

The London Borough of Hillingdon



Progress Report, 2015

London Borough of Hillingdon

Air Quality Action Plan 2015: Progress with Action Plan Measures

The attached worksheets describe progress with the measures that have been adopted under The London Borough of Hillingdon's Air Quality Action Plan. Also provided are two reports:

1. The Updated Screening and Assessment Report for Hillingdon, in 2015, prepared by Air Quality Consultants
2. A summary of progress with the Action Plan, prepared by EMRC

The measures in Hillingdon's Action Plan are organised into 8 packages, as listed below. Each measure is described in a separate worksheet.

Package 1: Switching to cleaner transport options, for example, shifting freight from road to rail and promoting cycling and walking

Package 2: Tackling through traffic

Package 3: Promotion of cleaner vehicle technology

Package 4: Measures specific to Heathrow Airport

Package 5: Measures concerning local industries and other businesses

Package 6: Improving the eco-efficiency of current and future developments, including those owned or operated by the Council

Package 7: Actions to be taken corporately, regionally, and in liaison with the Mayor

Package 8: Plan management

The structure of the worksheets is based on current DEFRA guidance. The following notes apply:

Column F: Many measures have a range for implementation of (e.g.) 2007-ongoing. 'Ongoing' applies to actions that will need to be kept under continual review for the life of the action plan, though these measures are fully in place and funded. A good example concerns the annual production of the progress report.

Column H: Emission reduction targets are approximate, developed at the time that the Action Plan was first produced to provide a broad indication of which measures may reap the largest benefits. Specific validation of estimates for individual measures is not possible: more relevant is the overall impact of the measures adopted in each package.

It will be noted that some measures have a 0% emission reduction target. This applies to measures such as 4.1, lobbying against Heathrow expansion, which concerns avoiding an increase in emissions. It also applies to some measures that are needed for the management of the plan, to facilitate other actions, for example 2.5, which has included development of the Transport Toolkit for assessing emission impacts of traffic management measures. Development of the toolkit does not, in itself, generate emission savings, but its application under other measures does.

Column K: Estimated completion date: It is not possible to distinguish between measures that are truly completed (e.g. development of a specific supplementary planning guidance document) and measures that can never be completed but for which all the necessary measures have been taken to ensure that they have become an integral part of Council activities (e.g. application of the supplementary planning guidance). We have identified the latter in column K as 'permanent action'.

Column L: See note for Column H about measures with 0% emission reduction target. Emission savings are being evaluated at a package level covering several measures rather than for individual measures.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
1.1	Establish a Green Travel Plan for Hillingdon.	Reduce demand for motorised transport for Council business and staff	LB Hillingdon	2005-07	2007-ongoing	Decreased modal share for private car transport	0.1%	Car share schemes in place, also access to public transport information. Lockers and showers available for staff wishing to cycle or run to work. Lunchtime bike rides for staff to promote cycling.	An updated staff survey has been commissioned to monitor changes in travel patterns	Permanent action	See accompanying notes.
1.2	Improve access to, and quality of, public transport travel information for people living and working in the Borough.	Encourage use of public transport	LB Hillingdon	2005-06	2006-ongoing	Decreased modal share for private car transport	0.20%	Public transport booklets distributed to local businesses and at shopping centres. Bus stop information improvements. Info available from TfL at https://www.tfl.gov.uk/plan-a-journey/ .	Bus stop accessibility is continued through the borough LIP process. 2014/2015 has completed works on a further seven bus routes in consultation with local communities. In LIP2.	Permanent action	See accompanying notes.
1.3	Encourage the development of more dedicated cycle (priority) lanes and signalling.	Promote cycling	LB Hillingdon	2005-07	2008-ongoing	Decreased modal share for private car transport	0.02%	Series of new cycle routes implemented in the Borough. Areas where more cycle parking is needed have been identified and action is being taken. 35% increase in cycling in the Borough on monitored roads.	Establishment of network of Cycle Rangers. Events including: Promotion of cycling at local events. Support of Go Green in the Chimes Shopping Centre. Organisation of 10 volunteer led cycle rides for residents. Holloway Lane cycle path improvements. Phase 2 of the Heathrow-West Drayton cycle path is now complete, Phase 3 to be completed 15/16. 6 cycle instructors focus on local GPs and pharmacies. In LIP2.	Permanent action	See accompanying notes.
1.4	Extend provision of more parking for motorcycles, mopeds and bicycles at public sites and new developments.	Promote non-car use	LB Hillingdon	2005	2005-ongoing	Decreased modal share for private car transport	0.02%	Integrated with Hillingdon Supplementary Planning Document.	(e.g.) Hayes Town Centre development. Now integrated with LIP2. Motorcycle safety campaign this summer with pedestrian and cycle training. Anti-theft cycle marking schemes continue in liaison with the police	Permanent action	See accompanying notes.
1.5	Improve provision for pedestrians.	Promote walking	LB Hillingdon	2005	2005-ongoing	Decreased modal share for private car transport	0.02%	Schemes in place include new pedestrian crossings, towpath improvements, links to school travel plan programme.	Hayes Town Centre development, Explore Hillingdon initiative. Four footpaths through the borough have been identified for improvements in 14/15. In LIP2.	Permanent action	See accompanying notes.
1.6	Introduce more Safe Routes to School throughout the Borough with special regard to the schools within the highest exceedance areas.	Promote walking and cycling	LB Hillingdon	2005	Plans developed over period 2005-09 for all schools in the Borough, but need to ensure that they are acted on and maintained.	Decreased modal share for private car transport	0.2%	All schools now have Travel Plans. Average 17% modal shift from car use reported. Further schemes now building on this success, e.g. Walk on Wednesdays and road safety events.	Clean Air Around Schools Project. In LIP2. Rolling programme of road safety audits introduced.	Initial actions completed, but further work such as the Clean Air Around Schools Project is now underway.	See accompanying notes.
1.7	Ensure Green Travel Plans are a requirement for all businesses (new and existing) employing more than a specified number of people in the Borough.	Reduce demand for motorised transport for businesses and staff	LB Hillingdon, West Trans Partnership	2005	2005-ongoing	Decreased modal share for private car transport	1.5%	Freight audits with business, initiation of car clubs, use of Section 106 agreements.	Appointment of Travel Plan Monitoring Officer with WestTrans Consortium. Five new baseline monitoring reports received for developments in AQMA. One in Hayes air quality exceedance area, achieved 36% increase in walking from the baseline monitored in 2009. This action is now an integral part of the planning process for new development.	Permanent action	See accompanying notes.
1.8	Improve access to, and quality of, public transport travel information on a regional basis both inside and outside the GLA boundary.	Encourage use of public transport	West Trans Partnership	2006	2006-ongoing	Decreased modal share for private car transport	0.2%	Heathrow Carshare, Mobility management Group under Heathrow Area Transport Forum, integration of sustainable travel information to West London air quality website.	Local actions linked to work by TfL, such as https://www.tfl.gov.uk/plan-a-journey/ .	Permanent action	See accompanying notes.
1.9	Seek to ensure improvements in overall public transport service (facilities, cleanliness, safety, frequency, reliability) across the Borough and West London, and particularly in declared AQ Management Areas AQMAs.	Encourage use of public transport	West Trans Partnership	2005	2006-ongoing	Decreased modal share for private car transport	0.60%	Investments made through Borough Spending Plan and Local Implementation Plan in a number of bus routes and specific bus stops and Uxbridge and Hayes Stations.	Hayes Town Centre development. Improvements to Hayes station and West Drayton being planned in relation to Crossrail due in 2018	Permanent action	See accompanying notes.

1.10	Improve the north-south public transport provision in the Borough.	Encourage use of public transport	LB Hillingdon Transport Strategy	2005-07	2008-ongoing	Decreased modal share for private car transport	0.2%	Improvement of north-south links a priority in LIP2 Improvements to A312 investigated. Includes improvements to interchange between A312 and A4020 Uxbridge Road. With Hillingdon, Hounslow, Ealing and TfL making improvements to congested junction of A312 and North Hyde Road in Hayes – a key air quality hotspot.	Fully integrated in the current LIP2	Permanent action	See accompanying notes.
1.11	Support multi modal travel by further development of public transport interchanges for rail/cycle/bus/walking both within Hillingdon and the West London area.	Encourage use of public transport and active transport	West Trans Partnership	2005	2006-ongoing	Decreased modal share for private car transport	0.2%	Station Access Improvements made at various stations (Northwood, Northwood Hills, Eastcote, Ruislip, etc.).	Hayes Town Centre development. Explore Hillingdon initiative.	Permanent action	See accompanying notes.
1.12	Encourage development of efficient and high quality bus corridors.	Encourage use of public transport	West Trans Partnership	2005-06	2007-ongoing	Decreased modal share for private car transport	0.4%	Improvements to 9 bus priority schemes in the AQMA along high AQ exceedance roads	Fully integrated in the current LIP2	Permanent action	See accompanying notes.
1.13	Investigate potential for more night buses.	Encourage use of public transport	West Trans Partnership	2005-2010	2010	Decreased modal share for private car transport	0.2%	Improvements to 9 bus priority schemes in the AQMA along high AQ exceedance roads	TfL announcement of running Piccadilly line services through Friday and Saturday nights	2010	See accompanying notes.
1.14	Investigate the feasibility of working with relevant stakeholders to subsidise bus, train and underground fares in order to achieve significant modal shift.	Encourage use of public transport	West London Authorities	2005-2010		Decreased modal share for private car transport	1.9%	Feasibility investigated and concluded that under current economic conditions there is no potential for new subsidies.	Not applicable	2010	Measure not taken beyond feasibility stage.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
2.1	Introduce Home Zones/20 mph in residential areas subject to significant amounts of through traffic that should use alternative routes.	Reducing through traffic	LB Hillingdon	2005	2005-ongoing	Number of areas subject to Home Zone / 20mph controls	0.1%	Use of mobile traffic counters to identify relevant sites. Measured introduced at a number of locations.	West Drayton and Wiewsley air quality exceedence corridor. 20mph zone to smooth the traffic flows and dissuade through traffic. In addition to the implementation of 20mph zones in residential areas, a focus in Cowley Mill Road is looking to deter HGVs from using residential roads. This is an area close to the limit value. Monitoring will continue to assess the effect of the traffic management measures	Permanent action	See accompanying notes.
2.2	Support the West London Transit Scheme project if appropriate.	Reducing through traffic	LB Hillingdon	2007		Adoption of West London Transit Scheme, if appropriate.	0.3%	LB Hillingdon engaged with process as appropriate	Not applicable	2007	Scheme withdrawn by GLA
2.3	Ensure the provision of sufficient signage and details of spaces for public car parks.	Efficient use of the road network	LB Hillingdon	2005	2007-ongoing	Erection of signage at appropriate locations	0.2%	Electronic signs erected for Uxbridge town centre. 18 car parks in Hillingdon have now achieved Park Mark standard.		Permanent action	See accompanying notes.
2.4	Investigate the creation of Clear Zones.	Efficient use of the road network	LB Hillingdon	2005-10		Creation of Clear Zones, if appropriate	0.1%	Concluded that this would not be of significant benefit to Hillingdon.	Not applicable	2013	Not taken further
2.5	Develop best practice advice to ensure air quality assessments are made for proposals for new transport infrastructure and changes to traffic management.	Forecasting impact of future developments	West Trans Partnership	2005	2005-14	Air quality assessments made for all relevant sites	0%	Guidance and tools completed	Transport Tool kit: emissions toolkit, an excel-based tool for assessing the emissions impacts from traffic management measures. Hayes Town Centre - an air quality hotspot area. The Hayes Town centre - key objective to improve the overall 'connectivity' of Hayes	2014	Measure to facilitate other actions and avoid increased emissions
2.6	Work in partnership with TfL to implement schemes along the high exceedence corridors designed to smooth traffic flows.	Efficient use of the road network	West Trans Partnership	2005-13	2007-ongoing	Reduced congestion	1%	Schemes identified for problematic sites and being funded through the LIP.	Uxbridge Road - air quality exceedence corridor: actions identified and brought into LIP. TfL published Transport Emissions Roadmap to identify key actions to improve air quality across GLA. Traffic management measures at Bulls Bridge roundabout at A312 / North Hyde Road.	Permanent action	See accompanying notes.
2.7	Improve coordination of road works and provide more effective signing around them.	Efficient use of the road network	LB Hillingdon	2005-06	2006-ongoing	Reduced congestion	0.4%	Traffic manager in post.		Permanent action	See accompanying notes.
2.8	Investigate use of high occupancy vehicle lanes and freight priority schemes along the major exceedence corridors such as the M4, A4, A40 and A312.	Efficient use of the road network	West Trans Partnership	2005	2005-ongoing	Presence of schemes at relevant locations	0.2%	Have liaised, as appropriate, with external agencies (DfT, Highways Agency) that have responsibility for the major roads.	Continuation of liaison with appropriate authorities.	Permanent action	See accompanying notes.
2.9	Investigate the use of light rail/tram schemes along other high exceedence corridors such as the A4 and A40.	Efficient use of the road network	West Trans Partnership	2005-10		Decision on whether or not to support light rail / tram schemes	0.2%	Project for the Sustainable Development of Heathrow did not consider the A4. In current economic climate concluded that this major infrastructure project would not proceed.	Not applicable	2012	Not taken further
2.10	Investigate measures such as variable message signing to smooth traffic flows on the HA/TfL routes M4 and surrounding link roads.	Efficient use of the road network	West Trans Partnership	2005-13	2008-ongoing	Position on usefulness of variable message signing, etc.	0.3%	Have liaised, as appropriate, with external agencies (DfT, Highways Agency) that have responsibility for the major roads.	HA Smart Motorway Management would add another lane of traffic to motorway boundary by permanent hard shoulder running. Accompanying air quality assessment indicates full compliance with the scheme in place by 2022. Hillingdon have raised concerns over the assumptions used in the modelling given the current level of non-compliance.	Permanent action	See accompanying notes.
2.11	Investigate use of speed limits on major roads at the optimal level for NOx and PM10 emissions for the current traffic profile.	Efficient use of the road network	West Trans Partnership	2005	2005-ongoing	Identification of routes and appropriate speeds	0.3%	Have liaised, as appropriate, with external agencies (DfT, Highways Agency) that have responsibility for the major roads.	Discussions held with Highways Agency regarding Smart Motorways Management (speed controls, hard shoulder running, etc.). See concerns raised under 2.10.	Permanent action	See accompanying notes.

2.12	Identify air quality congestion-related hotspots throughout West London and the appropriate measures for delivering improvement in both congestion and air quality e.g. new access road from the A40 to Ruislip industrial areas.	Target specific action on most problematic sites	West Trans Partnership	2005	2005-ongoing	List of sites and measures	1%	Hotspots have been identified, 4 in the Hillingdon AQMA, and work is being undertaken to reduce congestion.	Hillingdon and Heathrow Hotspot Project. Junction improvement at London Underground depot in Ruislip Gardens. TfL published transport emission road map to identify key actions to improve air quality	Permanent action	See accompanying notes.
2.13	Support rail projects that have the potential effect to cut through traffic e.g. Crossrail and extending the Underground system (e.g. Central Line to Uxbridge).	Efficient use of the transport network	West Trans Partnership	2005-10	2008-ongoing	Provision of support for Crossrail and other schemes as appropriate	0.5%	LB Hillingdon has participated in all consultation exercises on relevant rail projects.	HS2 ES indicates increase in pollution from construction traffic associated with building HS2. This causes increases in pollution levels along roads already above the EU limit value. Hillingdon seeking full mitigation for residents via the petitioning process taking part before the Parliamentary Select Committee in 2015. Crossrail anticipated to connect via Hayes, West Drayton and Heathrow Airport by 2018.	Permanent action	See accompanying notes.
2.14	Work in partnership to investigate use of fiscal measures, such as road pricing, for reducing traffic on major road networks.	Efficient use of the road network, modal shift	LB Hillingdon	2005-13	2014-ongoing	Consideration given at appropriate level to use of fiscal measures	3%	Measure has been highlighted by Hillingdon in discussion with other bodies. (Council has no powers to implement this measure).	Use of congestion charge around Heathrow suggested to control impacts of expansion. It is unclear why this has not been investigated previously by HAL as a potential measure for solving current air quality problems.	Permanent action	See accompanying notes.
2.15	Consider establishment of cross-agency regional group to address air quality issues with regards to roads.	Efficient use of the road network	Heathrow Area Transport Forum	2005-13	2013	Establishment of cross-agency regional group	0%	Heathrow Area Transport Forum rejected measure, but most relevant stakeholders working together on Smart Motorways Management.	Measure now not necessary as a consequence of other activities.	2013	See accompanying notes.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
3.1	Develop and implement an Action Plan via the BAA Heathrow Clean Vehicle Programme to make improvements in the Council vehicle fleet with regard to reducing emissions.	Promotion of cleaner vehicle technology	LB Hillingdon	2005	2005-ongoing	Improvements to Council fleet	0.1%	Council fleet emission inventory commissioned, driver training incorporated into Council policy.		Permanent action	See accompanying notes.
3.2	Encourage local businesses and freight operators in Hillingdon to sign up to the Clean Vehicle Programme and develop and implement action plans for reducing emissions.	Promotion of cleaner vehicle technology	LB Hillingdon	2005	2005-ongoing	Membership of the Clean Vehicle Programme and existence of action plan for reducing emissions	0.6%	Freight audits of Uxbridge and South Ruislip business areas, production of site specific public transport information brochures for staff at the 2 sites. Funding for audits of Yewsey and West Drayton business areas, air quality assessment integral part of project. Face to face interviews with on-site companies have been carried out.	Hillingdon/Heathrow Hotspot project identified potential for a co-ordinated Delivery and Servicing Plan for A40 and A312 to reduce freight impacts. The Bulls Bridge project (see 2.6) also to address congestion on A312. Airports Commission consultation has not provided a freight impact assessment for the expansion proposals at Heathrow. Hillingdon to consider undertaking baseline freight study around Heathrow.	Permanent action	See accompanying notes.
3.3	Provide training for local authority drivers to minimise emissions, and consider opening training opportunities to other drivers working for businesses in Hillingdon.	Reduce emissions from vehicles during operation	LB Hillingdon	2005-06	2006-ongoing	Provision of training	0.33%	Driver training incorporated into Council policy.		Permanent action	See accompanying notes.
3.04.1	Ensure the implementation of the Idling Vehicles Regulations.	Reduce emissions from vehicles during operation	LB Hillingdon	2005-07	2007-ongoing	Implementation of the Idling Vehicle Regulations	0.03%	Signage provided for schools, included in driver training,	London No Idling Campaign.	Permanent action	See accompanying notes.
3.04.2	Actively promote the use of the Dirty Diesel Hotline for reporting smoky vehicles spotted in Hillingdon.	Reduce emissions from vehicles during operation	LB Hillingdon	2005-06	2006-08	Dissemination of information on the Dirty Diesel Hotline	0.003%	Publicity given, further progress with VOSA and London No Idling Campaign.		2008	See accompanying notes.
3.5	Consider the recommendations of the London Low Emission Zone Feasibility Study jointly with the GLA, ALG and TfL.	Promotion of cleaner vehicle technology	LB Hillingdon	2005	2006-07	Position taken on recommendations on the London LEZ Feasibility Study	0.9%	Council liaised in development of London LEZ.	Not applicable - responsibility now with TfL	2008	See accompanying notes.
3.6	Install signs in waiting areas of Council premises, bus garages, coach stations and major leisure venues, etc. advising drivers to switch off engines when stationary.	Reduce emissions from vehicles during operation	LB Hillingdon	2005-06	2006-08	Signs installed in all relevant locations	0.3%	Publicity given to anti idling (e.g. London No Idling Campaign).	Funds for signs reallocated to mobile traffic counters that will bring greater benefit.	2014	See accompanying notes.
3.7	Lead the way in trialling new technology, where appropriate, and act as a point of information for businesses and other stakeholders in Hillingdon for cleaner vehicle technologies, national schemes and grant systems for the use of alternative fuels.	Promotion of cleaner vehicle technology	LB Hillingdon	2005	2005-ongoing	Trials of new technology in the Borough, dissemination of findings.	0.1%	Hybrid and electric car trials have been undertaken in the Borough. EV charging points installed. Planning process now implements the Mayor of London's targets for ensuring inclusion of EV points in appropriate new developments.	Successful application to the Mayors Air Quality Fund. Working with Hounslow, Heathrow Airport and Glaxo-SmithKline, focus on increased use of electric vehicles technology, starting with electric minicabs and increased switching to zero emissions modes such as cycling.	Permanent action	See accompanying notes.
3.8	Participate in the London-wide Vehicle Emissions Testing programme.	Reduce emissions from vehicles during operation	LB Hillingdon	2005	2006-08	Participation in the Scheme	0.9%	Participated in programme, now complete.	Not applicable	2008	See accompanying notes.
3.9	Investigate the provision of low or zero emission buses for schools within the high exceedance areas.	Promotion of cleaner vehicle technology	LB Hillingdon	2005-12		Position reached on provision of low or zero emission buses for schools in high exceedance areas	0.4%	Action superseded by London LEZ and vehicle replacement programmes.	Not applicable	2012	See accompanying notes.
3.10	Focusing on areas and corridors of high exceedance within residential areas, investigation into the banning or restricting of traffic, or particular types of traffic, from identified roads.	Promotion of cleaner vehicle technology	LB Hillingdon	2005-07	2007-ongoing	Position reached on traffic restrictions in certain locations	See 3.5	Largely implemented via LEZ	The Cowley Mill Road traffic study is looking to restrict freight movements along residential streets	Permanent action	See accompanying notes.
3.11	Investigate the potential for discounts for residents with low emission vehicles in Parking Management Areas.	Promotion of cleaner vehicle technology	LB Hillingdon	2005-10	2010-11	Position reached on discounts	0.1%	Concluded that this was not possible under the current economic climate.	Not applicable	2011	See accompanying notes.
3.12	Develop sub-regional Bus Quality Partnerships focussed on addressing the contribution of buses and coaches to emissions.	Promotion of cleaner vehicle technology	West Trans Partnership	2005-06	2006-08	Establishment of Partnership	See 3.5	Implemented via LEZ. Now taken forward through West Trans and the TfL Transport Emissions Roadmap.	Not applicable	2008	See accompanying notes.

3.13	Work in partnership for the provision of low emission buses in the West London/ Heathrow region.	Promotion of cleaner vehicle technology	Heathrow Area Transport Forum	2005-06	2006-08	Deployment of low emission buses	2%	Heathrow Bus and Coach Strategy with commitment that only LEZ compliant vehicles are stipulated in future Heathrow Airport contracts.	Hillingdon response to the TfL Transport Emissions Roadmap has requested the prioritisation of cleaner buses on routes through the Heathrow Area.	2008	See accompanying notes.
3.14	Ensure freight developments in the West London area are subjected to an air quality assessment before implementation.	Promotion of cleaner vehicle technology	LB Hillingdon and West London Freight Quality Partnership	2005-06	2006-ongoing	Air quality assessments made for all relevant sites	0.5%	Freight workshop held, audits at Hayes and West Drayton Industrial Business areas, Freight Project 07/08 to keep unnecessary freight movements off residential streets.	West London Freight Quality Partnership no longer active. Possible future liaison with London Freight Forum to be investigated.	Permanent action	See accompanying notes.
3.15	Work with the West London Freight Quality Partnership to develop a Freight Strategy to include reducing the air quality impact of freight maximising opportunities to move freight from road to other modes e.g. canals.	Promotion of cleaner vehicle technology	West London Freight Quality Partnership	2005	2006-ongoing	Adoption of Freight Strategy	0.1%	Regular attendance at WLFQP meetings by member of WL AQ cluster group, opportunities raised for joint projects. Baseline freight map of the West London area produced. Major signage and HGV routing project undertaken across West London as WLFQP initiative to divert to main transport corridors	Hillingdon exploring avenues with the Highways Agency for HGVs to be diverted away from sensitive areas in Hillingdon. Cowley Mill Transport Study to divert HGVs from residential roads. Concerns raised via HA smart motorway management scheme re effect on residential areas which already suffer from poor air quality. See 3.14 regarding West London Freight Quality Partnership.	Permanent action	See accompanying notes.
3.16	Facilitate the uptake and use of alternative fuels, including water-diesel emulsion. This should include development of appropriate alternative refuelling infrastructure where necessary e.g. charging points for electric vehicles.	Promotion of cleaner vehicle technology	West Trans Partnership	2005	2006-ongoing	Availability of facilities for alternative fuelling	0.6%	Council involved with a series of projects, including SWELTRAC and MAQF funded work.	First year of MAQF has facilitated funding for: Rapid EV charging point at Heathrow; Development of bespoke travel app for monitoring modal shift; Enhancement of key cycle corridor linking transport interchange to business areas	Permanent action	See accompanying notes.
3.17	Lobby national government to provide incentives through the fuel duty system for cleaner fuels, inc. further vehicle excise duty reductions for retrofitting to smaller vehicles and increased retrofitting grants.	Promotion of cleaner vehicle technology	West Trans Partnership	2007	2007-ongoing	Lobbying of relevant authorities	1%	Council has contributed to consultations where appropriate	Opportunity for further lobbying / response to consultations kept under review.	Permanent action	See accompanying notes.
3.18	Work to ensure fiscal encouragement of the adoption of low and zero emissions vehicles through the provision of discounts when entering any proposed LEZ or Congestion charging zone.	Promotion of cleaner vehicle technology	West Trans Partnership	2008	2008	Lobbying of relevant authorities	0.2%	Discounts are in place for the congestion zone for very low/zero emission vehicles and through road tax.	Now that the LEZ is in place, this activity is led by TfL. Hillingdon continue to contribute to debate, e.g. use of congestion charging zone in the Heathrow area.	2008	See accompanying notes.
3.19	Promote best practice in terms of emissions management with the train operators, the Strategic Rail Authority and Network Rail.	Promotion of cleaner vehicle technology	West Trans Partnership	2007	2008-ongoing	Best practice guidance made available	0.2%	Monitoring put in place, revealing that rail emissions are much lower than model predictions.	Responded to HS2 consultation with comments on impacts particularly during construction in the Ickenham area, already in exceedance. Hillingdon HS2 petition due to be heard in 2015, borough are working with Camden and others to formulate a route-wide approach to controlling air quality impacts of HS2.	Permanent action	See accompanying notes.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
4.1	Continue to oppose any further expansion at Heathrow that leads to negative air quality impacts.	Emission control at Heathrow Airport	LB Hillingdon	2005	2005-ongoing	Opposition raised at all appropriate times	0%	LB Hillingdon has followed the debate around Heathrow closely and fully participated in discussions and consultations.	Borough has continued to contrute to the debate. Airports Commission consultation, to which Hillingdon contributed, closed in Feb 2015.	Permanent action	Measure designed to reduce increases in emissions as much as reductions.
4.2	Develop system for auditing the ATM limit and parking provisions for operational T5.	Emission control at Heathrow Airport	LB Hillingdon	2005	2008-ongoing	Development of audit system	0%	System in place and operational	Audits continue to be made.	Permanent action	See accompanying notes.
4.3	Audit all air quality conditions for the construction phase of Terminal 5.	Emission control at Heathrow Airport	LB Hillingdon	2005	2005-08	Undertake audit	0%	Audit completed	Continuation of PM monitoring.	2008	See accompanying notes.
4.4	Pursue the retaining of the T5 related air quality monitoring network post T5 construction.	Emission control at Heathrow Airport	LB Hillingdon	2007	2007-08	Lobby relevant authorities as appropriate	0%	Complete - agreement to keep LHR2, London Harlington, Green Gates and Oaks Road as sites for continuous monitoring. HA monitoring highway capacity issues linked to T5 and dedicated spur off M25	Not applicable	2008	See accompanying notes.
4.5	Quantify and pursue emission reductions for all new on-airport development.	Emission control at Heathrow Airport	LB Hillingdon	2005	2005-ongoing	Ensure air quality assessments made of all relevant developments	2.9%	Applications for development properly considered by LB Hillingdon. E.g. permission granted in 2011 for construction of a biomass plant at Heathrow, but including high level of NOx and particle controls.	Hillingdon continue to seek emission reductions from on-airport development as part of the planning process. Hillingdon refused application for ending of the Cranford agreement for five reasons, one of which is air quality grounds. No mitigation measures were submitted to address the forecast worsening of air quality. The airport have appealed, the Inquiry is due in June 2015.	Permanent action	See accompanying notes.
4.6	Evaluate best practice from European and International airports with regard to the minimisation of air quality impacts and assess feasibility of application at Heathrow.	Emission control at Heathrow Airport	LB Hillingdon and Heathrow Airport Ltd	2005-11	2013-ongoing	Evaluation of best practice	5% (with 4.7)	Council has awareness of best practice at other sites. Some measures (e.g. reduced APU usage) implemented at Heathrow. HAL has performed benchmarking exercise against other airports.	Hillingdon part of working group along with Hounslow and the GLA aviation team to evaluate best practice measures at other European hub airports. Visits have been made to local authorities around Schiphol and Frankfurt. Schiphol are currently implementing the introduction of electric buses and taxis to serve the airport.	Permanent action	See accompanying notes.
4.7	Work with National Government to ensure the use of all relevant fiscal measures to reduce emissions from Heathrow in order to achieve the 2010 EU limit.	Emission control at Heathrow Airport	LB Hillingdon and neighbouring Local Authorities	2005-06	2006-ongoing	Lobby National Government	5% (with 4.6)	LB Hillingdon has engaged with all opportunities to influence government about improving the environmental performance of Heathrow.	Hillingdon and as part of 2M group continue to highlight the need for the current air quality exceedances to be addressed around Heathrow. Consultation responses to the Airports Commission have identified the lack of action to solve the current situation.	Permanent action	See accompanying notes.
4.8	Assess the potential to set an emissions cap for Heathrow.	Emission control at Heathrow Airport	LB Hillingdon	2005-07		Setting of emissions cap, if appropriate		It has been concluded that there is currently no willingness to pursue this as an option by either the airport operator or central government.	LB Hillingdon continue to lobby on this issue. It remains the Councils view that this could be evaluated by HAL and Government as an option to address current air quality problems.		Measure not in Hillingdon's control, but Council will continue to lobby for it when appropriate.
4.09.1	Assess the potential to use landing emissions charges scheme to create revenue stream for public transport improvements.	Emission control at Heathrow Airport	LB Hillingdon and neighbouring Local Authorities	2005-14		Adopt charging scheme to find transport improvements, if appropriate	1%	LB Hillingdon has lobbied when appropriate for this issue.	LB Hillingdon continue to lobby on this issue.		Measure not in Hillingdon's control, but Council will continue to lobby for it when appropriate.
4.09.2	Introduce differentiated landing charges at a level that would force cleaner engine technology.	Emission control at Heathrow Airport	Heathrow Airport Limited	2005-10	2008-ongoing	Adoption of differentiated landing charges aimed at cleaner engine technology	2.9%	Differentiated landing charges present, becoming specific to cleaner technologies.	LB Hillingdon continue to lobby on this issue. HAL annual review has target for CAEP4 and above by 2020.		Measure not in Hillingdon's control, but Council will continue to lobby for it when appropriate.
4.10	Audit progress on the BAA Heathrow Air Quality Action Plan (2001-2006).	Emission control at Heathrow Airport	Heathrow Air Quality Working Group	2005-06	2006-ongoing	Feedback provided to Action Plan authors	0%	LB Hillingdon has followed progress with the Heathrow AQAP throughout the Action Plan.	Independent verification of the Heathrow AQAP undertaken in 2013/14.	Permanent action	See accompanying notes.
4.11	Review air quality monitoring regime at Heathrow and identify potential gaps.	Emission control at Heathrow Airport	Heathrow Air Quality Working Group	2005	2006-ongoing	Recommendations on monitoring regime	0%	Monitoring reviewed and additional sites deployed.	New heathrowairwatch site now launched	Permanent action	See accompanying notes.

4.12	Maintain production of externally audited Emissions Inventory on bi-annual basis.	Emission control at Heathrow Airport	Heathrow Airport Limited	2005	2005-ongoing	Audit emissions inventory	0%	Emission Inventories produced as part of the Adding Capacity consultation	Heathrow AQ strategy 2011-2020 (Action 1.4) commits to production of an annual NOx emissions inventory to review the efficacy of the airport operator's action plan. There is, however, no commitment that this will be externally audited. Action 1.5 commits to make this information available to the Boroughs. Actions 1.11 to 1.18 commits to various actions for improved automatic data collection for inventory improvement for mobile sources. Under Action 3.1 a commitment is given to publish the aircraft fleet profile against CAEP standards on an annual basis.	Permanent action	See accompanying notes.
4.13	Identify the areas where the existing BAA 5 year Action plan can be strengthened.	Emission control at Heathrow Airport	Heathrow Air Quality Working Group	2005-06	2006-ongoing	Review of BAA plan	5.8%, though overlaps with other measurers	LB Hillingdon has contributed to discussions on the strengthening of the BAA Action Plan.	2011-2020 Heathrow AQ Strategy published, Hillingdon provided comment.	Permanent action	See accompanying notes.
4.14	Pursue quantification of measures in the BAA Air Quality Action Plan and Surface Access Strategy in terms of air quality impacts.	Emission control at Heathrow Airport	Heathrow Air Quality Working Group	2005-07	2007-ongoing	Lobby for quantification	0%	Effect of measures in 2011-20 plan described in broad bands (low, medium, high)	Targets present in Surface Access Strategy 2014-19. Annual update to be brought to next meeting of HAQWG.	Permanent action	See accompanying notes.
4.15	Assess feasibility of Congestion/ Access Charging at Heathrow to reduce overall travel movements to the airport.	Emission control at Heathrow Airport	HAL and necessary transport authorities	2005-07		Reach conclusion on feasibility of congestion and access charging		Not reviewed in depth as part of Adding Capacity consultation. Heathrow Decision - this aspect to be left to planning application stage if Govt approve capacity increases. Hillingdon believe this is a flaw of the Government decision not to have properly addressed surface access issues as part of the decision to expand	2014: Identified as a possible measure in HAL press release to accompany successful granting of a third runway but only once public transport improvements are in place.	Hillingdon will continue to push for consideration of this measure as long as it remains appropriate.	See accompanying notes.
4.16	Assess feasibility of a Heathrow specific LEZ to reduce emissions and accelerate take up of cleaner vehicle technology.	Emission control at Heathrow Airport	HAL and necessary transport authorities	2005-06	2012-ongoing	Recommendations on Heathrow specific LEZ	1.5%	London LEZ now in place, covering Heathrow.	Trials of electric vehicles followig successful MAQF application. Heathrow Hotspot project has been undertaken by Hillingdon and Hounslow working with HAL. Due to problems with HAL making the necessary data available the project has published a draft report with a number of options which could be explored in terms of feasibility. These include: Implementation of a ULEZ around Heathrow, Use of Zero emission taxis;	Hillingdon will continue to push for consideration of this measure as long as it remains appropriate.	See accompanying notes.
4.17	Assess appropriate target for modal shift to maximise air quality improvements.	Emission control at Heathrow Airport	Heathrow Airport Ltd and Heathrow Area Transport Forum.	2005-14	2010-ongoing	Define appropriate target for modal shift	0.8%	40% modal shift to public transport achieved in 2008, on track to be sustained in 2009, currently awaiting validation of figures. The current Heathrow Surface Access Strategy (2008-2012) also has an aspirational target of 45% for public transport mode share	Publication of Sustainable Transport Plan 2014-19, but retains same modal shift target as before.	Permanent action	See accompanying notes.
4.18	Define programme for the establishment of code of practice for airlines best operating practice to maximise reduction of emissions.	Emission control at Heathrow Airport	Heathrow Airport Ltd and National Air Traffic Services	2005-11	2011-ongoing	Definition of programme	2.9%	Heathrow Air Quality Strategy 2011-2020 Action 2.2 commits to development of a best practice programme with partners in Sustainable Aviation and the CAA. Code includes 8 recommendations.	Strategy continues implementation.	Permanent action	See accompanying notes.
4.19	Develop best practice guidelines to ensure air quality impact assessments are integral part of relevant transport and transport infrastructure proposals, and that appropriate mitigation measures are inclusive part of any scheme.	Emission control at Heathrow Airport	Heathrow Air Quality Working Group	2005	2008-ongoing	Publish best practice guidance	0.6%	Air quality assessments have been provided as necessary.	Heathrow planning applications always accompanied by information in line with latest guidance	Permanent action	See accompanying notes.
4.20	Assess feasibility of specifying emissions criteria for Heathrow taxis, buses and coaches using the Central Bus Terminal, and car hire shuttles, hopper buses etc.	Emission control at Heathrow Airport	Heathrow Airport Ltd and TfL	2005	2008-ongoing	Define emissions criteria, if appropriate	0.3%	Partially addressed by the London LEZ, but this could be pursued further to development of a ULEZ.	Mayor of London considering position regarding taxis. Taxis link to TfL roadmap.	2008 via the London LEZ, but measure could be extended to implementation of a ULEZ.	See accompanying notes.

4.21	Ensure the minimisation of the air quality impact of freight deliveries to and from Heathrow is a key objective of the West London Freight Quality Partnership (WLFQP).	Emission control at Heathrow Airport	Heathrow Airport Ltd., Heathrow Area Transport Forum, London Freight Forum	2005-13	2010-ongoing	Ensure WLFQP adopts air quality objective	0.2%	LB Hillingdon has contributed to discussions on freight related impacts and their mitigation. Consolidation Centre on airport.	Note that expansion would see a doubling of freight capacity so essential that the air quality impact of freight movements continues to be monitored	Permanent action	See accompanying notes.
4.22	Assess the use of bus priority, guided buses and high occupancy vehicle lanes in the Heathrow area.	Emission control at Heathrow Airport	Heathrow Airport Ltd., Heathrow Area Transport Forum, Highways Authorities	2005	2006-ongoing	Recommendations on bus priority, etc.	0.3%	Bus lane on M4 initiated but since discontinued.	LB Hillingdon is concerned that Highways Agency SMART motorway management proposal has indicated continuous hard shoulder running on M4 but no consideration has been given to high occupancy lanes or bus priority.	Permanent action	See accompanying notes.
4.23	Assess the feasibility of a Park and Ride scheme specifically for Heathrow.	Emission control at Heathrow Airport	Heathrow Airport Ltd., Heathrow Area Transport Forum, DfT	2005-07		Recommendations on park and ride	0.6%	LB Hillingdon has proposed this measure, but it has not been taken forward by the authorities responsible.			See accompanying notes.
4.24	Assess the health impact of Heathrow Airport and associated activities.	Emission control at Heathrow Airport	LB Hillingdon	2005	2010-ongoing	Quantification of health impact	0%	Information on health impacts of air pollution and the potential for quantification of effects in Hillingdon has been kept under review. Publication by PHE of mortality estimates for all Councils, in 2013.	Hillingdon has undertaken an independent review of the Airports Commission process for shortlisting airport expansion proposals in terms of whether it has properly addressed the health impacts associated with expansion in the Heathrow area. This has highlighted the lack of a proper inclusive approach. The report has been submitted to the Airports Commission.	Permanent action	See accompanying notes.
4.25	Lobby Central Government to pursue more stringent emission standards for plant, aircraft and airside vehicles.	Emission control at Heathrow Airport	LB Hillingdon and neighbouring Local Authorities	2005	2005-ongoing	Take opportunities to lobby for more stringent standards	0%	LB Hillingdon has lobbied government on this issue through all routes, including meetings and consultations. Heathrow Airport Action Plan delivering progress.	In May 2014 officers from Hillingdon, Hounslow and Wandsworth travelled to Brussels for a meeting with European Commission officers in regard to local air quality. The concerns over the current situation, the lack of action and the relentless pressure for expansion have all been brought to their attention.	Permanent action	See accompanying notes.
4.26	Explore feasibility of reducing fares on the Heathrow Express.	Emission control at Heathrow Airport	LB Hillingdon	2005-10		Recommendations on fare reductions	0.03%	Measure abandoned as not a realistic option in current economic situation.		2012	Concluded no opportunity in current economic climate.
4.27	Pursue relevant organisations to prioritise public transport provision to Heathrow, particularly rail links to the west, east and south.	Emission control at Heathrow Airport	LB Hillingdon and neighbouring Local Authorities	2005-06	2007-ongoing	Participate in consultations, lobby as appropriate	0.5%	TfL have increased bus connectivity to Heathrow. Crossrail to connect to the airport. Proposal for link to Great Western rail line.	Heathrow are now supporting the inclusion of a southern rail link from the airport, similar to AirTrack, however this is only linked to a successful proposal for expansion.	Permanent action	See accompanying notes.
4.28	Explore feasibility of an airport passenger tax, ring-fenced for increased public transport.	Emission control at Heathrow Airport	LB Hillingdon and neighbouring Local Authorities	2005-07	2008-ongoing	Recommendations on airport passenger tax and use of revenues		Heathrow Area Transport Forum projects funded using money from Heathrow car parking charges, but not specific to Air Passenger Duty.	Suggestion from CAA that APD be used to mitigate local impacts. Potential for this to be raised by the Airports Commission.	Permanent action	See accompanying notes.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
5.1	Support opportunities for Combined Heat and Power where appropriate within the Borough.	Emission control from local industry and other businesses	LB Hillingdon	2005	2005-ongoing	Support opportunities where they arise and are appropriate	0.2%	Hillingdon now has a framework in place whereby schemes can be assessed for air quality impact, providing developers with the certainty that they need with respect to planning requirements when making applications.	Caution advised by Council with regards to biomass installations in new developments. AQ assessments on biomass requested as part of planning submission	Permanent action	See accompanying notes.
5.2	Introduce (within reason) progressively stricter conditions on Part A processes, including incineration processes, especially when located within high exceedance areas or where the impact is predicted to be within high exceedance areas.	Emission control from local industry and other businesses	LB Hillingdon	2005	2006-ongoing	Identification of sites where further regulation may be appropriate, followed by tightening of standards	0.3%	Additional monitoring installed (e.g. Grndon's). Heathrow Air Quality Strategy commits to conducting BAT analysis for all major boiler plant.		To be kept under review	See accompanying notes.
5.3	Work with the Environment Agency to improve public dissemination of industrial pollutant emissions data and other relevant information, for example on performance against permit conditions.	Emission control from local industry and other businesses	LB Hillingdon	2005-06	2007-ongoing	Dissemination of emissions data and other relevant information	0%	Emissions data available at http://www.emissions.hillingdon.gov.uk/asp/home.asp .		Permanent action	See accompanying notes.
5.4	Discourage the use of bonfires on all industrial sites.	Emission control from local industry and other businesses	LB Hillingdon	2005	2005-06	Guidance on use of bonfires	0.0003%	Use of Best Practice Guidance advised on all relevant planning applications	Implemented under planning policies.	2006	See accompanying notes.
5.5	Adopt best practice strategy for all proposed demolition and development projects. This will include the use of low emission vehicles and equipment and the use of dust minimisation techniques.	Emission control from local industry and other businesses	LB Hillingdon	2005	2005-14	Adoption and dissemination of best practice	0.03%	Covered by Best Practice Guide: Control of Emissions from Construction and Demolition from GLA/APPLE.	Updated guidance available at https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf .	2014	See accompanying notes.
5.6	Ensure continued regulation of part B processes and maintenance of part B register. Ensure register is available on-line.	Emission control from local industry and other businesses	LB Hillingdon	2005-06	2006-ongoing	Continued regulation and dissemination of information	0.1%	New Part B website launched January 2007, gives details of processes and permits within Hillingdon. All sites inspected and results published.	Function now brought back in house.	Permanent action	See accompanying notes.
5.7	Investigate introduction of Air Quality Action Plans for local industries, including those currently unregulated under EA.	Emission control from local industry and other businesses	LB Hillingdon	2006-07		Introduce plans if considered appropriate	0.1%	Concluded that this action is no longer a priority, given extent of regulation.	Not applicable	2012	Not taken further.
5.8	Consider introduction of Environmental Award system for local industries and businesses.	Emission control from local industry and other businesses	LB Hillingdon	2009		Introduction of Award system if likely to be beneficial	0%	Benefits of award system concluded to be small and measure not taken forward.	Not applicable	2010	Not taken further.
5.9	Encourage businesses to participate in environmental management schemes and to continue to improve environmental performance.	Emission control from local industry and other businesses	LB Hillingdon	2007-13	2013-ongoing	Increased participation	0.1%	Have successfully worked with some schools and business to improve performance.	Schools initiatives are underway through Junior Environmental Teams and Eco-Schools (beyond travel plans). Local Cleaner Greener Group amalgamated with other groups.	Permanent action	See accompanying notes.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
6.1	Provide a consolidated platform for advising businesses and the public of the risks of air pollution, ways of reducing pollution, and campaigns such as Bike to Work Week, combining information from various Council departments and other bodies.	Improved eco-efficiency of existing and future developments	LB Hillingdon	2005	2005-ongoing	Level of coordination achieved across the Council	0.2%	Series of events organised to keep residents and businesses informed.	This action is factored into the wider management of the Air Quality Action Plan.	Permanent action	See accompanying notes.
6.2	Work with existing buildings and housing stock to secure improvements in emissions.	Improved eco-efficiency of existing and future developments	LB Hillingdon	2005-06	2007-ongoing	Improved energy efficiency of existing housing stock	1%	Energy efficiency awareness campaigns, Green Doctor scheme.	Schools Cleaner Air Zone Project (links to action 1.06). The project will (amongst other activities) aim to use a range of measures aimed at reducing emissions from the selected schools.	Permanent action	See accompanying notes.
6.3	Ensure continued use of existing mechanisms such as Section 106 agreements for improvements in air quality.	Improved eco-efficiency of existing and future developments	LB Hillingdon	2005	2005-ongoing	Use of Section 106 Agreements	0.2%	Sustainable planning document issued, Section 106 Agreements being used for local schemes.		Permanent action	See accompanying notes.
6.4	Review and update Air Quality Supplementary Guidance when appropriate	Improved eco-efficiency of existing and future developments	LB Hillingdon	2005	2002-ongoing	Updated Air Quality Supplementary Guidance	0.1%	AQSG published in 2002, but has been reviewed and remains relevant.	To be updated when Local Plan 2 is adopted.	Permanent action	See accompanying notes.
6.5	Quantify cumulative effects of new developments within AQMA.	Improved eco-efficiency of existing and future developments	LB Hillingdon	2005	2006-ongoing	Undertake assessments of all relevant projects	0%	Air quality assessments have been performed as required.	Particular attention has been given to HS2 and the Council has contributed to the Consultation.	Permanent action	See accompanying notes.
6.6	Develop supplementary planning guidance for sustainable design and construction.	Improved eco-efficiency of existing and future developments	LB Hillingdon	2005-06		SPG developed	0%	Mayor of London published guidance in 2014, to be followed by Hillingdon, includes air quality neutral assessments.	Hillingdon applying Mayor's guidance.	2014	See accompanying notes.
6.7	Raise awareness of sustainable waste management practices.	Improved eco-efficiency of existing and future developments	LB Hillingdon	2005	2005-ongoing	Disseminate information on sustainable waste management	0.01%	Waste management systems have been completely overhauled since the Action Plan was initiated.	Separate food waste and textiles collection introduced.	2010	See accompanying notes.
6.8	Development of West London Air Quality SPD to ensure consistency across Borough boundaries, explore opportunities for joint Section 106 agreements.	Improved eco-efficiency of existing and future developments	LB Hillingdon	2008-13		Publication of West London Air Quality SPD	0%	Alternative mechanisms for consistency have been developed.	Concluded that this was too difficult to achieve across West London given differing situations of the Boroughs involved.	2014	Measure not put through to implementation.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
7.1	Ensure that the London Development Framework, Borough Transport Strategy the Community Plan and future corporate strategies incorporate the Borough air quality action plan and local air quality strategy measures where appropriate.	Coordination with regional plans	LB Hillingdon	2005	2005-ongoing	Recognition of Hillingdon AQAP in LDF, etc.	0%	Consistency of plans and frameworks with the Hillingdon AQAP kept under review.	Local Plan 2 has undergone public consultation, including draft policy for air quality.	Permanent action	See accompanying notes.
7.2	Develop an environmental management system for Hillingdon Borough Council.	Improvement of LB Hillingdon's environmental performance	LB Hillingdon	2005-08		Adoption of EMS	0.2%	This measure was considered unnecessary for the air quality plan following further review, given other actions contained within the plan (e.g. driver training, cleaner vehicles).		Not appropriate.	See accompanying notes.
7.3	Establish an Environment Coordination Office for more effective integration of actions to improve environmental performance within and outside the Council.	Coordination of action plan with other local plans	LB Hillingdon	2011	2013-14	Effective dissemination of information on environmental performance, etc.	2%	Successful collaboration between Borough environment, transport, planning and other departments since plan inception.	Air quality officers now part of planning team, meeting requirement of this measure for effective integration.	2014	See accompanying notes.
7.4	Implement an integrated procurement strategy so that purchase of goods and services is evaluated against London sustainability targets.	Improvement of LB Hillingdon's environmental performance	LB Hillingdon	2005-10	2008-12	Adoption and implementation of procurement strategy	0.1%	Procurement policy for fleet vehicles in place. Requirement for relevant Green Spaces contractors to use electric vehicles.	Under current economic conditions the focus of procurement is dominated by cost considerations.	2012	See accompanying notes.
7.5	Provide air quality information to interested parties and link with other health initiatives.	Dissemination and health impact assessment	LB Hillingdon	2005	2005-ongoing	Dissemination of information	0%	Resources made available through internet, leaflets, Airtext.	PHE estimate of 1335 life years lost annually in Hillingdon to air pollution.	Permanent action	See accompanying notes.
7.6	Work with the London Sustainable Distribution Partnership to implement infrastructure for effective and integrated distribution of goods in London.	Efficient freight transport	London Sustainable Distribution Partnership	2005-08		Improved freight distribution	0%	Concluded as low priority for Hillingdon, given other actions underway.		2014	See accompanying notes.
7.7	Work in partnership to ensure consistency of Action Plan measures and explore all opportunities for regional measures for reducing emissions.	Coordination with regional plans	West London Alliance	2005	2005-ongoing	Recognition of Hillingdon AQAP in regional planning	0%	Liaised with WL Freight Quality partnership, Highways Agency, Environment Agency, WL AQ Cluster Group. Good consistency of measures with Mayor's Action Plan.	Successful application to Mayor's Air Quality Fund.	Permanent action	See accompanying notes.
7.8	Development of regional Air Quality Strategy to tackle cross-boundary issues and include all National Air Quality Strategy pollutants, climate change etc.	Coordination with regional plans	LB Hillingdon	2005-14	2010-ongoing	Development of Strategy	0%	Hillingdon has committed to Nottingham declaration. Hillingdon Climate Change Strategy and Carbon Management Plan published. Local air quality incorporated into both documents.	Best practice still shared between Boroughs, but situations of the Boroughs (in and out of London) was too varied to generate a consistent plan. Still working with West Trans and Heathrow Area Transport Forum.	Permanent action	See accompanying notes.
7.9	UK Government to actively support air quality improvement in Hillingdon.	Integration of action plan with national plans	LB Hillingdon	2005	2005-ongoing	Hillingdon to lobby national government as appropriate	0%	LB Hillingdon has continued to take all opportunities to lobby government for action, including through review of the National Air Quality Strategy, Project for the Sustainable Development of Heathrow, etc.	Continued engagement with processes concerning development at Heathrow, to the extent that the Council is permitted.	Permanent action	See accompanying notes.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Emission Reduction	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
8.1	Develop and maintain management system for implementation of the plan.	Efficient action plan management and implementation	LB Hillingdon	2005-06	2007-ongoing	Delivery of annual reports	0%	Reports released annually on time.	Release of compliant progress report	Permanent action	Enabling activity for other measures
8.2	Identify and secure all potential funding for Action Plan initiatives.	Efficient action plan management and implementation	LB Hillingdon	2005-07	2007-ongoing	Funding in place for implementation of the Action Plan	0%	Funding opportunities have been continually investigated and used throughout the life of the plan.	Opportunities still taken for funding through LIP2, Mayors Air Quality Fund and Section 10E.	Permanent action	Enabling activity for other measures
8.3	Maintain, and where necessary expand, the existing air quality monitoring network.	Efficient action plan management and implementation	LB Hillingdon	2005-06	2007-ongoing	Need assessed during Update Screening and Assessment Reports.	0%	Changes to the network implemented as need identified.	Updated Screening and Assessment to be undertaken in 2015.	Permanent action	Enabling activity for other measures
8.4	Review and assessment of air quality in line with Defra guidance.	Efficient action plan management and implementation	LB Hillingdon	2005-06	2007-ongoing	Delivery of annual reports	0%	Reports released annually on time.	Release of compliant progress report	Permanent action	Enabling activity for other measures
8.5	Prioritise measures, providing a schedule for implementation.	Efficient action plan management and implementation	LB Hillingdon	2005-07	2007-ongoing	Prioritised list of measures	0%	Action plan has been regularly reviewed and appropriate opportunities acted on.	Hotspot project (in draft) has identified priorities for feasibility studies. However, more extensive work, and revision of action plan delayed through unavailability of detailed data and lack of certainty around Heathrow Airport. This has been highlighted with Defra.	Permanent action	Enabling activity for other measures
8.6	Provide progress report to Defra on annual basis.	Efficient action plan management and implementation	LB Hillingdon	2005-06	2007-ongoing	Delivery of annual reports	0%	Reports released annually on time.	Release of compliant progress report	Permanent action	Enabling activity for other measures
8.7	Review and adapt the action plan according to opportunity and circumstance.	Efficient action plan management and implementation	LB Hillingdon	2005-06	2007-ongoing	Need to be highlighted in annual review	0%	Specific measures adapted over time to take advantage of funding availability.	Delayed, awaiting information regarding Heathrow Airport.	Permanent action	Enabling activity for other measures
8.8	Maintain consultation process to disseminate information on progress against defined targets to other stakeholders.	Efficient action plan management and implementation	LB Hillingdon	2005-06	2007-ongoing	Effective dissemination of information	0%	Information provided, e.g. through timely publication of annual progress reports.	Councillors informed of progress.	Permanent action	Enabling activity for other measures
8.9	Examine potential for the development of regional action plan on cross boundary issues.	Efficient action plan management and implementation	LB Hillingdon	2005-06	2007-ongoing	Engagement with authorities and agencies outside Hillingdon.	0%	Regional collaboration has continued through the life of the Action Plan.	Heathrow Hotspot Project, a regional collaboration, now available in draft. There has also been work on cleaner vehicles using funding from MAQF.	Permanent action	Enabling activity for other measures