthorne

Package 10: Lobbying International and Central Government

- Feels bit wishy washy but need to log what have no direct power over and what lobbying government over
- Could replace with a section in each of other packages
- Move Heathrow related measures to Heathrow package (1,2,3,4,5)
- **10.2** – How does this relate to improving air quality?
- Add lobbying or Mayor or create partnership re transport infrastructure
- Look at linking strategic issues into other packages
- **10.1** – Clarification of what further expansion relates to (above terminal 5). Further development could lead to air quality improvements e.g. upgrading facilities
- **10.1** – Qualify with white paper
- If GDO (General Development Order) abolished – lots more AQAs (for any small development)? – Resource waste?
- **10.5** – Expand ‘rail links to West’ (include East, South, etc)
- **10.3** – Reword – Hillingdon to lobby Government to lobby ICAO (CAEP) (International Civil Aviation Authority (Committee on Aviation Environmental Protection))
- **10.6** – Needs clarifying

- **10.2** – Would be an administrative challenge
- **10.1** – Would be better to work with government and work on mitigation
 - Government decision is indication of policy – but there is also local planning and local decisions – so this is still valid
 - Make clear that resistance is on the grounds of AQ/or what the basis is
- **10.6,10.8** – Could GLA be spoken with on this
 - There has been progress on these
 - It's a bit out of date
- Doesn't include lobbying Government for funding
- **10.1** – Is very difficult
- Keep aware of EU moves to make NO_x limits more lax
- Lobbying needs to be done in partnership – other councils/GLA
 - Need for sub-regional air quality group?
 - Share info between boroughs
- London wide co-ordination
 - Different groups for different specific issues e.g. circular roads, Heathrow, etc.
- LGA/ALG (Association of Local Government) partners? Info?

Key Points from Discussion of Packages 9-10

Package 9:

- Excellent idea to have partnership working
 - Need to ensure you work in complementary way with Mayoral strategy
- There is a case to have linkages to Regional & Sub-Regional Development frameworks

Package10:

- LBH needs to lobby in conjunction with other local/regional authorities rather than alone
- What does expansions of Heathrow actually mean?
 - Could be renewal of what's existing
 - Not just a new runway
 - This will be clarified by LBH
- Is 'resistance' in the round or just with respect to Air Quality
- Sources of funding for measures
 - Go through exercise of identifying funding
 - LBH would like help from stakeholders on this

Points Relevant to All Packages

The following points were identified during the small group discussions as being relevant to all ten packages:

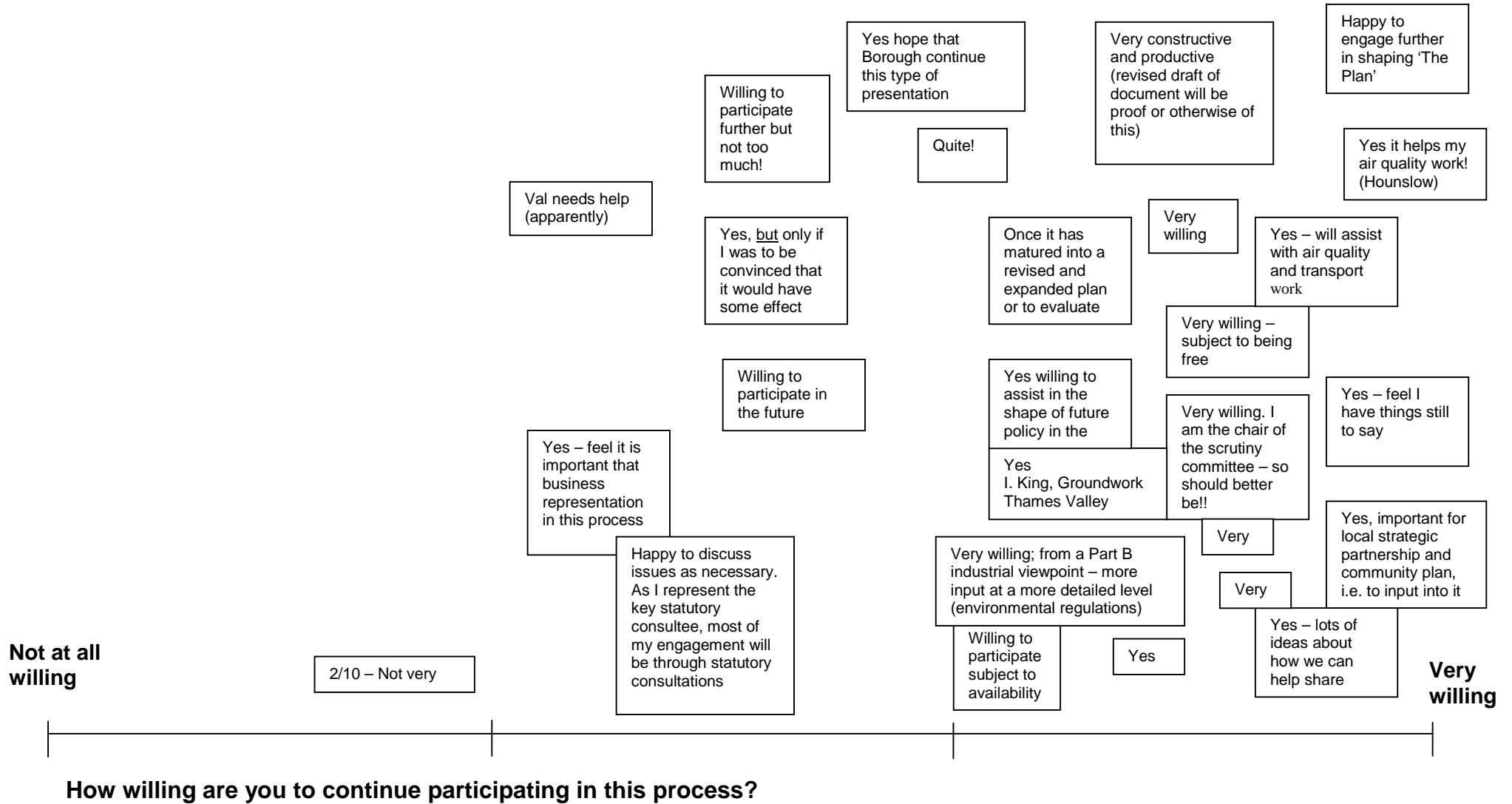
- Need Action Plan for what can do under each measure; short, medium and long term actions
- Council should lead by example, e.g. encourage public transport use by employees – link with HR department
- Need consistency of wording throughout
- Not much about use of economic instruments
- Need convergence between boroughs' plans to maximise impact
- For all packages change lead organisations to 'partners'
 - Need to make sure list all those involved not just leads
- How does this [the AQAP] tie into e.g. waste, noise plans
 - Added value
- Through traffic
 - HA have key role in tackling this
 - This area doesn't stand out enough in AQAP (though it appears here and there) considering its importance
 - Many of the measures that LBH EPU could undertake they do not hold the decision making power for
- Identify sources of funding

Evaluation

Participants were asked to give their feedback on the following points by placing comments on a scale (shown overleaf):

- **Their willingness to participate**
- **The usefulness of the working method (the workshop)**

Evaluation: Willingness to Continue Participating



Appendix 1
List of Participants

Appendix 1

Workshop on Hillingdon's Air Quality Action Plan, Friday 5 March 2004 List of Attendees

Name		Organisation/Role
Geoff	Dollard	AEAT for London Borough of Hillingdon (Consultant)
Andy	Wadham	BAA Heathrow - Planning & Economic Development
Claire	Williams	BAA Heathrow - Sustainability and Environment Strategy
Nicola	Hooper	BAA Heathrow - Transport Strategy
Kevin	Morris	British Airways - Environmental Affairs
Neil	Comley	Bucks County Council - Transport
Davide	Minotti	DEFRA - Air Quality Division
Helen	McGill	Department for Transport (DfT) - Air Quality
Roger	Gardner	Department for Transport (DfT) - Aviation
Sheri	Kinghorn	EMRC for London Borough of Hillingdon (Consultant)
Anna	Rickard	Energy Savings Trust
Ian	Wilkinson	First Centrewest
Nic	Ferriday	Friends of the Earth West London
Alaric	Lester	GLA - Air Quality Department
Isabel	King	Groundwork Trust
Paul	McCrery	Highways Agency - Air Quality
Mike	Langan	Hillingdon Chamber of Commerce
Stephen	Hedley	Kings College London - Environmental Research Group
Simon	Hill	Kings College London - Environmental Research Group
Mike	Cox	London Borough of Hillingdon (Councillor)
Mike	Heywood	London Borough of Hillingdon (Councillor)
David	Routledge	London Borough of Hillingdon (Councillor)
Sabeeha	Mannan	London Borough of Hillingdon - Chief Executive's Office
Val	Beale	London Borough of Hillingdon - Environmental Protection Unit
Peggy	Law	London Borough of Hillingdon - Environmental Protection Unit
Nathan	Miles	London Borough of Hillingdon - Environmental Protection Unit
Janet	Rangeley	London Borough of Hillingdon - Planning & Transportation Services
Jack	Webster	London Borough of Hillingdon - Traffic Services
Chandra	Raval	London Borough of Hillingdon - Transport Strategy
George	Munson	London Borough of Hillingdon - Energy Efficiency
Rob	Gibson	London Borough of Hounslow - Environmental Services
Nicole	Inston	London Borough of Hounslow - Environmental Services
Richard	Swan	South Bucks District Council - Environmental Health
Andrew	Sparks	Strategic Rail Authority
Catherine	Jones	Transport for London (TfL)
Jonathan	Day	Robert Huggins Associates for West London Business

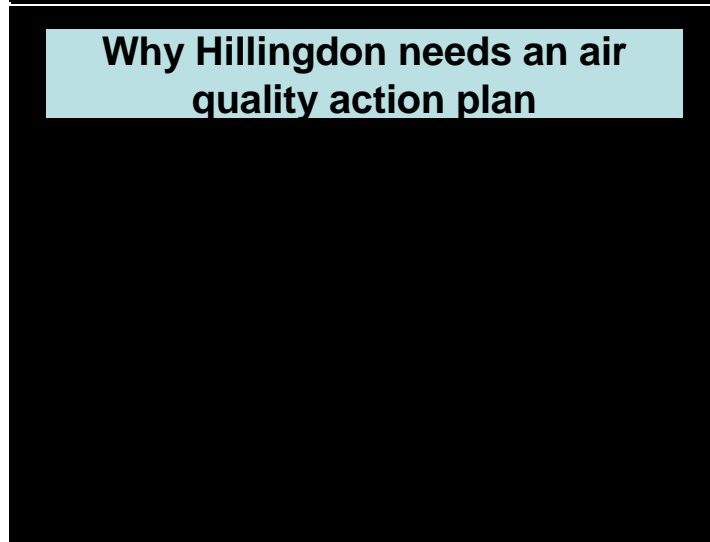
Appendix 2
Presentation: Air Quality Action Plan Overview

Appendix 2
Presentation: Air Quality Action Plan Overview

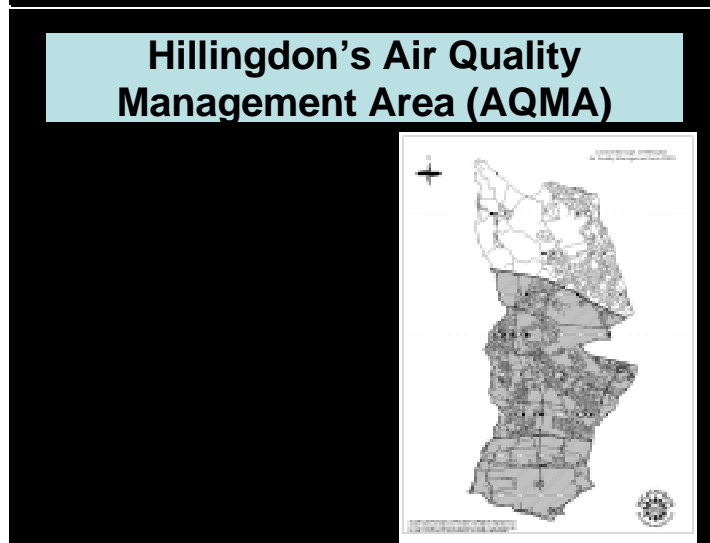
Slide 1



Slide 2



Slide 3

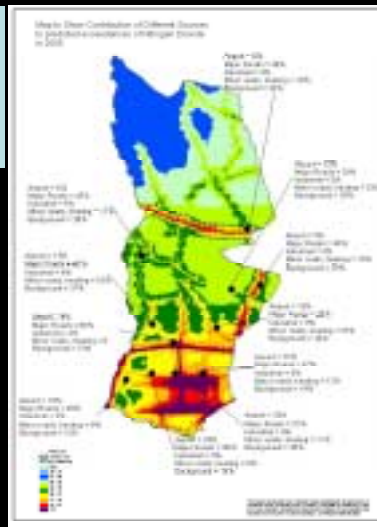


Slide 4

Sources of NOx emissions

Slide 5

Forecast NO₂ concentrations in 2005



Slide 6

Existing plans that will improve air quality

Slide 7

**Government guidance on factors
to consider for each measure**

Slide 8

Packages 1 - 4

Slide 9

Packages 5 - 8

Slide 10

Packages 9 - 10

Slide 11

The need for collaboration

Slide 12

The next steps...(1)

The next steps... (2)

Appendix 3
Presentation: Action Plan Tracker

Appendix 3 Presentation: Action Plan Tracker

Slide 1

Air Quality Action Planning in the London Borough of Hillingdon

Sheri Kinghorn, Mike Holland
EMRC
Geoff Dollard, Gwyn Jones
AEA Technology

Slide 2

Management systems

- Following the implementation of the plan will be difficult:
 - Large number of options
 - Large number of collaborators
- In response, we have developed the Action Plan Tracker

Slide 3

Government guidance on factors to consider for each measure

- Air quality improvement
- Non-air quality effects of any approved measure
 - Local economy
 - Social inclusion
 - Noise
 - Transport issues
- Cost-effectiveness
- Perception, proportionality and practicability

Slide 4

Developing a framework for implementing the plan

- Implementation plan needs to say:
 - Who is responsible?
 - Short, medium and long term goals?
 - Actions for implementation of each measure?
 - Monitoring and reporting procedures?

Slide 5

Other issues

- Keeping track of stakeholder comments
- Generation of progress reports

Slide 6



The screenshot shows a software window titled "Action Plan Tracker". The main content area has a light blue background and features the text "Hillingdon Action Plan Tracker from EMRC" in a large, bold, blue font. Below this text, there are three buttons: "Link To Data:", "Forms", and "Reports". In the bottom left corner, the following information is displayed: "Version : 1.0.1.0", "Contact : Support@emrc.co.uk", and "Copyright © EMRC, 2003-2004".

Slide 7

Option Details - Main Form Hillingdon

Sector: All public transport
 Package: Increase use of existing public transport services Sub-Package: Increase passenger numbers
 Option: Improve quality of public transport services

Responsibility-Lead: Option approved? Reason for rejection:

Priority
 Air Quality Standards Only: Medium
 Air Quality Standards and Other Impacts: High
 Cost Effectiveness: Low
 To be completed by ...: 2005 2010 **TBD**

Effect on Air Quality

NOx Emissions		Change in NO2 Concentrations	
Sectoral share of total 2005 NOx emission (%)	19	Min NO2 concentration (µg/m³)	0.08
Indicative effect of option on sectoral emissions (%)	3.00	Max NO2 concentration (µg/m³)	0.13
Estimated reduction in total NOx emissions (%)	0.57		

Costs

Capital Costs		Operating and Maintenance Costs	
Unit Cost (£)	<input type="text"/>	Unit Cost (£/yr)	<input type="text"/>
Total Cost (£)	£2,000,000	Total Cost (£/yr)	£2,000,000

To access additional information on this Option, select one of the following :-

To search for specific Options, select :-

Records: 14 of 21 of 102

Slide 8

Option Details - Plans and Impacts Hillingdon

Option: Improve quality of public transport services

Works towards achieving the aims and objectives are included in :-

Included In:
 Document Reference:

Other Impacts

Description	Score (-3 to 3)
Attractiveness of Public Transport	3
Congestion	3
Economic Vitality	2
Noise	1
Other Air Pollutants	-2

Slide 9

Option Details - Progress Hillingdon

Option: Improve quality of public transport services

Actions

Action Number:
 Action Description:
 Responsibility:
 Start Date: End Date:
 Planned: Actual:

Tracking (To be completed by Option's Responsibility-Lead)

Update Date: 02-Mar-04
 Opportunities:
 Situation:
 Is Action Plan on target?
 Faults: Threats:

Monitoring

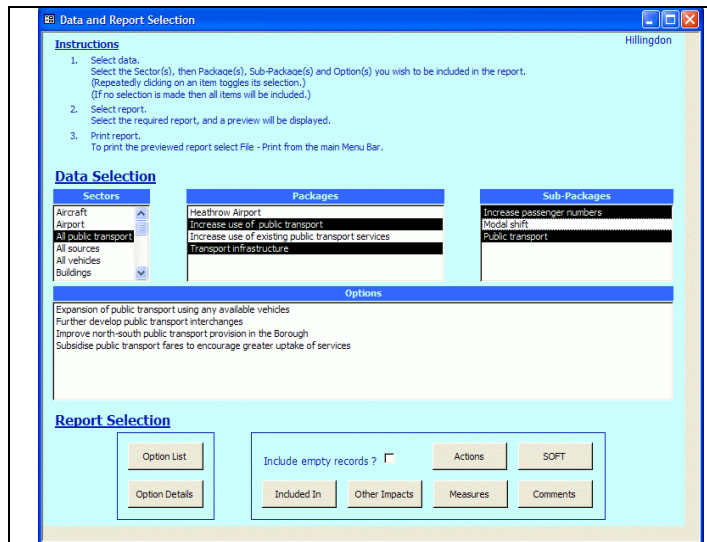
Success Parameter:
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 Start Date:
 End Date:
 Reporting Frequency:
 Reporter:

Stakeholders' Comments (Specific to this Option)

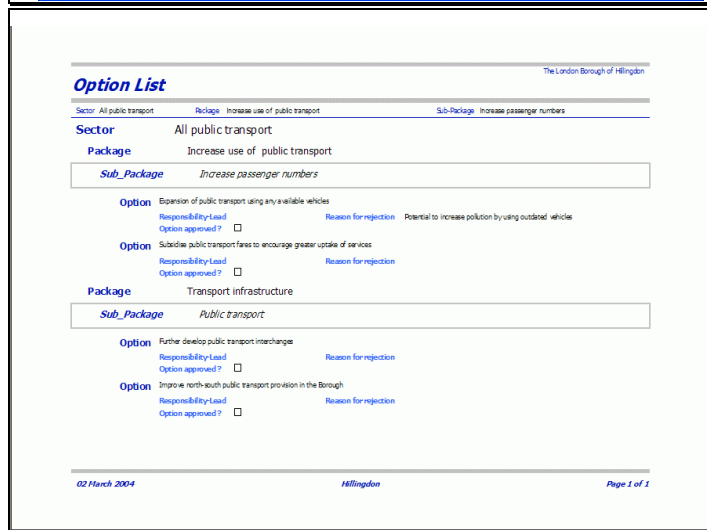
Date Created: 02-Mar-04
 Stakeholder Name:
 Stakeholder Comments:

Records: 14 of 1 of 1

Slide 10



Slide 11



Slide 12

Next steps for Action Plan Tracker

- Feedback from consultation
- Revise information in the Tracker, including stakeholder comments
- Develop implementation plans