

# The London Borough of Hillingdon



Progress Report, 2009

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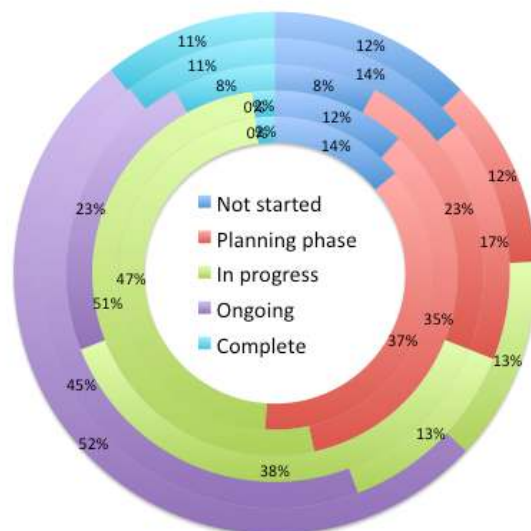
## Executive Summary

This report provides an update on the progress by the London Borough of Hillingdon with their air quality action plan (AQAP), covering the period 2008-2009. It has been produced in accordance with guidance laid down by DEFRA. In addition to information on the AQAP itself, summary details are provided of the results of monitoring in the Borough, with more complete details provided in the separate Updating and Screening Assessment (USA) produced for Hillingdon by AEA Energy and Environment.

From the monitoring data presented it is concluded that:

- During 2008, the annual mean objective for NO<sub>2</sub> was exceeded at both roadside and background sites within the Borough.
- Despite successful implementation of many action plan measures there is no evidence of progress towards achieving the standard throughout the AQMA from the 2008 data when taken with other data showing results and trends over several years, going back to the mid 1990s.
- These results support the earlier decision to declare an AQMA (Air Quality Management Area) across the southern half of the Borough, and to adopt the AQAP based on exposure of people in some parts of Hillingdon to NO<sub>2</sub>. Information in the separate USA report supports the decision not to declare an AQMA on the basis of exposure to other pollutants, though the Council will continue to pay attention to them, especially fine particles.
- There is no evidence that air quality in the south of the Borough, particularly in areas close to major roads and Heathrow Airport, will improve to meet objective values in the near future.

Despite these continuing problems, the following figure shows that progress continues to be made with the action plan:



**% of actions listed in the various packages of the action plan in each stage of implementation. Rings from inside to out represent progress for 2004/5; 2005/6; 2006/7; 2007/8; 2008/9.**

Measures referred to as 'ongoing' are those which are established but require continual actions. These include measures such as monitoring air quality and implementation of school travel plans (which are now in place throughout the Borough).

63% of measures are either complete or now part of ongoing actions. The fact that so many measures have reached this stage demonstrates commitment across the Council for environmental improvement.

Highlights of Action Plan implementation in 2008/9 include:

- Commissioning of a new monitoring station in Hayes
- Adoption of the Council's Climate Change Strategy
- Participation in the Carbon Management Programme
- Walk on Wednesdays Initiative, in which Hillingdon has the highest uptake amongst schoolchildren in London
- Driver Training Initiative, which has covered all council drivers and trained five people to provide an in-house capacity for assessing and training others
- Development of a Road Network Monitoring Strategy to gain a better understanding of traffic flows in the Borough
- Funding through the Hillingdon BSP for a series of projects that will improve non-car transport in the Borough
- Establishment of the Uxbridge Freight Operators Group
- Several projects to improve freight handling at the South Ruislip and Uxbridge Industrial Business Areas (IBAs)
- Various actions to raise awareness amongst the general public of air quality issues and climate change, such as improved marketing of the Airtext system and participation at various events in and around Hillingdon
- Lobbying UK government and the European Commission to make sure that the air situation with respect to Hillingdon is not overlooked as the UK seeks an extension to the deadlines for compliance with the Air Quality Directives
- Launch of the Walkit system helping people plan walking journeys along the least polluted routes around West London.
- AQ Network Audit to ensure that the air quality monitoring network in West London is adequate to support future work carried out by the Local Authorities in carrying out their LAQM duties.
- Mini-Cab Review, providing recommendations on the opportunities for the mini-cab market to reduce pollutant emissions.
- Establishment of the Streets Ahead scheme in Hillingdon, enabling more effective communication with residents.

Despite these highlights it is also observed that a number of measures have yet to be commenced, several concerning the airport and hence outside the control of the Hillingdon Borough Council. Very few of these measures that are yet to commence are under the control of the Council.

Priorities for the coming year are as follows:

1. Hillingdon must continue to show leadership in air quality improvement. Without this it will be very hard to encourage other stakeholders to participate.
2. Review and appraisal of reports published in connection with Heathrow Airport.
3. Completion of an audit of the action plan, with a view to an overhaul of the action plan to ensure that lessons learned over the last 5 years are better reflected by it. Production of the audit has been carried over from previous years as a result of uncertainty about development at Heathrow.
4. Integration of the AQAP with actions on climate change, ensuring knowledge of interactions between measures. Again, this has been carried over from last year as a result of uncertainty at Heathrow Airport.
5. Maintenance of the stakeholder dialogue established during development of the action plan and since.

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## List of Abbreviations

$\mu\text{g}/\text{m}^3$	Micrograms ( $10^{-6}$ , 0.000001, grams) of pollutant per cubic metre of air.
ALG	Association of London Government
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
APPLE	Air Pollution Planning and the Environment group
ARC	Airport Regions Conference
ATM	Air Traffic Movements
AURN	Automatic Urban Network (of pollution monitors)
BAA	Operating company for Heathrow and several other UK airports
BSP	Borough Spending Plan
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CVP	Clean Vehicle Programme
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EA	Environment Agency
EPU	Environmental Protection Unit
EU	European Union
GLA	Greater London Authority
HA	Highways Agency
HATF	Heathrow Area Transport Forum
HEX	Heathrow Express
HGVs	Heavy Goods Vehicles
HSAS	Heathrow Surface Access Strategy
IBA	Industrial Business Area
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LDF	Local Development Framework
LDVs	Light Duty Vehicles (cars and small vans)
LEZ	Low Emission Zone
LIP	Local Implementation Plan (=LTP)
LSP	Local Strategic Partnership
LTP	Local Transport Plan
NO <sub>2</sub>	Nitrogen dioxide
NO <sub>x</sub>	Oxides of nitrogen (the mixture of NO and NO <sub>2</sub> in the atmosphere)
O <sub>3</sub>	Ozone
PAH	Polycyclic aromatic hydrocarbons
PCT	Primary Care Trust
PM <sub>x</sub>	Particulate matter with a diameter of x micrometres (typically 10, as in PM <sub>10</sub> ) or less
PSDH	Project for the Sustainable Development of Heathrow
QA/QC	Quality assurance, quality control
SO <sub>2</sub>	Sulphur dioxide
SPD	Supplementary Planning Document
T5	Heathrow Terminal 5
TfL	Transport for London
TVMMS	Thames Valley Multi-Modal Study
USA	Updated Screening and Assessment
UWE	University of the West of England
WL	West London, as in WLA (West London Alliance), WLFQP (West London Freight Quality Partnership), etc.





## Chapter 1 Introduction

### 1.1 Objectives of this report

This progress report is the fifth to be issued by the London Borough of Hillingdon following finalisation of its Air Quality Action Plan in 2004. It follows the reporting guidelines issued by DEFRA, stipulating that reports should contain the following information:

- Data on monitoring
  - Summarise monitored air pollution data
  - Report on performance against air quality objectives
  - Assess trends in air pollution
  - Forecast potential for compliance with air quality objectives
- Implementation of Action Plans
  - Summarise information on Action Plan measures
  - Review progress with measures
- Planning and air quality
  - Identify local plans that may influence air quality
  - Identify planning applications that will affect air quality
- Potential effects of local transport plans on air quality
  - Identify measures that will have an effect on air quality
  - Review progress of these measures.

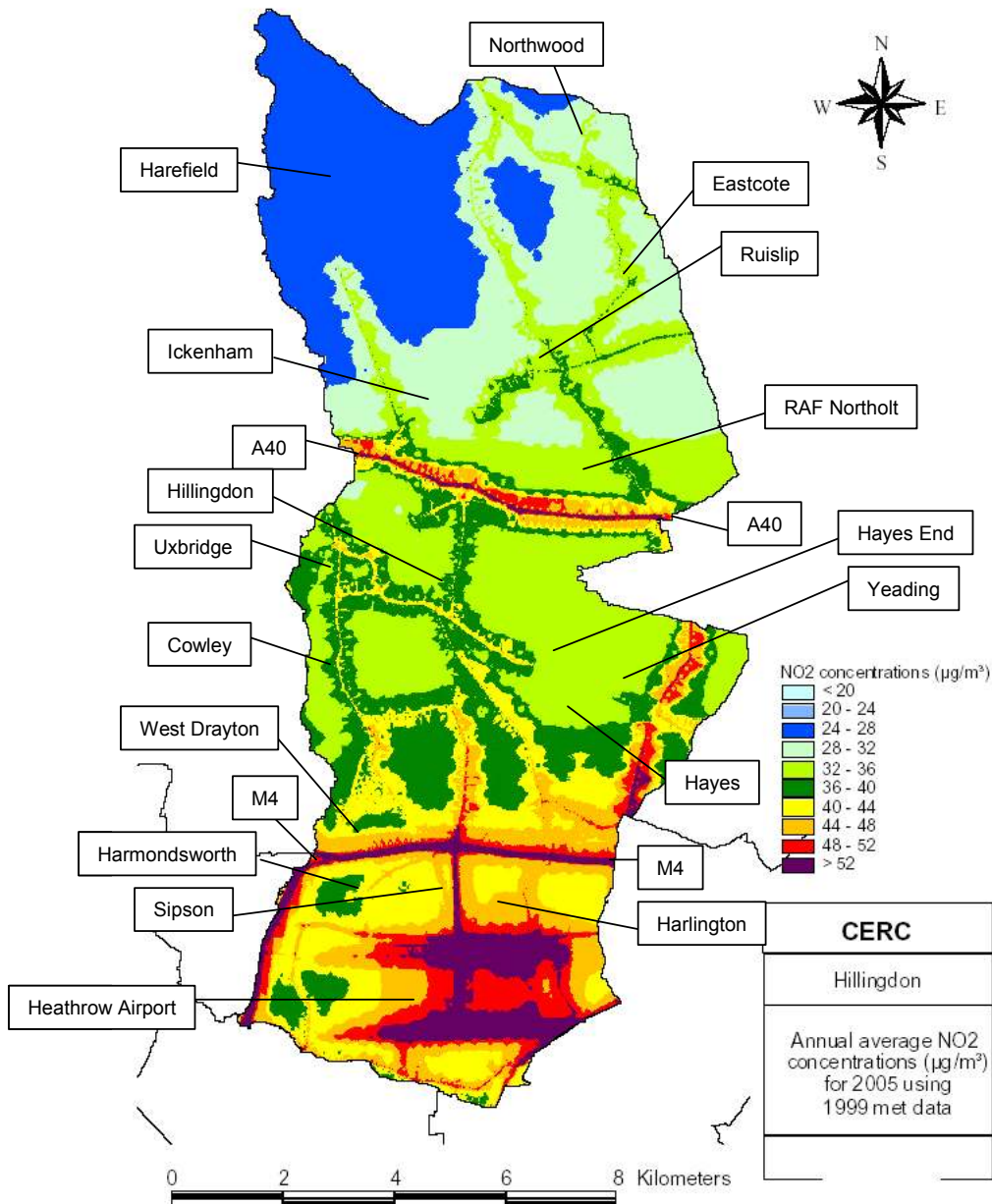
A checklist of the requirements for progress reports and associated commentary of the compliance of this report against it is provided in Appendix 1.

### 1.2 Air quality in Hillingdon

The London Borough of Hillingdon, like all Local Authorities in the UK, is required to assess air quality in the area under its control. In cases where the concentration of one or more pollutants exceeds the objectives laid down in the Air Quality Strategy for England and Wales it is necessary for the Local Authority to declare an Air Quality Management Area (AQMA) and then to develop an Action Plan, defining actions that the Council can take or influence others to take to improve air quality.

Hillingdon requires an Air Quality Action Plan because annual average concentrations of nitrogen dioxide (NO<sub>2</sub>) in several parts of the Borough exceed the national objective of an annual mean concentration of 40 µg.m<sup>-3</sup> for 2005 (see Figure 1), a level beyond which experts consider risks to human health to be significant. An AQMA has been declared, in accordance with regulations, covering the southern half of the Borough. This has not been adjusted in the last reporting year. Concentrations of other pollutants generally comply with the objectives, though the Borough continues to monitor some others, particularly fine particles (PM<sub>10</sub>). The Updating and Screening Assessment (USA) carried out by the Borough in 2006 confirmed the earlier assessment with respect to the pollutants of concern and the extent of the AQMA, as does the USA just completed for 2009.

In order to develop an action plan that is cost-effective and deals with different sources of pollution in a cost-efficient and proportionate manner, it was essential to understand how these sources contribute to concentrations in the AQMA. Table 1 presents the estimated sector breakdown of NO<sub>x</sub> emissions in 2005 within the Borough. Note that Figure 1 and Table 1 will be revised in the coming year as part of revision of the AQAP.



**Figure 1. Annual mean NO<sub>2</sub> concentrations in the London Borough of Hillingdon in 2005 (from CERC 2003a).**

**Table 1. Forecast sectoral breakdown of annual NOx emissions in 2005 within the London Borough of Hillingdon**

Sector	Emission (tonnes /year)	% of total
Domestic combustion	320	5.0%
Commercial & small industrial combustion	165	2.6%
Council heating	15	0.2%
Non-council public heating	15	0.2%
Regulated Industry	215	3.3%
Airport on-site activities	3750	58.2%
Public transport	515	8.0%
Road transport – Heavy Goods Vehicles (HGVs)	605	9.4%
Road transport – Light Duty Vehicles (LDVs) other than cars	145	2.3%
Road transport - Cars	645	10.0%
Road transport - Council fleet	30	0.5%
Road transport sub-total	1690	26.20%
Other	20	0.3%
<b>Total</b>	<b>6440</b>	

It is clear from Table 1 and Figure 1 that the main sources of oxides of nitrogen in the Borough at the time that the action plan was developed were road traffic and activities associated with Heathrow airport. However, other sectors also make important contributions to the overall pollutant load in the Borough, including emissions from domestic and commercial premises. Although most emphasis in the Action Plan is placed on improvements at the airport and from road traffic, all of these sources are considered in the Plan, in the interests of a proportionate and cost-effective response to air quality problems in the Borough.

Summary information is provided in Chapter 2 on the latest results of air quality monitoring within the Borough. Additional detail is provided in the separate USA report by AEA Energy and Environment. Chapter 3 reports on major new planning applications within the Borough and policy developments from the Council that could affect air quality.

### 1.3 Types of measure in the Action Plan

The Action Plan contains a large number of measures, grouped into a series of packages, as follows.

First, a series of packages designed at reducing emissions from road transport;

1. Switching to cleaner technologies – promoting use of public transport, cycling, etc., shifting freight from road to rail, etc.
2. Tackling through traffic;
3. Promotion of cleaner vehicle technology;

Next, two packages that deal with emissions from specific sources within the Borough;

4. Measures specific to Heathrow Airport;
5. Measures concerning local industries and other businesses

Then a package that deals with actions that need to be undertaken by the Council to promote more effective use of resources in the Borough;

6. Improving eco-efficiency of current and future developments, including properties owned or run by the Council;

The next package covers actions of a more general nature, for example, implementation of the Mayor's Air Quality Strategy in the Borough;

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

The last package, Package 8, contains a series of measures relating to the management of the action plan and to air quality monitoring in the Borough.

A number of specific measures are described under each package. For each measure an appraisal has been made of the following, more complete information on which is given in an accompanying database, the Hillingdon Action Plan Tracker, developed by EMRC:

- a) Costs;
- b) Effects on NO<sub>2</sub> concentrations;
- c) Effects of these measures on other issues:
  - i. Emissions of other pollutants;
  - ii. Noise;
  - iii. Congestion;
  - iv. Attractiveness of public transport;
  - v. Social inclusion;
  - vi. Local economic vitality;
  - vii. Other effects;
- d) Which (if any) other plans already include consideration of the measures;
- e) Who should take responsibility for implementation of each measure.

Chapter 4 of this report summarises progress with the plan and Chapter 5 presents conclusions. Detailed information on progress with each measure is provided in Appendix 2.

## Chapter 2 Monitoring

This chapter provides an overview of air pollution monitoring in Hillingdon in 2008. As already noted, more complete details are given in the separate USA report.

### 2.1 The monitoring network in and around Hillingdon

The London Borough of Hillingdon undertakes monitoring of atmospheric concentrations of the following pollutants:

- NO<sub>2</sub>
- PM<sub>10</sub>
- Benzene

This is performed using a network of automatic monitoring stations and diffusion tubes. The monitoring stations are listed in Table 2. Details of the diffusion tubes are provided in the separate USA report.

**Table 2. List of monitoring stations in Hillingdon. Additional sites outside the borough that are used for comparison in this report are also listed.**

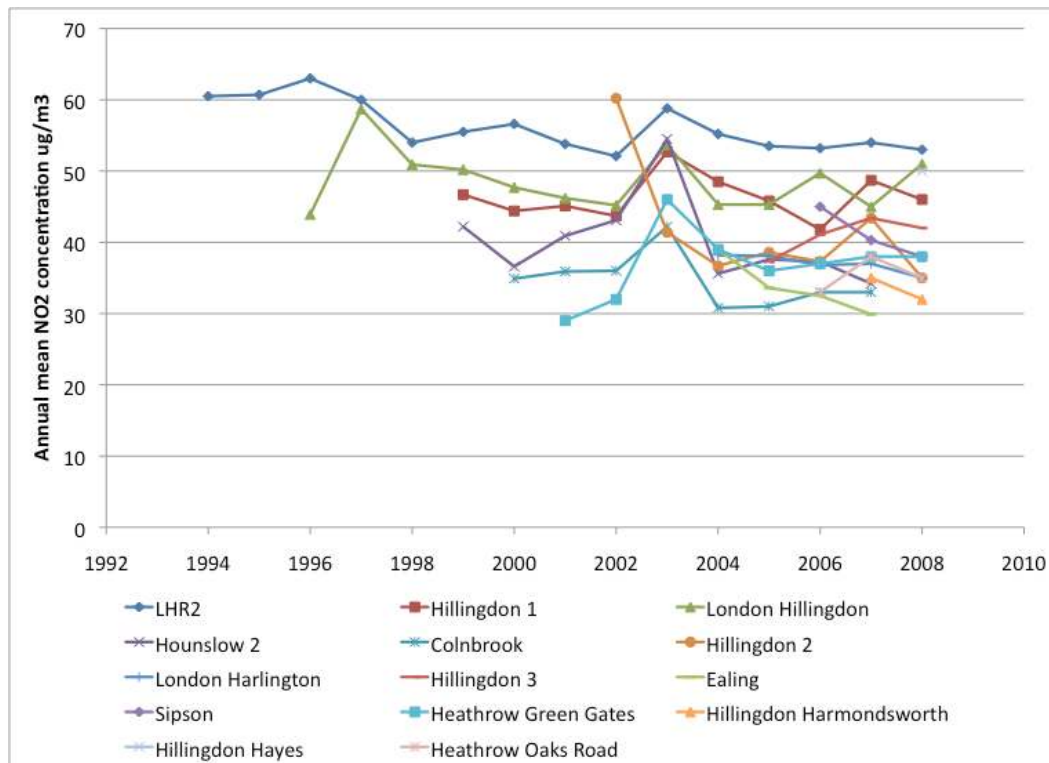
Station	Type	In Hillingdon AQMA	In Hillingdon, outside AQMA	Outside Hillingdon
LHR2	Automatic	✓		
London Hillingdon	Automatic	✓		
Hillingdon1	Automatic	✓		
Hillingdon2	Automatic	✓		
Hillingdon3	Automatic	✓		
London Harlington	Automatic	✓		
Hounslow2	Automatic			✓
Colnbrook	Automatic			✓
Ealing7	Automatic			✓
Hillingdon Sipson	Automatic	✓		
London Harmondsworth	Automatic	✓		
Heathrow Green Gates	Automatic	✓		
Hillingdon Hayes	Automatic	✓		

None of the other pollutants covered by the National Air Quality Strategy are monitored by the Council as previous assessment has found that they are not likely to be present at concentrations high enough to exceed objectives. However, CO, O<sub>3</sub> and SO<sub>2</sub> are monitored in the Borough at sites run under the Automatic Urban and Rural Network (AURN). The management and collection of data from both diffusion tubes and automatic monitors are subject to quality assurance and quality control.

## 2.2 Results for NO<sub>2</sub>

Data from the automatic monitoring sites illustrate that achievement of the annual mean NO<sub>2</sub> objective of 40µgm<sup>-3</sup> in the Borough and surrounding region has been a problem for several years. During 2008 it was not achieved at five automatic monitoring stations: LHR2 (53µgm<sup>-3</sup>), London Hillingdon (51µgm<sup>-3</sup>), Hillingdon 1 (46µgm<sup>-3</sup>), Hillingdon 3 (42µgm<sup>-3</sup>) and Hillingdon Hayes (50µgm<sup>-3</sup> though data were available for only 60% of the year at this site). Hillingdon 1 and 3 and Hillingdon Hayes are roadside sites and LHR2 is located at the airport where heightened concentrations may be expected. However, London Hillingdon is a suburban site and representative of residential areas of the Borough close to the airport and major roads.

Figure 2 demonstrates the trends observed in the monitored data. It shows that concentrations have been well above the standard at Hillingdon 1, London Hillingdon and LHR2 since monitoring commenced. Year to year variations in the weather affect the annual mean concentrations so that interpreting trends can be difficult: The very hot weather in 2003 is likely responsible for the peak observed in that year, and the poor weather of 2002 for the dip in levels then. Although there had been some evidence of reduction in concentrations during the second part of the 1990s, there is no evidence of improvement since that time.



**Figure 2. Long-term annual mean NO<sub>2</sub> concentration in and around Hillingdon: Results from Automatic Monitoring Stations**

There was a small reduction in annual mean concentrations in 2008 at several sites, London Hillingdon providing a clear exception. As before, trend data suggest that it is unlikely that the annual mean NO<sub>2</sub> objective will be reached at LHR2, London Hillingdon or Hillingdon 1 in the coming years.

All sites met the hourly NO<sub>2</sub> objective in 2008 (in 2007 it had been exceeded at Hillingdon 1, a roadside site).

Results for the diffusion tubes show similar trends with an overall slight decrease in concentration. Exceedance of the NO<sub>2</sub> annual limit was observed at 7 diffusion tube sites in 2006, 11 sites in 2007 and 8 sites in 2008.

These findings are entirely in agreement with the conclusions of previous air quality reports from which it was concluded that the southern half of the Borough should be declared an AQMA. Sites outside the AQMA have not been shown as likely to exceed the Air Quality Strategy objectives.

### 2.3 Results for other pollutants

Data from monitoring stations indicate that there are no problems in achieving the objectives for CO, SO<sub>2</sub> and benzene in Hillingdon.

Similarly, for PM<sub>10</sub> there is no problem in meeting the annual mean objective of 40 µgm<sup>-3</sup>. Data show that measured concentrations have been static at around 10-15 µgm<sup>-3</sup> below this objective for several years. Attainment of the 24-hour mean objective of 50 µgm<sup>-3</sup> has improved in recent years. Compliance has been recorded in all sites since 2003, only LHR2, Hillingdon 1 and Heathrow Green Gates did not achieve this objective in 2003. 2003 was a very warm year with particularly high PM<sub>10</sub> concentrations recorded more generally.

### 2.4 Conclusions on monitored data

From the monitoring data presented in this report it has been concluded that:

- During 2008, the annual mean standard for NO<sub>2</sub> was exceeded at roadside, suburban and background sites within the Borough and its neighbouring local authorities. These include sites monitored continuously in the National and London networks as well as those within the Hillingdon diffusion tube survey.
- Results for NO<sub>2</sub> have generally shown no clear upward or downward trend since 2004 and there is no progress towards achieving the standard discernible in the 2008 data when taken as a whole with other data showing the results and trends over several years, going back to the mid 1990s.
- These results support the decision to declare the AQMA based on exposure of the Hillingdon population to NO<sub>2</sub> and demonstrate the continued need for it.
- Other monitoring results indicate that the standards for other air quality strategy pollutants were achieved during 2008, supporting the decision not to declare the AQMA on the basis of exposure to these other pollutants, though continued monitoring, especially of fine particles, remains desirable.



## Chapter 3 Policies and planning applications

### 3.1 Policies

Hillingdon continues to engage with other stakeholders to seek consistency in policies to improve air quality regionally, for example through the West London Air Quality Group and the Heathrow Air Quality Working Group (which now includes representation from the Environment Agency).

Hillingdon has contributed to the development of London-wide policies through response to various policy papers, and will continue to do so in the forthcoming review to the Mayor's Air Quality Strategy. As noted elsewhere in this progress report, results from the monitoring and action planning process indicate that strong measures are required at regional and national levels in order to meet the air quality objectives. Set against this, the decisions not to expand the congestion charging zone and to return the third phase of the London LEZ (expansion to include vans and minibuses) to consultation are of concern to Hillingdon, as they imply a reduced level of ambition for traffic and hence air quality improvement. However, Hillingdon recognises the positive contribution that can be made by other activities of the GLA, such as support for public transport, cycling and provision of electric charging points.

### 3.2 Planning developments

#### 3.2.1 Road network

Work to improve Junction 4b of the M4 has been completed by the Highways Agency (HA) and has resulted in less queuing on the motorway. However, monitoring results for 2008 at the London Hillingdon monitoring station, 30m north of the motorway junction show a higher level this year ( $50\mu\text{g}/\text{m}^3$ ) than in 2007 ( $45\mu\text{g}/\text{m}^3$ );

The HA are at the design stage for a series of other improvements in and around Hillingdon, regarding:

- The elevated section of the M4
- The M4/M25 junction
- Potential for hard-shoulder running to improve vehicle flow
- Ramp metering between junctions 4 (Hillingdon) and 12 (West Reading) of the M4

It is noted that whilst these measures could smooth flows, they could also increase capacity and hence potentially be of little or no benefit to air quality improvement.

#### 3.2.2 Major Residential and Commercial Developments

Five major developments are currently underway in the Borough and within the AQMA:

- Porters Way Development - 575 residential units in West Drayton



- Hayes Station Goods Yard Re-development – 600 residential units plus 120 bed hotel
- RAF Northolt Additional Development – 50,000m<sup>2</sup> development site including 800 residential units and a parcels sorting office
- Honeywell Site Re-development – 350 residential units
- Stockley Academy – school re-development with a maximum intake of 1,000 pupils

There are two further major developments in the Borough, but outside the AQMA:

- RAF Eastcote – addition of 350 residential units
- Sidmouth Drive School – new secondary school, design incorporates high levels of sustainability

Air quality has been considered in all seven of the above cases.

### 3.2.3 Heathrow Issues

The Adding Capacity at Heathrow consultation document raised many concerns over the air quality assessments and the conclusions reached by the DfT. Hillingdon have continued to pursue these issues during 2008<sup>1</sup>.

Due to the assumption made in the Consultation Document of the UK being granted a 5 year extension to the EU limit value deadline, urgent advice was sought from the European Commission with regard to the process and criteria by which a member state can both apply for, and be successful in receiving, an extension to a European Limit value deadline. Meetings were held with the European Commissioner, Stavros Dimas and with the European Commission's air quality officers. From these meetings, and from confirming letters sent to MEPs from the European Commissioner, it can be concluded that the extension is not automatic and that there are a number of strict criteria that apply. These include a requirement for clear evidence that all has been done to attempt to achieve the EU limit value by the 2010 deadline. It was also stressed that the 5 year extension is a maximum time granted and that the extension period should be as short as possible.

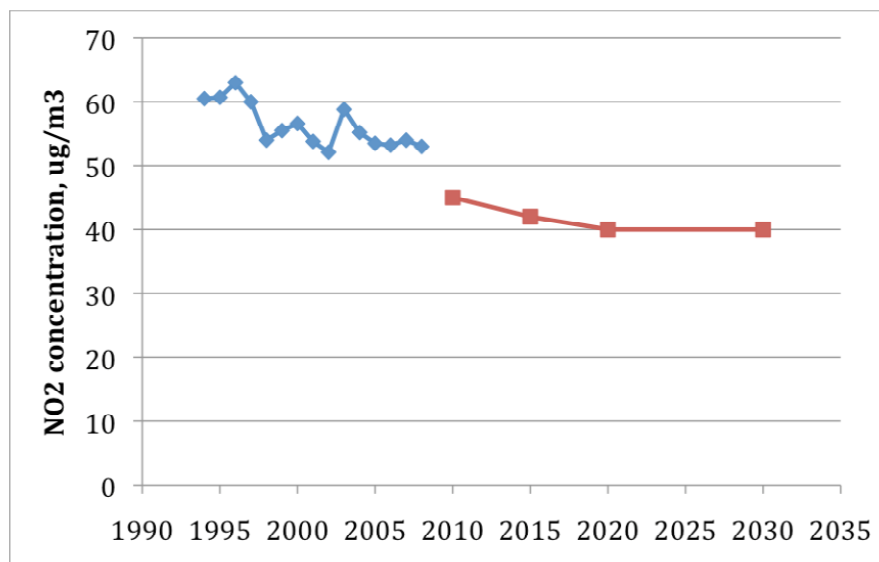
In January 2009, after postponements from summer 2008 and December 2008, the Government finally published its Decision with regard to Heathrow. The Government have given support for a third runway at Heathrow, with pre-conditions to be met with a constrained initial use up to 605,000 ATMs (Air Traffic Movements) by 2020, and with regard to air quality, noise and climate change. A review in 2020 will decide whether any further capacity can be released dependent on the progress with the environmental compliance mechanisms. The Environment Agency has been charged with enforcing the air quality compliance mechanism. The Government has re-stated that no further capacity can be released, beyond the current limit of 480,000 ATM cap, until the EU limit value is met. To date, no details on how any of the

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<sup>1</sup> .The full Hillingdon consultation response is available at <http://www.hillingdon.gov.uk/index.jsp?articleid=14328> ).

environmental compliance mechanisms will work in practice has been produced by the DfT.

Results from some of the monitoring stations around the Heathrow area in 2008 were either above, or very close to the EU limit value. The monitoring stations on-airport, to the north-east of the airport (prevailing wind location) and to the north of the airport and the M4 were all above the  $40\mu\text{g}/\text{m}^3$  EU limit value. Hillingdon remain unconvinced that the levels of pollution, as indicated in the Adding Capacity document, will be improved to the extent assumed by the DfT. This was demonstrated in the previous Action Plan Progress Report (2008), which showed how the assumptions entered into the modelling process had resulted in a prediction of the on-airport monitor (LHR2) registering levels of  $45\mu\text{g}/\text{m}^3$  in 2010. In 2008, in line with observations over the last decade, this monitor gave an annual mean result of  $53\mu\text{g}/\text{m}^3$  (Figure 3).



**Figure 3. Plotted annual mean NO<sub>2</sub> concentrations. Blue line = measured data; red line = modelled information for 2010 to 2030 reported in support of Heathrow expansion<sup>2</sup>**

Figure 3 shows that in the early to mid 1990s the concentration of NO<sub>2</sub> was consistently around  $60\mu\text{g}/\text{m}^3$ . Concentrations fell during the 1990s to around  $55\mu\text{g}/\text{m}^3$ , which can be attributed to the introduction of the first two series of Euro standards for vehicle emissions (including the introduction of catalytic converters in petrol vehicles). However, since the turn of the century there has been no clear improvement in pollutant concentrations at LHR2 with concentrations in 2008 nearly 33% higher than the  $40\mu\text{g}/\text{m}^3$  EU limit. To move to the trajectory forecast by the DfT would require an  $8\mu\text{g}/\text{m}^3$  reduction by next year. This is approximately the same level of reduction as seen in total since 1994, though there is no likely major change in emission comparable to the introduction of the first Euro standards. We are unaware of any information

<sup>2</sup> The lack of any trend to reduced concentrations in monitored data (blue line) since the late 1990s is somewhat obscured in this figure as a result of the extension of the x axis to 2030. It is more clearly apparent in the line for LHR2 in Figure 2.

that would support the DfT forecast that the limit value will be met by 2020. Even this optimistic forecast misses the deadline for attainment by 10 years (or a minimum of 5 years if a derogation is given).

None of the specific air quality concerns raised during the consultation process, either by Hillingdon or organisations such as the Environment Agency, regarding potential flaws in the air quality modelling work were addressed in the technical documentation accompanying the Third Runway Decision. Hillingdon will wish to work with all parties concerned with the future compliance mechanisms to ensure the local air quality impacts are robustly addressed.

The DEFRA UK Approach to its Application for Time Extension Notification first draft document was published in March 2009. No reference has been made in this document to Heathrow either as a source of emissions or as an area of concern in meeting the EU limit value. This is despite the fact that the operation of Heathrow Airport and the associated emissions from the surrounding road network have been repeatedly identified as an area potentially exceeding the EU limit value:

- As far back as the Terminal 5 Inquiry
- In the review of the National Air Quality Strategy in 2007
- In the modelling work carried out for Adding Capacity at Heathrow

Hillingdon will continue to engage with DEFRA and all associated agencies and stake-holders, to try to ensure that the area around Heathrow and the health of the people who live and work there is appropriately addressed.

### 3.3 High Speed Rail

As part of the debate on Heathrow Expansion the 2M<sup>3</sup> campaign group, of which Hillingdon is a key member, has actively looked at the options of high speed rail and the proposal High Speed North. ([www.2mgroup.org.uk/](http://www.2mgroup.org.uk/)) The primary aim of this work is to facilitate the development of a UK high speed intercity network along with the corresponding potential for modal shift from both car and short-haul air travel.

Along with the Decision on Heathrow expansion in January 2009 the Government announced the setting up of the company High Speed Two to evaluate the case for new high speed services from London to the West Midlands and Scotland. The DfT publication states “A new rail line will expand a transport mode that is generally more energy-efficient than short haul air and long distance road journeys, whilst increasing the capacity of our inter-urban networks” (Britain’s Transport Infrastructure High Speed Two, DfT, January 2009).

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<sup>3</sup> The 2M group takes its name from the 2 million people in the 12 Boroughs most affected by Heathrow that formed the group. It has since expanded and now represents a combined total of 5 million people. The group is not anti-Heathrow but feels passionately that the Government consistently fails to either acknowledge or assess the airport's full environmental, health and social impact.

Hillingdon have had an initial meeting with the HS2 company and support the principles of the project as outlined in the above document. Hillingdon anticipate remaining involved as stakeholders in the process and it is hoped that the project will look wide enough to encompass the potential benefits for modal shift.

## Chapter 4 Progress with the Action Plan

### 4.1 Situation

This is the fifth progress report on air quality from Hillingdon following the approval of its Air Quality Action Plan (AQAP). As noted already, the plan contains a large number of measures, arranged into a series of packages, as follows:

- 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

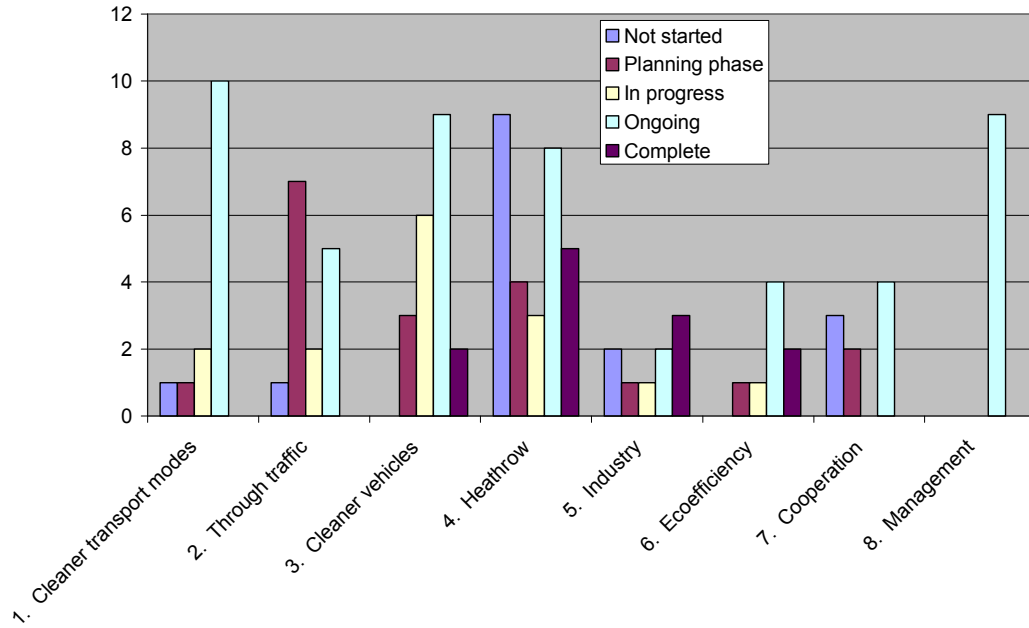
Summary information on all measures in the action plan is provided in Appendix 2.

Progress within each package is summarised in the figures below. These show the number of measures in package at each of the following stages of development:

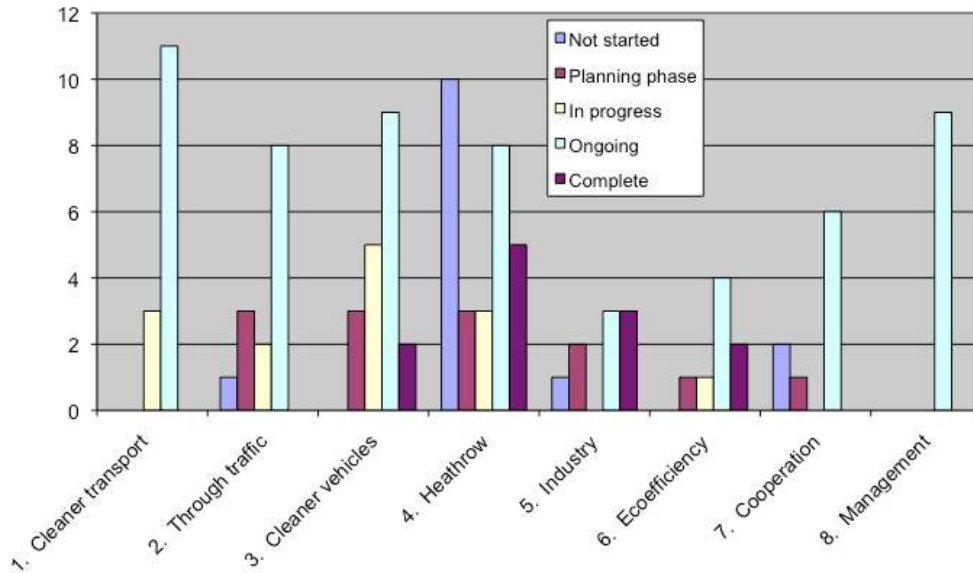
- Not started
- In the planning phase
- In progress
- Ongoing
- Completed

The category 'Ongoing' recognises that some measures that are 'in progress' will never be 'complete'. A good example concerns Measure 8.06 (annual reporting on air quality in the Borough) which is already being done, and for which necessary systems and finance are agreed and in place. In contrast, measures that are 'in progress' need additional action to be seen through to either the 'ongoing' or 'completed' categories.

Progress within each package of measures at the end of the previous reporting period (April 2008) is shown in Figure 4 and for the end of the current reporting period (April 2009) in Figure 5. Comparison of the two figures provides evidence of progress in all of the 8 packages of the plan. 63% of measures are now in the categories 'ongoing' or 'complete'. 13% of measures are 'in progress', 12% of measures are still in the 'planning phase' and 12% of measures are 'not started'.

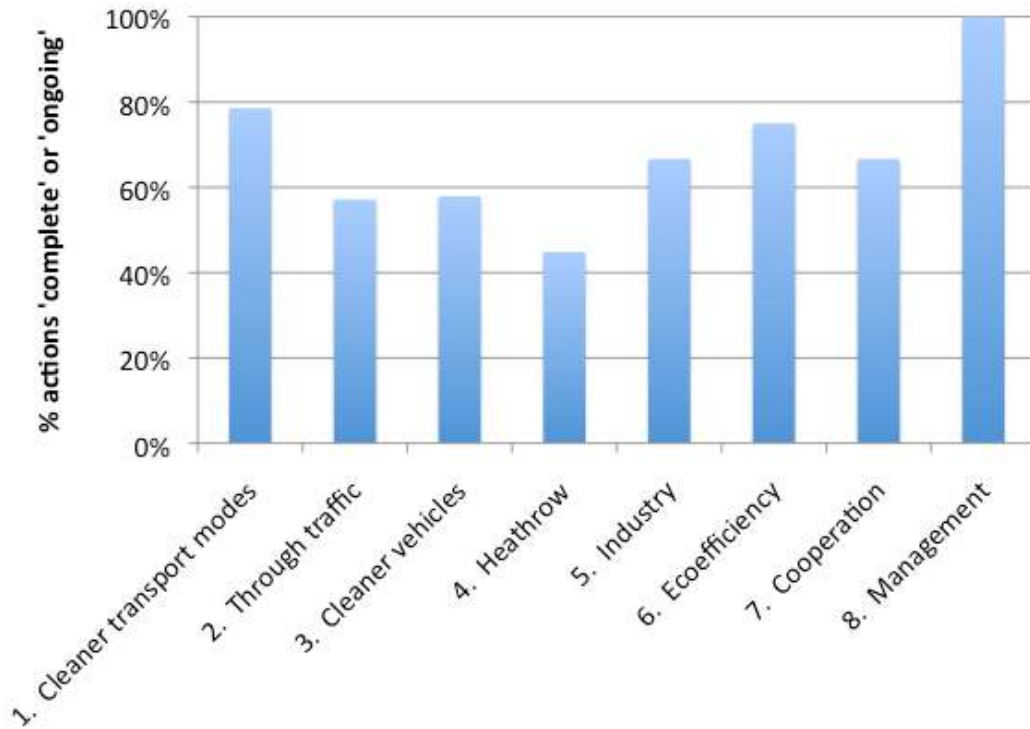


**Figure 4. Progress of actions in each package in the action plan, showing the number of measures at each of the five stages listed (at end April 2008).**



**Figure 5. Progress of actions in each package in the action plan, showing the number of measures at each of the five stages listed (at end April 2009).**

A clearer picture of the extent to which packages are fully implemented is shown in Figure 6.



**Figure 6. Proportion of actions either 'ongoing' or 'complete' in each package at end April 2009.**

Measures yet to be started are listed in Table 3. These are being considered in the audit of Hillingdon's Action Plan (see Section 4.2). In previous years we have also listed measures that have been completed. However, with more than half of the measures in the 'ongoing' and 'completed' categories readers are instead referred to Appendix 2.

**Table 3. Action Plan Measures yet to be started.**

Ref.	Action Plan Measure	Timing	Outcome to date	LA role	Responsibility
<b>2 Tackling through traffic</b>					
2 09.	Investigate the use of light rail/tram schemes along other high exceedance corridors such as the A4 and A40.	2010	Not considered under Project for the Sustainable Development of Heathrow	Partnership	West London Air Quality and Transport Group
<b>4. Measures Specific to Heathrow Airport</b>					
4 08.	Assess the potential to set an emissions cap for Heathrow.	2008	Not an option reviewed as part of Adding Capacity documentation	Partnership	Heathrow Air Quality Working Group
4 09.1.	Assess the potential to use landing emissions charges scheme to create revenue stream for public transport improvements.	2008	As 4.08	Partnership	Heathrow Air Quality Working Group
4 09.2.	Introduce differentiated landing charges at a level that would force cleaner engine technology.	2010	As 4.08	Partnership	BAA
4 15.	Assess feasibility of Congestion/Access Charging at Heathrow to reduce overall travel movements to the airport.	2006	As 4.08	Partnership	DfT
4 17.	Assess appropriate target for modal shift to maximise air quality improvements.	2006	Data are available showing % of Heathrow users accessing the airport by public transport, but no work has been performed to identify an appropriate target.	Partnership	DfT
4 22.	Assess the use of bus priority, guided buses and high occupancy vehicle lanes in the Heathrow area.	2010	As 4.08	Partnership	Heathrow Air Quality Working Group
4 23.	Assess the feasibility of a Park and Ride scheme specifically for Heathrow.	2006	As 4.08	Partnership	Heathrow Air Quality Working Group
4 24.	Assess the health impact of Heathrow Airport and associated activities.	2007	As 4.08	Partnership	Heathrow Air Quality Working Group
4 26.	Explore feasibility of reducing fares on the Heathrow Express.	2010	As 4.08	Lobbying	Local Authorities
4 28.	Explore feasibility of an airport passenger tax, ring-fenced for increased public transport.	2010	As 4.08	Lobbying	Local Authorities
<b>5. Measures Concerning Local Industries and Other Businesses</b>					
5 07.	Investigate introduction of Air Quality Action Plans for local industries, including those currently un-regulated under EA.	2008	Current resources do not permit this to extend beyond statutory actions.	Local Authority Led	Environmental Protection Unit (EPU)
<b>7. Actions to be Taken Corporately, Regionally and in Liaison with the Mayor</b>					
7 02.	Develop an environmental management system for Hillingdon Borough Council.	2008	No progress.	Local Authority Led	LSP
7 06.	Work with the London Sustainable Distribution Partnership to implement infrastructure for effective and integrated distribution of goods in London.	2008	No progress.	Partnership	LSP

It is notable that a number of the measures listed as not started are linked to Heathrow Airport. Whilst some may not be appropriate, it is extremely disappointing that most do not appear to have been considered at all in the plans for expansion of Heathrow Airport.

Although the list of options yet to start appears long, it should be remembered that the list of options that are fully in place is much longer. Also, that the original intention of the Hillingdon plan was to investigate a large number of measures, rather than trust in an unrealistically small number of options.



Whilst there are still a few things that Hillingdon could do as a Borough (e.g. measure 7.02, establishment of an environmental management system across the Council) most of the other measures on which progress is slow are dependent on third parties, such as DfT and BAA.

## 4.2 Audit of the Air Quality Action Plan

An audit of the AQAP commenced in Spring 2007. It has been necessary to put it on hold given developments concerning the future of Heathrow Airport, and it will now report in June 2009. It has the following objectives:

- To review progress made on the action plan
- To compare Hillingdon's plan, and progress with it, against those of other Local Authorities (particularly those awarded Beacon Status)
- To consider whether further measures should be added to the plan
- To consider whether any existing measures should be removed from the plan, or merged with others
- To consider the AQAP in relation to other areas of environmental policy, concerning noise and climate change in particular.

Preliminary conclusions are as follows:

1. Progress is being made in all 8 packages (as demonstrated here).
2. Links have been made between the AQAP and climate change policy. These will need to be strengthened in the future.
3. Of the actions yet to be started, a number are not the direct responsibility of the Borough Council.
4. The current plan should be updated. Recommendations are to be made concerning the possible removal of some measures and merger of others.
5. The main problem facing the Borough Council with respect to attainment of the objectives is the fact that the major NOx sources in the Borough, Heathrow Airport and the major roads, are outwith its control.

## 4.3 Opportunities

A large number of measures identified in the action plan have been included in the LIP. This has the potential to provide a major source of funding for the action plan.

Section 106 Agreements continue to provide further funding for measures included in or relevant to the action plan.

The Environmental Protection Unit still enjoys enthusiastic support for the action plan from other departments in the Council, from procurement to transport planning.

Good collaboration with other local stakeholders continues, particularly with neighbouring local authorities. This provides the scope for effective regional working. This, in turn, provides the opportunity to improve the effectiveness of delivery of the action plan.

## 4.4 Threats

Air quality problems in Hillingdon will not be solved without serious action to deal with emissions from traffic and from Heathrow airport. Whilst some funding is available for traffic related measures through the LIP it is clear that Hillingdon's problems need national and regional action also to address emissions from traffic using Heathrow and the major road network. The static trends in annual mean NO<sub>2</sub> levels in the Borough strongly suggest that local action, whilst being of some benefit, will not be sufficient to enable air quality objectives to be met.

It is, unfortunately, still unclear how projected air quality was forecast to meet EU limit values in information generated with respect to possible future expansion of Heathrow. The assumption of a near 10 µg.m<sup>-3</sup> fall in NO<sub>2</sub> concentrations in the next few years is unsupported by trend data since 1997 that demonstrate very little improvement in NO<sub>2</sub>, despite the introduction of improved standards for vehicles and fuels and the application of various means in this action plan. A lack of clarity on this issue totally undermines the case made for expansion in the Heathrow consultation.

It is also disappointing that numerous options identified in Hillingdon's Air Quality Action Plan that concern the airport do not appear to have been considered in the expansion plans (as noted in and below Table 3). This may of course be a function of the assumption that the air quality limit values will be met.

Uncertainty over Heathrow is a major problem for this action plan generally. Expansion could mean that some projects undertaken now do not need to be done, and hence that associated funds would be better spent elsewhere. However, with people living in the affected areas the council has a clear duty to do what it can to protect their health. Confirmation that other bodies recognise their own responsibilities on this issue and are willing to back it up with concrete action, would be beneficial.

## 4.5 Progress with the action plan: Selected highlights

The following activities demonstrate the range of actions that Hillingdon is actively pursuing to improve air quality in the Borough.

### 4.5.1 Hillingdon Actions

**Action Plan Management:** A new monitoring station was commissioned in Hayes for NO<sub>2</sub> and PM<sub>10</sub>. The location is representative of residential exposure and is close to an industrial park, a busy main road with congested traffic and the A312 Hayes Bypass, one of the busy trunk roads through the Borough. This has been collecting data since May 2008, a full set of results will be available for 2009.

**Climate Change Strategy:** Hillingdon officially adopted its climate change strategy in April 2009. Attention is given in the strategy to ensuring that options taken to reduce greenhouse gas emissions are of benefit to other key challenges for the borough, such as improving local air quality. There are four key objectives in the strategy, and it is anticipated that relevant air quality action plan measures will be implemented through it. Examples are given below:

- **Provide community leadership**
  - Adopt a Sustainable Energy Policy by 2010
- **Raising awareness**
  - Develop a comprehensive web resource with information on climate change, sustainability and links to external bodies including funding sources by 2010
  - Develop a campaign to encourage waste minimisation and greater use of composting throughout the borough
- **Adapting to impacts**
  - Prepare and publish an advisory note for developers on best practice in design relative to the challenges that will be posed by climate change, by summer 2011
- **Work towards borough-wide emission reductions**
  - Adopt and implement the council's Travel Plan by 2010
  - Establish a programme of walking buses for schools
  - Increase the accessibility of alternative transport facilities, etc. especially in new residential developments.

**Carbon Management Programme:** In 2008 Hillingdon was selected to take part in this programme, run by the Carbon Trust. This programme guides authorities through a systematic analysis of their carbon footprint and the opportunities available to help manage carbon emissions in a strategic manner. Hillingdon's carbon footprint in 2007/08 amounted to 39,360 tonnes of CO<sub>2</sub> which 86% was attributed to buildings and streetlights, 12% to transport and 2% to waste and water. From this baseline Hillingdon has committed to reducing CO<sub>2</sub> emissions from its own operations by 40% from the 2007 baseline by 2015.

**Walk on Wednesdays Initiative:** Hillingdon has the highest number of pupils involved in this initiative across all of London, 55 schools and 20,000 pupils. Due to its success, Hillingdon is developing a CD resource for all schools. This will be a Walk to School resource for teachers aimed at primary and secondary and includes curriculum-based projects and lesson plans. These cover both local air quality, climate change, healthy living, etc. and will be rolled out across all schools in Hillingdon in September 2009.

All primary schools in Hillingdon have taken advantage of TfL's transition from primary to secondary school pack dealing use of public transport in particular.

**Driver Training Initiative:** This initiative has been funded by TfL via the BSP Environment bid. The Freight Transport Association were commissioned to provide the training which has included aspects of safety, fuel efficiency and environmentally-aware driving skills. All council drivers have been assessed

and then prioritised as to need. All HGV drivers within Hillingdon (e.g. refuse truck drivers, highways drivers, street lighting, street cleansing) have now been through the training process. Five people have been trained in-house to carry out future assessments on both new drivers and to re-test priority drivers on a regular basis.

**Network Management Duty - A Network Monitoring Strategy:** Effective traffic management and robust air quality assessments depend upon accurate data. This strategy has been developed to establish a programme of annual traffic counts to supplement DfT counts to get a more detailed picture of network growth throughout Hillingdon which will underpin future transport strategy development. Funding for the additional monitoring was reallocated from an action to provide more signage (e.g. in vehicle waiting areas).

**Uxbridge Freight Operators Group** is now established in partnership with the West London Freight Quality Partnership. Regular meetings have been set up to discuss issues and take forward improvement projects.

**South Ruislip and Uxbridge Industrial Business Areas (IBAs):** Major projects are being undertaken at these sites to include - in-depth site surveys of freight movements, audit of current routes used, consultation with residents associations with regard to issues with freight, review of traffic management issues and consideration of alternative freight routes including use of alternative modes such as rail and water.

### **Raising Awareness**

- **Airtext:** Marketing company Diva has been taken on for a new marketing strategy for Airtext. Adverts have been placed on London buses and in newspapers. The scheme now has 4,400 users across London, an increase of 33% since September 2008. Hillingdon has 88 subscribers and for the 3 month period from 16<sup>th</sup> Jan 2009 to 17<sup>th</sup> April 2009 a total of 704 alerts were sent out, 176 by email, 440 via text and 88 via voicemail.
- **Streets Ahead:** Monthly events have been held in a different ward each month throughout the borough. Officers have attended 3 events this year with an air quality theme.
- **Street Champions:** The Borough is divided into five areas, for which there are identified voluntary Street Champions. Opportunities are given in each area for the champions to raise issues for discussion. Air quality has been raised as an issue and presentations have been given on two occasions.
- **Go Green:** This is an event in a local park in Hayes officers manned stands aimed at the promotion of both local air quality and climate change issues.
- **Enviromall:** This was an event in the Chimes Shopping Centre in Uxbridge where officers manned stands aimed at the promotion of both local air quality and climate change issues.

**Lobbying:** UK government needs to seek a derogation under the EU's Air Quality Directives as a result of likely failure to comply with limit values by the

required deadlines. Hillingdon has made a series of representations to UK government and directly to the European Commission to make sure that the situation with respect to Hillingdon is not overlooked.

#### 4.5.2 West London Air Quality Joint Work

**Walkit Launch:** “*Breathe easier along low-pollution walking routes in West London*”. A new on-line route planner for getting around Hillingdon on foot is now just a click away thanks to a new website. This service will enable people to plan their walking journeys along the least polluted routes around West London. It is a significant extension to the wider Walkit initiative (see <http://www.walkit.com/cities/?welcome>). The service is aimed at encouraging more people to walk so will help reduce pollution by leaving the car at home. It also promotes walking as a sustainable mode of transport and helps protect walkers from routes with high air pollution.

**AQ Network Audit:** The principal objective of this work is to ensure that the air quality monitoring network in West London is adequate to support future work carried out by the Local Authorities in carrying out their LAQM duties. A draft report issued in March 2009 described and analysed the existing monitoring network in West London; set out the measured long-term pollution concentrations across the area and the trends in these concentrations; presented an evaluation of each site in the monitoring network; and identified gaps in the network.

**Mini-Cab Review:** This project gave recommendations on the opportunities for the mini-cab market to reduce pollutant emissions and included useful best practice tips from examples across London. The intention was to produce a small best practice guide leaflet for mini-cab firms across West London. On advice from the GLA in taking this project forward the group contacted the Public Carriage Office. It is the intention of the PCO to produce and market the carbon reduction leaflet for the cab market across the whole of London. In order to make best use of resources the West London AQ group have provided a copy of the final report to the PCO for use as a reference in the production of their London-wide scheme.

## Chapter 5 Conclusions, and the way ahead

One of the major conclusions of this report, echoing the findings of previous years, is that NO<sub>2</sub> levels in Hillingdon show little or no sign of improvement, despite the growing number of vehicles with much reduced NO<sub>x</sub> emissions in the car fleet, continued progress with the action plan and optimistic forecasts made in the assessment of the potential for expansion of Heathrow.

There are several reasons for this. The first is that the reduction in emissions per vehicle is countered to some extent by increased traffic on the roads. The second is that concentrations of NO<sub>2</sub> are influenced not solely by local emissions of NO<sub>x</sub>, but also by regional emissions and a complex atmospheric chemistry, involving ozone. Both problems were recognised in the development of the action plan, and explain why it was concluded that such an extensive plan was needed if we are to move significantly towards non-exceedance of the annual mean NO<sub>2</sub> objective in Hillingdon.

There is, however, also good news from the monitoring networks, that concentrations of all other pollutants monitored in the Borough in 2006 did not exceed the objectives set by government. That said, there is a continuing need to monitor concentrations of fine particles because of continued concern about their health impacts.

The major source of NO<sub>x</sub> emissions in the south of the Borough will remain the airport for the foreseeable future, followed by traffic, particularly on the major roads that go through the Borough. The Council does not have direct control of either source. It is essential therefore that it continues to encourage the relevant government departments and agencies and the airport operator to improve performance.

This progress report demonstrates that most of the measures contained in the action plan are underway, a few are completed, whilst a significant number are now part of rolling programmes that will continue for some time to come. The measures that have yet to start and those that are still at the planning stage need to be reviewed. This is being done as part of an audit of progress with the plan which will report shortly. This will also consider whether there is a need to restructure the plan, include additional measures (for example, any found particularly useful by other councils) or eliminate some of those listed in the original plan.

Uncertainty over the future expansion of Heathrow is a major problem for the plan. In the medium term it could negate the need to undertake a number of measures in areas that are currently just to the north of the airport. However, outside of the DfT forecasts there seems to be no evidence that air quality in the Heathrow area will improve sufficiently to permit expansion of the airport.

## Appendix 1: Progress Report Checklist

	Location	Comments
<b>New Monitoring results</b>		
Data for regulated pollutants	Chapter 2, USA report	
Present a map showing monitoring locations	USA report	
Present summary tables of concentrations of regulated pollutants in a format to allow comparison with the objectives	USA report	
Provide plots of summary data to show annual trends	Figure 2, and Figure 3	
Discuss trends. Take account of number of years of available data	Sections 2.2, 3.2.3 and Appendix 2	Section 3.2.3 highlights the discrepancy between observed (measured) trend and levels forecast in the Heathrow consultation
Highlight results for new sites	USA report	
Project forward results to the objective years using LAQM Guidance	USA report	Monitored data show no clear trend towards meeting the objectives.
Report any results for unregulated pollutants, e.g. ozone, PAHs, etc.		Ozone monitored at London Hillingdon AURN
Report other air quality data, e.g. odour complaints, dust deposition results, radiation monitoring, etc.		Nothing to report
<b>Action Plans</b>		
List measures in action plan and implementation timescales	Chapter 4, Appendix 2	
Provide update on progress implementing measures	Chapter 4, Appendix 2	
<b>Planning and Policies</b>		
Identify and list new developments that may affect air quality	Chapter 3	
Log planning applications for new developments for which air quality assessment is being provided	Chapter 3	
List local policies that relate to air quality and any changes that may have been introduced	Appendix 2	See measures 2.05, 2.08, 4.01, 4.07, 4.10, 4.20, 5.05, 6.04, 6.06 and 6.08.
<b>Local Transport Plans and Strategies</b>		
Summarise measures in the LTP that have a direct bearing on air quality		This has been addressed in the action plan and in the 2005/6 annual reports which brought out the strong links between the AQAP and the LIP (=LTP)
Report on progress with implementing these measures	Appendix 2	



## Appendix 2: Progress with the Action Plan

The following tables were produced using EMRC's Action Plan Tracker database, showing progress against each measure. Overall progress with the plan was reviewed above in Chapter 4.

Package 1: Switching to cleaner transport options, for example, shifting freight from road to rail and promoting cycling and walking.....	25
Package 2: Tackling through traffic .....	31
Package 3: Promotion of cleaner vehicle technology .....	35
Package 4: Measures specific to Heathrow Airport .....	40
Package 5: Measures concerning local industries and other businesses....	48
Package 6: Improving the eco-efficiency of current and future developments, including those owned or operated by the Council .....	50
Package 7: Actions to be taken corporately, regionally, and in liaison with the Mayor .....	52
Package 8: Plan management .....	55



The London Borough of Hillingdon

## Air Quality Action Plan Progress Report

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
Package 1. Switching to Cleaner Transport Modes							
1. 01.	Establish a Green Travel Plan for Hillingdon.	2010	In progress	Staff survey on intranet March 2007 to gain baseline information on existing travel patterns. Various initiatives such as Cycle Purchase Scheme, Council Car-sharing scheme, reduced car parking from 5 to 4 days a week and Season Ticket Loans are being rolled out across the Council.	The development of the travel plan is now embedded in the Climate Change Strategy as a short term measure to be implemented by 2010.	Local Authority Led	Planning and Transportation
1. 02.	Improve access to, and quality of, public transport travel information for people living and working in the Borough.	2008	Ongoing	Specific public transport information booklets developed for the Chimes shopping centre, South Ruislip, Uxbridge IBA. Article in Hillingdon People promoting car share and Heathrow-specific car share.	Face to face interviews at Uxbridge and South Ruislip Industrial Business Areas to roll out freight audit leaflets and public transport booklets; Improvements made to 10 bus stops in Hillingdon with regards to service information. See above; The provision of public transport information will be part of planning obligations in relevant qualifying developments.	Local Authority Led	Planning and Transportation
1. 03.	Encourage the development of more dedicated cycle (priority) lanes and signalling.	2008	Ongoing	Implemented routes in 06/07 via BSP: Route 39 - Uxbridge Road; Route 88A - Hayes/Harlington/Heathrow; Route 89 - Uxbridge to Heathrow; Link 95 - Hayes and Yeading. The provision of	2009: £55k for cycle training throughout the borough via BSP funding, Significant additional funding for cycling network improvements via BSP funding.	Local Authority Led	Highways

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				cycling facilities will be part of planning obligations in relevant qualifying developments Hillingdon has rolled out Bikeability and currently has 1,500 children at level 1 and 2 across the borough. Improvements made along 17 cycling routes – all within the AQMA and along routes of air quality exceedances.			
1. 04.	Extend provision of more parking for motorcycles, mopeds and bicycles at public sites and new developments.	2007	Ongoing	No specific policy on motorbike parking yet, bicycle parking is well established throughout the borough with every opportunity taken to increase this, e.g. new developments. No formal audit taken though.	Under the SPD, developments of less than 20 staff/occupiers must provide a minimum of cycle storage facilities as part of a "Move for Action" plan, developments over 20 staff/occupiers must provide a full travel plan which includes cycle facilities, storage, promotion of cycle routes etc	Local Authority Led	Highways
1. 05.	Improve provision for pedestrians.	2008	Ongoing	Pedestrian Crossings - 10 put in place last year. More congestion hot spots looked at for traffic management measures to smooth traffic flow, 4 of these are in the AQMA. Local Safety Schemes implemented via BSP at 6 key points in the borough, 5 of which are within the AQMA. 20mph zone put in place at Oak Farm Estate. Canal towpath improvements for pedestrians 10 pedestrian crossings in place in 07-08, 3 of these associated with improving	Links to the SPD	Local Authority Led	Borough Transport Strategy

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				pedestrian access to Field End School (which is within the AQMA) as part of their School Travel Plan. Improvements across the Borough in 2008/9 pedestrian crossings installed included 4 new ones at schools			
1. 06.	Introduce more Safe Routes to School throughout the Borough with special regard to the schools within the highest exceedance areas.	2010	Ongoing	<p>Air quality packs sent to all schools in the borough. Integration of air quality packs information into the school curriculum to be put in as a key requirement for Hillingdon School Travel Plans.</p> <p>Production of free bespoke "Don't choke us" signs for schools in the borough, 39 schools participated.</p> <p>Timescales - 36% schools with plan by 2006; 57% by 2007; 78% by 2008, 100% by 2009.</p> <p>Latest figures, overall, for School Travel Plans is a 12% modal shift away from the private car across the borough - this compares to a London average of 6%.</p> <p>Over 1,500 pupils are now registered under the Bikeability scheme aimed at encouraging safe cycling to school;</p> <p>The Walk on Wednesday (WOW) scheme now has 40 schools across Hillingdon participating regularly which includes 15,000 children. This is the 2<sup>nd</sup> highest</p>	<p>A further 23 schools submitted travel plans in 2007/08. This is on target for meeting the goal of 100% schools with travel plans by 2009.</p> <p>Healthy Hillingdon are a part of the School Travel Plan Steering Group which has ensured the links are made between health and reducing car use on school journeys.</p> <p>Walk on Wednesdays initiative in Hillingdon has highest number of schools involved across all of London, developing a CD resource aimed at primary and secondary schools, local air quality – includes local air quality, climate change, healthy living.</p> <p>2009: Some special schools still do not have travel plans because of their special needs. Working with other Boroughs to identify best way forward with these schools. Otherwise all on target.</p>	Local Authority Led	Borough Transport Strategy

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				number of schools participating in London and has achieved an overall modal shift (for WOW alone) of 14% as opposed to the national average of 6%.			
1. 07.	Ensure Green Travel Plans are a requirement for all businesses (new and existing) employing more than a specified number of people in the Borough.	2007	Ongoing	Specific air quality targets to be included in all business travel plans as a requirement under the LDF framework, included in draft out for consultation in Feb 07. There are 3 car clubs operating successfully in Hillingdon - all associated with new planning developments, developed as part of s106 agreements.	See 1.04 for details on new developments; Follow up to freight audits at Industrial Business Areas has included face to face interviews with 26 separate companies promoting the establishment of travel plans. Links to the SPD	Local Authority Led	Planning Department
1. 08.	Improve access to, and quality of, public transport travel information on a regional basis both inside and outside the GLA boundary.	2008	Ongoing	Car share promotion in Hillingdon People including Heathrow Carshare. Mobility Management Group under HATF set up to address access to Heathrow, plans to extend this regionally. Hillingdon is a member of the group. West London walkit.com – internet based low pollution walking routes launched in Nov 2008	Project commissioned to integrate sustainable travel links into the Heathrow Airwatch website; The opening of T5 on 27 <sup>th</sup> March 2008 has provided better connectivity with regards to local access to the airport. Funding has been received for 08/09 via West Trans for the integration of sustainable travel information into the West London air quality website Hillingdon sit on the Mobility Management Group of the Heathrow Area Transport Forum looking at regional initiatives around Heathrow	Partnership	West London Air Quality and Transport Group
1. 09.	Seek to ensure improvements in overall public transport	2008	Ongoing	£228,000 received via BSP for bus priority measures,	9 key bus priority routes and 10 specific bus stops received	Partnership	Borough and West London Transport

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	service (facilities, cleanliness, safety, frequency, reliability) across the Borough and West London, and particularly in declared AQ Management Areas AQMAs.			includes 222, E7 routes both of which are within exceedance areas within AQMA. £183,750 received via BSP for bus stop accessibility projects at 30 stops across the borough. Projects are all on target.	funding via BSP for improvements. Link also to action 1.12. £660k for bus priority via BSP; Links to SPD		Strategy
1. 10.	Improve the north-south public transport provision in the Borough.	2010	In progress	Potential for a Community Transport link to be explored in the poor air quality areas around West Drayton/Yiewsley/Hayes – funding to be sought via BSP. Trialling of low emission vehicle for HCT. Feasibility study commissioned to assess potential for a flexible community bus around the south of the borough in the poorest air quality areas, seeking to replace current short car journeys. If viable the contract for the bus will include low emission technology as one of the criteria. Feasibility study successful, steering group to identify funding – S106 a possibility.	The 2M group have published a High Speed North proposal as part of the debate over expansion of Heathrow. This scheme has an objective to improve local rail linkages as well as a high speed link to the rest of the country. Finalisation of Report into Feasibility of Community Bus – this looks to provide transport for hard to reach groups in the south of the borough providing links to schools, shops, doctors surgeries, community centres. Hillingdon will be investigating potential funding sources to take this forward.	Partnership	Borough Transport Strategy
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.	2008	Ongoing	Station Access Improvements carried out in 2006/07 at: <ul style="list-style-type: none"> <li>• Northwood;</li> <li>• Northwood Hills;</li> <li>• Eastcote (Step 1);</li> <li>• Uxbridge (Step 1);</li> <li>• Ruislip.</li> <li>• Ruislip and</li> </ul>	Improvements were taken forward by West Trans BSP funding with an allocation of £550,000 for implementation of improvements to station access throughout the West London region Linked to BSP and West Trans funding	Partnership	West London Air Quality and Transport Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				Eastcote step 2 Grand Union Canal – 1 <sup>st</sup> stage improvements at Northolt			
1. 12.	Encourage development of efficient and high quality bus corridors.	2008	Ongoing		Improvements to 9 bus priority schemes in the AQMA along high AQ exceedance roads Linked to BSP and West Trans funding	Partnership	West London Air Quality and Transport Group
1. 13.	Investigate potential for more night buses.	2007	Ongoing	Safer Travel at Night initiatives include ensuring the adequacy of lighting, paving, street furniture, signage and CCTV at Eastcote, Uxbridge and Ruislip stations and involvement in a Safer Travel campaign across the borough.	The TfL website now has details of all night buses operating in west London. Of particular use to Hillingdon are the N207 from Holborn to Uxbridge and several connecting Heathrow to other areas of London. Hillingdon to promote the website.	Partnership	Transportation Team
1. 14.	Investigate the feasibility of working with relevant stakeholders to subsidise bus, train and underground fares in order to achieve significant modal shift.	2007	In progress	No movement yet on subsidies. However this was highlighted in the consultation on the LIP as a measure to take forward. Also, Hillingdon are requesting to be actively engaged as part of the High Speed Two process and have written asking for the key objectives of establishing modal shift from car and short haul air to be key areas for investigation.	Air Quality Action – to identify with the Transportation team opportunities to lobby for subsidised travel. 7% increase in Heathrow express fares	Lobbying	West London Authorities

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Package 2. Tackling Through Traffic							
2. 01.	Introduce Home Zones/20 mph in residential areas subject to significant amounts of through traffic that should use alternative routes.	2007	Ongoing	2006/07 – new Home Zone in Oak farm, Hillingdon. Consideration of further site in Barnhill. 2007/08 - New Home Zone introduced along Coldharbour Lane – Borough road with high air quality exceedances 2008/09 - New scheme introduced in Hayes		Local Authority Led	Transportation Team
2. 02.	Support the West London Transit Scheme project if appropriate.	2007	Abandoned	2006 – the Council Cabinet resolved to be an objector to the West London Tram Scheme, the borough wish for a connection at Hayes to improve access to Heathrow plus extension out to Denham not considered as part of the current scheme.	Project commissioned via West London AQ group to examine potential alternatives for traffic flow improvement along the Uxbridge Road. Scheme withdrawn by GLA	Local Authority Led	Planning and Transportation
2. 03.	Ensure the provision of sufficient signage and details of spaces for public car parks.	2007	Ongoing	Electronic signs erected for Uxbridge town centre.		Local Authority Led	Highways Department
2. 04.	Investigate the creation of Clear Zones.	2007	Planning phase	No progress. GLA advise to look into clear zone – consultation letter	Air quality Action – to seek information from Camden on condition and criteria for Clear Zone.	Local Authority Led	Hillingdon Transportation Team
2. 05.	Develop best practice advice to ensure air quality assessments are made for proposals for new transport infrastructure and changes to traffic management.	2005	Ongoing	2006/07 – WLAQ group to establish communication strategy for guide. Communication Strategy in place, workshop for air quality and transport officers in April 2007, presentation at Bristol Conference in March 07.	Taken forward for new developments via planning process; 2008/09 - Network Monitoring Strategy established - programme of annual traffic counts to supplement DfT counts to get detailed picture of network growth throughout Hillingdon. This will underpin future transport strategy.	Partnership	West London Air Quality and Transport Group
2. 06.	Work in partnership with TfL to implement schemes along the	2006	Planning phase	Recommendations to be given to WLTS for implementation via	To be taken forward by West Trans, air quality emission	Partnership	West London Air Quality and

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	high exceedance corridors designed to smooth traffic flows.			WL BSP funding.	information will be provided via TEEM, a transport emissions model under development by the WLAQ Cluster group		Transport Group
2. 07.	Improve coordination of road works and provide more effective signing around them.	2007	Ongoing	Traffic Manager in post (Apr07).	Hillingdon now have a network management plan for borough roads. Improvements in air quality have been incorporated as a key objective. See comments on Network Monitoring Strategy in Action 2.05.	Hillingdon	West London Air Quality and Transport Group
2. 08.	Investigate use of high occupancy vehicle lanes and freight priority schemes along the major exceedance corridors such as the M4, A4, A40 and A312.	2007	In progress	Meeting with HA 20/11/06. M4 Route Management Strategy now finalised. Planning and the Strategic Road Network – document on DfT website – gives clarity to HA role, general presumption that there will be no capacity enhancements on routes of strategic national importance purely to accommodate new developments, in any case would be subject to stringent environmental assessment. Heathrow Junction 4 M4 improvements total completion by February 2007. Should give beneficial impact on air quality from reducing queue lengths. Study due to start in early 2007 on what will be needed to cope with the impact of T5 opening. Any improvements to the M4 will come via TVMMS measures e.g. speed limits, ramp metering etc. Decision in Spring 2007 as to which measures will be taken forward. 2009: HA announced that there	DMRB currently being revised, overhaul of approach to give a quick progression to detailed assessment in areas where the EU limit is breached, also to take into account cumulative impacts, criteria for negligible change also being revised. CO2 emissions will be factored in to DMRB. M4 junction 4 improvements now complete, ongoing traffic speed and flow monitoring will help to quantify the success of this improvement HA update meeting: HA as an organisation look to use video-conferencing wherever possible; New version of DMRB now delayed to Dec 2009; Tender out for looking at managed motorway measures for M4 from Junction 3-12	Partnership	West London Air Quality and Transport Group



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				will be integrated demand management for whole of M25.			
2. 09.	Investigate the use of light rail/tram schemes along other high exceedance corridors such as the A4 and A40.	2010	Not started	It had been hoped that PSDH would consider the A4, but this was not done.	The Adding Capacity report did not specifically examine the use of light rail or trams for air quality improvements 2008/09: No further work carried out on this	Partnership	West London Air Quality and Transport Group
2. 10.	Investigate measures such as variable message signing to smooth traffic flows on the HA/TfL routes M4 and surrounding link roads.	2007	Planning phase	Meeting with HA 20/11/06. (see 2.08)	Impact of variable speed limits appears to be a site-specific issue with regards to impacts of air quality improvements. HA to examine on site-specific basis, e.g. M20 to be assessed for feasibility if funding received. 2009: HA will be investigating these issues on the strategic road network	Partnership	West London Air Quality and Transport Group
2. 11.	Investigate use of speed limits on major roads at the optimal level for NO <sub>x</sub> and PM <sub>10</sub> emissions for the current traffic profile.	2007	In progress	Meeting with HA 20/11/06. (see 2.08)	Study on M1 in Sheffield, main air quality issues from congestion in peak hours so results not conclusive, free-flowing traffic would show better results. In the M4 area this measure may be part of recommendations from TVMMS on measures to take forward although the impact of lowering speeds will be site specific dependent on the air quality issues of the particular road. M20 variable speed limits to be assessed subject to funding 2009: HA will be investigating these issues on the strategic road network	Partnership	West London Air Quality and Transport Group
2. 12.	Identify air quality congestion-related hotspots throughout West London and the appropriate measures for delivering improvement in both	2009	Ongoing	10 more congestion hot spots looked at for traffic management measures to smooth traffic flow, 4 of these are in the AQMA.	Continued development of the West London Traffic Emissions Modelling tool (TEEM) – project commissioned to examine impact on emissions of different	Partnership	West London Air Quality and Transport Group

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	congestion and air quality e.g. new access road from the A40 to Ruislip industrial areas.				transport measures e.g. tighter LEZ standards, implementation of a bus lane, effect of queuing at junctions New access road to South Ruislip being investigated via Hillingdon Freight Study		
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).	2010	Ongoing	Crossrail and Airtrack both identified in the Adding Capacity consultation for improvements in access to Heathrow. Airtrack is at early stages of feasibility and will require funding.	Hillingdon supported Crossrail proposals. Rail % to Heathrow: 2004 –9.3; 2005 – 9.6; 2006 – 8.8 (three quarters only). 2M has specific proposal supporting high speed rail. Hillingdon engaged as a stakeholder for High Speed 2.	Lobbying	West London Transport Group
2. 14.	Work in partnership to investigate use of fiscal measures, such as road pricing, for reducing traffic on major road networks.	2007	Ongoing	Hillingdon lobbying in favour of innovative solutions to congestion in and around the Borough.	Ambiguity in Adding Capacity consultation. Reference is made only to the potential for road pricing to be a part of a surface access strategy if further expansion is granted. Not looked at in Heathrow Decision.	Lobbying	DfT
2. 15.	Consider establishment of cross-agency regional group to address air quality issues with regards to roads.	2006	Ongoing	Suggested at HATF in June 2007 meeting. Discussed as AOB at December 2007 HATF meeting. Group approval, Chair of Steering Group to action. Not under HATF but the Boroughs surrounding Heathrow (Hillingdon, Hounslow, Slough and Spelthorne) have set up group with the HA, annual meetings.	Still not set up as originally envisaged. Council officers to repeat request at HATF meetings.	Lobbying	West London Air Quality and Transport Group

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Package 3. Promotion of Cleaner Vehicle Technology							
3. 01.	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.	2006	Ongoing	Updated assessment from Clean Vehicle Programme in November 2006. Fleet emissions inventory commissioned March 2007, submission of this should lift Hillingdon to Gold level in next year. Driver training implemented across all Council drivers, fleet manager currently evaluating self-assessment scheme for future CVP award	Driver training money secured via BSP for 2008-09. Driver training to be incorporated into Council policy, currently seeking to include reducing emissions as an integral part of the policy.	Local Authority Led	Hillingdon Fleet Management Team
3. 02.	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.	2007	Ongoing	Hillingdon Freight Meeting in June 06. Follow on from freight audits of Uxbridge and South Ruislip business areas – production of fact sheets of key points found from the studies for dissemination to the businesses, production of site specific public transport information brochures for staff at the 2 sites. Regional funding received for audits of Yiewsley and West Drayton business areas, air quality assessment integral part of project.	Following on from the freight audits, 26 face to face interviews with on-site companies have been carried out to encourage sign up to WLFQP and the establishment of company travel plans.	Local Authority Led	Hillingdon Transportation Team
3. 03.	Provide training for local authority drivers to minimise emissions, and consider opening training opportunities to other drivers working for businesses in Hillingdon.	2006	In progress	Community transport ensure all drivers are trained, awareness of smooth driving and vehicle maintenance integral part of training. All Hillingdon drivers now trained, also have in-house trainers. Hillingdon will investigate the potential to open	Potential to roll this out more widely, e.g. to bus operators. ENV bid put in via BSP for driver training. Bid successful for financial year 08/09	Local Authority Led	Hillingdon Fleet Management Team

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				this up to local businesses			
3. 04.1.	Ensure the implementation of the Idling Vehicles Regulations.	2006	Ongoing	Article in Hillingdon People. Free school signs offered, 39 schools requested them with a total of 88 signs being sent out. Funding applied and received via BSP for driver training, will include switching off when idling Officers follow up complaints as received.	Rolling out of turn off engine signs in council owned premises to be explored in 08/09, but considered unnecessary given Switch off when idling part of driver training scheme	Local Authority Led	Hillingdon Transportation Team
3. 04.2.	Actively promote the use of the Dirty Diesel Hotline for reporting smoky vehicles spotted in Hillingdon.	2006	Ongoing	Incorporated into council website		Local Authority Led	Hillingdon Transportation Team
3. 05.	Consider the recommendations of the London Low Emission Zone Feasibility Study jointly with the GLA, ALG and TfL.	2006	Completed	Cabinet report on LEZ submitted, overall support but with more information needed on the impact upon small businesses and minibus users such as schools, community groups etc.	LEZ now in force, signs erected around Hillingdon as an outer borough. Success will be monitored via TfL	Local Authority Led	Cabinet
3. 06.	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.	2006	Abandoned	Article in Hillingdon People advising of legislation and air quality impacts of idling vehicles.	Insufficient support for signs given driver training/Switch off when idling initiative, project money re-allocated to mobile traffic counters.	Local Authority Led	Highways
3. 07.	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.	2007	Ongoing	Trial of electric SMART car for use as a pool car. Demo requested of Modec electric van. Presentation to GLA Best Practice workshop on fleet emissions inventory. Electric charging points installed in council car park and 2 other car parks	Feasibility study for flexibly routed bus service – if proved feasible will look to incorporate environmental criteria on low emissions into procurement contract;	Local Authority Led	Hillingdon Fleet Management Team
3. 08.	Participate in the London-wide Vehicle Emissions Testing programme.	2007	Planning phase	London wide programme has come to an end.	Interest to participate in any future programme of this type, but measure will not be taken forward until future funding is	Local Authority Led	Vehicle Emissions Testing Steering Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
					agreed.		
3. 09.	Investigate the provision of low or zero emission buses for schools within the high exceedance areas.	2010	Planning phase	No progress to date.	School Travel Plans, to date, have tended to focus on alternatives such as cycling and walking. However, TfL are looking to fund buses for 2 schools in the Borough. No further progress on this issue to date.	Local Authority Led	Fleet Management Team
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.	2010	Ongoing	Implemented via LEZ	Links into 2.01 – use experience from that to inform more widespread implementation especially along corridors? Taken forward via LEZ	Local Authority Led	Hillingdon Transportation Team
3. 11.	Investigate the potential for discounts for residents with low emission vehicles in Parking Management Areas.	2006	Planning phase	No progress.	Speak to Roy Clark	Local Authority Led	Sustainability Steering Group
3. 12.	Develop sub-regional Bus Quality Partnerships focussed on addressing the contribution of buses and coaches to emissions.	2010	Ongoing	Implemented via LEZ	The Heathrow Bus and Coach Strategy, published in 2007, has incorporated reducing emissions and using low emission technology as a key objective	Partnership	West London Air Quality and Transport Group
3. 13.	Work in partnership for the provision of low emission buses in the West London/Heathrow region.	2010	Ongoing	Heathrow Bus and Coach Strategy published, commitment in the Strategy to ensure only LEZ compliant vehicles are stipulated in future BAA supported contracts.	See 3.12	Partnership	Heathrow Area Transport Forum (HATF)
3. 14.	Ensure freight developments in the West London area are subjected to an air quality assessment before implementation.	2005	Completed	Freight workshop organised at Hillingdon, ideas from group discussion to be taken forward by Hillingdon. Regional funding received to progress with audits at Hayes and West Drayton Industrial Business Areas, air quality impact is an integral part of the audit.	Freight Project 07/08 – this has involved improvements to directional signing to protect residential streets from unnecessary freight movements; Audits of additional industrial business areas in the south of the borough carried out in 07/08; Face to face interviews (26 to date) with companies from Uxbridge and South Ruislip	Partnership	Hillingdon Transportation Team and WLFQP

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					Industrial Areas to promote the establishment of workplace travel plans.		
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.	2006	In progress	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 has now been produced.	<p>Following a successful year in funding freight studies and implementing freight improvement measures in West London, the WLFQP has secured £145k from TfL LIP Programme for 2008/09. TfL Freight Unit will be providing further funding for our engagement with businesses and with the freight industry in West London. Key initiatives progressed 2008 were:</p> <ul style="list-style-type: none"> <li>• Improved Directional Signage and Mapping Guidance for freight deliveries and collections in West London urban centres and industrial areas.</li> <li>• Working with businesses to identify and to reduce Goods Vehicle PCN Hotspots and to roll out Delivery and Serving Plans.</li> <li>• Environment and Road Safety Improvements relating to freight activity in West London.</li> <li>• Undertake initial investigation into the use of Home Delivery Centres as a means to reduce goods vehicle movements through residential areas.</li> <li>• Undertake an</li> </ul>	Partnership	West London Freight Quality Partnership (WLFQP)

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
					investigation into alternative Freight Routes to minimize the impacts of freight vehicle traffic.		
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.	2007	In progress	SWELTRAC, of which Hillingdon is a member are seeking funding for electric charging points and feasibility for a biodiesel project. Electric charging points installed in 3 car parks. Best Practice Guide for Reducing Taxi Emissions report sent to PCO for incorporation into London-wide guide	PCO undertaking baseline research to assess awareness of issues.	Partnership	West London Air Quality and Transport Group
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.	2005	Ongoing	Website live Feb 2007, at <a href="http://www.westlondonairquality.org.uk">www.westlondonairquality.org.uk</a> . Relevant information and consultations will feature on the website including information on grants and cleaner vehicle technology.		Lobbying	West London Air Quality Group
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.	2005	In progress	London Congestion Charge Zones and LEZ schemes are led by TfL therefore not in Hillingdon control. Any Hillingdon-specific scheme will look to include these points.	Being taken forward by TfL.	Lobbying	West London Air Quality and Transport Group
3. 19.	Promote best practice in terms of emissions management with the train operators, the Strategic Rail Authority and Network Rail.	2010	In progress	Monitoring in place close to railway and at nearest residential location.	Adding Capacity at Heathrow consultation suggests that emissions from rail (i.e. diesel locomotives) on the Great Western line will reduce significantly in the next decade	Lobbying	West London Air Quality and Transport Group

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Package 4. Measures Specific to Heathrow Airport							
4. 01.	Continue to oppose any further expansion at Heathrow that leads to negative air quality impacts.	2010	Ongoing	Air Quality Technical Panel (set up by DfT) published report in July 2006, outlines best practice methodology for predicting air quality at Heathrow. This formed the basis of the air quality work which will inform the PSDH report due in summer 2007. Hillingdon sent in a robust response to the Adding Capacity consultation. Legal Challenge lodged against Government decision to build a 3 <sup>rd</sup> runway, Hillingdon one of several local authorities involved amongst other stakeholders.	Hillingdon do not believe sufficient evidence has been supplied to ensure the Government can be confident that the EU limit value will be met and maintained in exposure areas around Heathrow.	Local Authority Led	Environmental Protection Unit (EPU)
4. 02.	Develop system for auditing the ATM limit and parking provisions for operational T5.	2008	Ongoing	Annual report supplied as part of T5 planning conditions with regard to ATL limit	Whilst compliance with the ATM limit is a matter for BAA to manage, the Council, in common with the T5 Inspector, regards it as a critical control over the environmental impact of Heathrow. Will have to be over-turned if capacity increases given go ahead	Local Authority Led	Aviation Team
4. 03.	Audit all air quality conditions for the construction phase of Terminal 5.	2008	Complete	PM continues to be monitored around the T5 site. No exceedances of PM noted at residential locations during 2006, construction now moving to internal fit-out stage.	Complete	Local Authority Led	Environmental Protection Unit (EPU)
4. 04.	Pursue the retaining of the T5 related air quality monitoring network post T5 construction.	2008	Complete	AQ station at Longford and Oaks Road both to be retained post T5 opening. These are both at key residential locations.	Complete – agreement to keep LHR2, London Harlington, Green Gates and Oaks Road as sites for continuous monitoring. HA will be monitoring highway capacity issues which may arise	Local Authority Led	



Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
					from opening of T5 and dedicated spur off M25 eg potential for queuing back to M4/M25 and merging of increased M25 traffic on to M4. ATCs installed on borough roads leading to airport – in place prior to opening to monitor for any increased traffic on local roads		
4. 05.	Quantify and pursue emission reductions for all new on-airport development.	2007	Ongoing	Mitigation sought for on-airport developments in 2006 e.g. car rentals consolidation car park close to residents in Longford and potential redevelopment of Terminal 2, the Heathrow East terminal, which would include a new on-airport Energy Centre. Hillingdon continue to seek emission reductions from on-airport development as part of the planning process. Comments were given at the planning application stage with regard to the suggested use of biomass in the accompanying Energy Centre and attention was drawn to the need to address any local air quality issues that may arise for taking this option forward.	Heathrow East will be the next major project on-airport unless decisions are made sooner with regards to further capacity. Several Hotel applications received since opening of T5. The Council will continue to pursue air quality improvements from all relevant developments as part of planning process.	Local Authority Led	Aviation Team
4. 06.	Evaluate best practice from European and International airports with regard to the minimisation of air quality impacts and assess feasibility of application at Heathrow.	2006	Planning phase	August 2005 - Lack of resources resulted in failure to submit a successful bid.	Recommendation from consultant that Hillingdon could continue pursuit of this objective by joining the ARC organisation.	Partnership	Heathrow Air Quality Working Group
4. 07.	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	2010	In progress	Publication of Civil Aviation Sustainable Strategy. Progress Report on Air Transport White Paper published in December 2006.	Adding Capacity consultation shows clear non-compliance with EU 2010 limit at relevant locations. Hillingdon will pursue via 2M group, approaching EU	Partnership	Local Authorities

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	limit.			<p>Heathrow expansion via mixed mode and/or 3rd runway still supported by Govt but only if strict environmental criteria such as AQ objectives can be met. Full PSDH consultation due in summer 2007.</p> <p>OMEGA set up by Govt, a multi-disciplinary partnership to study environmental, business and operational impacts of aviation. Hillingdon and Hounslow to attend meeting in April 2007 for update on OMEGA workstreams.</p> <p>Consultation response given by Hillingdon on aviation into EU ETS</p> <p>Delegation to Strasbourg to raise concerns over air quality levels around Heathrow and lack of measures to secure compliance;</p> <p>Officer visit to Brussels to raise air quality modelling issues around Heathrow;</p> <p>Consultation response sent to DEFRA re Plans and Programmes to Meet EU Limit Values – which makes no mention of Heathrow or aviation as a source of emissions</p>	on the issue of a derogation.		
4. 08.	Assess the potential to set an emissions cap for Heathrow.	2008	Not started		Not an option reviewed as part of Adding Capacity documentation	Partnership	Heathrow Air Quality Working Group
4. 09.1.	Assess the potential to use landing emissions charges scheme to create revenue stream for public transport improvements.	2008	Not started		Not an option reviewed as part of Adding Capacity. Heathrow already has emissions charges in place although the Heathrow AQ Action plan 2007-2011 notes this has low emissions benefit	Partnership	Heathrow Air Quality Working Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
					for NOx reduction		
4. 09.2.	Introduce differentiated landing charges at a level that would force cleaner engine technology.	2010	Not started	CAA/EA given roles as independent assessors for noise and air quality as part of the Decision on Heathrow Expansion. Any landing charge will need to be sufficiently high to enforce change with regard to fleet turnover, Hillingdon will work with both the CAA and EA to ensure these concerns are raised.	Not an option reviewed as part of Adding Capacity – no recommendations on control of this source was made in the consultation material	Partnership	BAA
4. 10.	Audit progress on the BAA Heathrow Air Quality Action Plan (2001-2006).	2005	Ongoing	Progress on Heathrow AQ Action Plan during 2006: Aircraft towing trial with Virgin to assess its effectiveness in reducing taxiing emissions and operational feasibility for Heathrow; Concluded the first year of Clean Vehicles Incentive Fund, awarding £100k to CVP members to adopt low emission technologies; Completed a feasibility study for the Clean Vehicles Programme to become compulsory for all airside vehicles and to be extended to address CO2 emissions as well as NOx; Committed to BAA roads being part of the London LEZ should it proceed.	Now replaced by AQ Action Plan for 2007-2011 EA invited to be a part of the Heathrow Air Quality Working Group	Partnership	Heathrow Air Quality Working Group
4. 11.	Review air quality monitoring regime at Heathrow and identify potential gaps.	2005	Completed	Monitors now in place at Sipson and Harmondsworth, monitors in Harlington, Longford and Oaks Road retained	Air quality monitoring network reviewed as part of the West London Network Audit	Partnership	Heathrow Air Quality Working Group
4. 12.	Maintain production of externally audited Emissions Inventory on bi-annual basis.	2010	Ongoing	Emission Inventories produced as part of the Adding Capacity consultation		Partnership	BAA Heathrow

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
4. 13.	Identify the areas where the existing BAA 5 year Action plan can be strengthened.	2006	Ongoing	Draft new Action Plan sent out for consultation March/April 2006. Comments sent from Heathrow local authorities requesting inclusion of quantification of emission reductions on measures, cost-effectiveness and annual progress reports in line with DEFRA guidance. March 2007 – new Action Plan still not published, letter sent from Heathrow local authorities requesting update on the issue.	Heathrow Air Quality Action plan 2007-2011 published. Examples below: <ul style="list-style-type: none"> <li>Managing emissions from aircraft operations – of the 6 actions put forward 4 have high emission reductions benefits but all 4 have tradeoffs with other pollutants;</li> <li>Managing emissions from airside vehicles – 7 actions, 3 medium emission benefits;</li> <li>Managing emissions from landside vehicles – 5 actions, 2 of medium benefit;</li> <li>Fixed sources – 1 action, low emission benefit.</li> </ul>	Partnership	Heathrow Air Quality Working Group
4. 14.	Pursue quantification of measures in the BAA Air Quality Action Plan and Surface Access Strategy in terms of air quality impacts.	2006	In progress	March 2007 – neither the Action Plan nor the Surface Access Strategy have been published, letter sent from local authorities surrounding Heathrow requesting update on the issue.	2007-2011 Heathrow AQ Action Plan published; Heathrow Surface access Strategy finalised. Links made with improving local air quality and gaining reductions in climate change emissions. No increase in modal transport shift to public transport target – this has been retained at 40% in line with current split.	Partnership	Heathrow Air Quality Working Group
4. 15.	Assess feasibility of Congestion/Access Charging at Heathrow to reduce overall travel movements to the airport.	2006	Not started	Heathrow Decision – this aspect to be left to planning application stage if Govt approve capacity increases.	Not reviewed in depth as part of Adding Capacity consultation. 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	Partnership	DfT
4. 16.	Assess feasibility of a Heathrow	2006	Completed	Commitment from BAA to	Heathrow Decision for	Partnership	DfT

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	specific LEZ to reduce emissions and accelerate take up of cleaner vehicle technology.			include BAA roads and motorways should LEZ proceed. 3 <sup>rd</sup> phase of the LEZ (extension to vans and minibuses) brought back to consultation. Hillingdon considering response.	expansion has not incorporated this option Given continuing exceedances around Heathrow Hillingdon will work with partners to assess feasibility of more stringent LEZ around the Heathrow area.		
4. 17.	Assess appropriate target for modal shift to maximise air quality improvements.	2006	Not started	Mode Share figures: 2004 - car 35%, hire car 2.8%, taxi/minicab 25.9%, bus/coach 12.4%, tube 14.2%, rail 9.3%, other 0.3%; 2005 - car 33.6%, hire car 2.8%, taxi/minicab 26.5%, bus/coach 13.9%, tube 13.4%, rail 9.6%, other 0.2%; 2006 - car 34.4%, hire car 2.5%, taxi/minicab 27.4%, bus/coach 12.8%, tube 13.5%, rail 9.0%, other 0.4%. 2008: Modal split now around 40% public transport.	Adding Capacity documentation suggests high increases in surface access to Heathrow e.g. 27% increases in traffic volumes during the inter-peak. Severe increases in capacity of the Piccadilly line and other modal transport alternatives will be required if the Govt give approval for expansion. Heathrow Decision for expansion has not incorporated this option; Heathrow Surface access Strategy 2008 has not looked to increase the public transport modal shift target from 40%; Heathrow Decision for expansion has not considered this issue at all.	Partnership	DfT
4. 18.	Define programme for the establishment of code of practice for airlines best operating practice to maximise reduction of emissions.	2006	Planning phase		Via ICAO? There is a programme via ICAO looking at this option, progress to date is slow. Heathrow Decision for expansion has not incorporated this option	Partnership	Heathrow Air Quality Working Group
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	2006	In progress	Consultation meeting with BAA Heathrow on Heathrow Surface Access Strategy (HSAS), consultation comments returned to BAA. Comments included the need to make strong links with the air quality levels in the region	Heathrow Decision for expansion has not incorporated this option	Partnership	Heathrow Air Quality Working Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	any scheme.			and indicate how the HSAS measures will contribute to addressing this.			
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.	2006	Completed	Heathrow Bus and Coach Strategy has committed to ensuring that only LEZ compliant vehicles are stipulated in future BAA supported contracts.	Incorporated into the LEZ	Partnership	Heathrow Air Quality Working Group
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).	2006	Planning phase	Updated Heathrow Action Plan and Surface Access Strategies not yet published.	Freight addressed via the BAA Clean Vehicle Programme	Partnership	Heathrow Air Quality Working Group
4. 22.	Assess the use of bus priority, guided buses and high occupancy vehicle lanes in the Heathrow area.	2010	Not started		Adding Capacity documentation did not review this option Heathrow Decision for expansion has not incorporated this option	Partnership	Heathrow Air Quality Working Group
4. 23.	Assess the feasibility of a Park and Ride scheme specifically for Heathrow.	2006	Not started		Adding Capacity documentation did not review this option Heathrow Decision for expansion has not incorporated this option	Partnership	Heathrow Air Quality Working Group
4. 24.	Assess the health impact of Heathrow Airport and associated activities.	2007	Not started		Adding Capacity documentation did not review this option Heathrow Decision for expansion has not incorporated this option	Partnership	Heathrow Air Quality Working Group
4. 25.	Lobby Central Government to pursue more stringent emission standards for plant, aircraft and airside vehicles.	2007	Ongoing	Council lobbied government. Government decision on expansion has introduced concept of green slots	No further details available to date as to what 'green slot' concept actually entails or what impact it will have on aircraft fleet turnover	Lobbying	Local Authorities
4. 26.	Explore feasibility of reducing fares on the Heathrow Express.	2010	Not started	January 2007 - Fares on HEX increased by 7%.	Heathrow Decision for expansion has not incorporated this option	Lobbying	Local Authorities
4. 27.	Pursue relevant organisations to prioritise public transport provision to Heathrow,	2008	Ongoing	Responding to TfL consultation on public transport links to T5.	TfL have increased bus connectivity to Heathrow Hillingdon supporting 2m High	Lobbying	Local Authorities

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	particularly rail links to the west, east and south.				Speed North proposal including link into Heathrow for Government's High Speed Two initiative		
4. 28.	Explore feasibility of an airport passenger tax, ring-fenced for increased public transport.	2010	Not started		Adding Capacity documentation did not review this option Heathrow Decision for expansion has not incorporated this option	Lobbying	Local Authorities

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
Package 5. Measures Concerning Local Industries and Other Businesses							
5. 01.	Support opportunities for Combined Heat and Power where appropriate within the Borough.	2010	Ongoing	Biomass assessment was part of 2007 APPLE work programme. Caution advised with regards to biomass installations in new developments. AQ assessments on biomass requested as part of planning submission Hillingdon using EPUK guidance with regard to biomass. Biomass is discouraged. Where it is suggested as part of a development Hillingdon require full air quality assessment including details on the sustainability of the fuel plus full details of abatement technology		Local Authority Led	Planning
5. 02.	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.	2007	Ongoing	New monitoring station location finalised, due in place by April 07, Grundons supporting purchase of, and running costs of the station for 5 years. Harmondsworth monitor now in place, new monitor to be located in Hayes	BAM chosen for PM monitoring due to non-compliance issues with TEOMs, as advised by DEFRA.	Local Authority Led	Environmental Protection Unit (EPU)
5. 03.	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.	2005	Completed	Press release passed to AQ group on prosecution by EA of Clinical Energy in Hillingdon. Emission data available at <a href="http://www.emissions.hillingdon.gov.uk">http://www.emissions.hillingdon.gov.uk</a> .	Hillingdon working with EA, Slough, health agencies and Grundons to set up a website with on-line monitoring data available when Slough Incinerator is in full operation.	Local Authority Led	Environmental Protection Unit (EPU)
5. 04.	Discourage the use of bonfires on all industrial sites.	2005	Completed	Launched at GLA November 2006, used in Hillingdon as planning condition. Measure complete via use of Best Practice Guide.	Use of Best Practice Guidance advised on all relevant planning applications	Local Authority Led	Environmental Protection Unit (EPU)
5. 05.	Adopt best practice strategy for	2005	Completed	Covered by Best Practice Guide:	See above (5.04)	Local	Environmental



Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	all proposed demolition and development projects. This will include the use of low emission vehicles and equipment and the use of dust minimisation techniques.			Control of Emissions from Construction and Demolition from GLA/APPLE.		Authority Led	Protection Unit (EPU)
5. 06.	Ensure continued regulation of part B processes and maintenance of part B register. Ensure register is available on-line.	2006	Ongoing	New Part B website launched January 2007, link on council website, gives details of processes and permits within Hillingdon. 100% of inspections carried out on industrial processes in 2007, 2008. All information relating to inspections available via specialised website		Local Authority Led	Environmental Protection Unit (EPU)
5. 07.	Investigate introduction of Air Quality Action Plans for local industries, including those currently un-regulated under EA.	2008	Not started	Current resources do not permit this to extend beyond statutory actions. Likely benefits would be small.	Measure likely to be proposed for deletion from revised action plan, could be merged with environmental awards system (5.08).	Local Authority Led	Environmental Protection Unit (EPU)
5. 08.	Consider introduction of Environmental Award system for local industries and businesses.	2008	Planning phase	No progress to date.	This measure has been brought to attention of LSP as one they may wish to pursue, also to be put forward as measure for revision of Mayor's Air Quality Strategy	Local Authority Led	Sustainability Steering Group
5. 09.	Encourage businesses to participate in environmental management schemes and to continue to improve environmental performance.	2008	Planning phase	Freight forum and Green Business Forum will act as vehicles to provide information and encourage environmental awareness.	No progress on this issue in 2007. Could be merged with environmental awards system (5.08).	Local Authority Led	Sustainability Steering Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
Package 6. Improving Eco-efficiency of current and future developments, inc. Council properties							
6. 01.	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.	2007	Ongoing	<p>Presentation on air quality to Ickenham Residents Group, Business Forum, Residents group around Heathrow.</p> <p>Participation in Streets Ahead Day, and World Environment Day promoting local and global air quality issues.</p> <p>AirText launched March 2007, article in Hillingdon People and local press, target to get 300 sign ups.</p> <p>Green Roadshow held in May 2007, raising awareness of recycling, low carbon life-styles, energy saving, use of alternative technologies;</p> <p>Streets Ahead scheme set up in Hillingdon – representatives from Environmental services visit a different ward each month, ensuring that initiatives like AirText are promoted monthly throughout the borough;</p> <p>World Environment Day event held – Nottingham Declaration on Climate Change signed</p> <p>Local air quality theme at 3 Streets Ahead events in 2008/9;</p> <p>Air quality presentation given to Street Champions in Hayes;</p> <p>Go Green event in local park concentrated on local air quality and climate change;</p> <p>Enviromall - event in local shopping centre concentrated on local air quality and climate change</p>	<p>See Action 7.03.</p> <p>Implementation of this action has followed a different (one could say more 'organic') path than envisaged when the action plan was set up. The objectives of the action are being fulfilled through a series of initiatives. A clearer definition of who coordinates these actions could help ensure that these initiatives are continued and expanded on. The Streets Ahead and Street Champions now provides the necessary platform.</p>	Local Authority Led	Sustainability Steering Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
6. 02.	Work with existing buildings and housing stock to secure improvements in emissions.	2007	Ongoing	Energy efficiency awareness campaigns are underway for local residents.	Ongoing campaign to promote energy efficiency via several events throughout the year	Local Authority Led	Energy Efficiency Programme
6. 03.	Ensure continued use of existing mechanisms such as Section 106 agreements for improvements in air quality.	2008	Ongoing	S106 SPD re-drafted, air quality integrated into transport section as well as stand alone section.	Planning Obligation SPD (elsewhere referred to as S106 SPD) finalised July 2008, transport and air quality are key themes that Hillingdon will look to address	Local Authority Led	Planning Department
6. 04.	Review and update Air Quality Supplementary Guidance when appropriate (see planning application form at Appendix 7).	2006	In progress	Hillingdon LDF re-drafted, timetable for review of AQ SPD put back.	Timetable put back due to slippage of LDF timescale, Hillingdon will look to widen this to Local Air Quality and Climate Change	Local Authority Led	Planning Department
6. 05.	Quantify cumulative effects of new developments within AQMA.	2007	Ongoing	Awaiting finalisation of LDF. Pushing for consideration of cumulative impacts of development to be considered where appropriate.	LDF still not finalised – Hillingdon asked to re-visit LDF due to Adding Capacity consultation, unlikely to be finalised before summer 2008	Local Authority Led	Environmental Protection Unit (EPU)
6. 06.	Develop supplementary planning guidance for sustainable design and construction.	2006	Completed			Local Authority Led	Planning
6. 07.	Raise awareness of sustainable waste management practices.	2006	Completed	Extensive range of materials now collected from homes including garden wastes. Battery collection points located throughout the Borough.	Currently no separate collection of food wastes or Tetra-Pak containers.	Local Authority Led	Sustainability Steering Group
6. 08.	Development of West London Air Quality SPD to ensure consistency across borough boundaries, explore opportunities for joint Section 106 agreements.	2005	Planning phase	Air quality and climate change linked in new draft of the Hillingdon LDF as key spatial objectives. London Plan re-visited in 2008, Heathrow Opportunity Area identified with a requirement for a minimum of 10,750 homes.	Waiting for finalisation of West London Borough LDFs	Partnership	West London Air Quality Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
Package 7. Actions to be Taken Corporately, Regionally and in Liaison with the Mayor							
7. 01.	Ensure that the Local 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.	2006	Ongoing	Air quality and climate change as key objectives in draft LDF for Hillingdon, consultation ended March 2007. Planning Obligations SPD published July 2008, local air quality issues incorporated; Climate Change Strategy published April 2009, local air quality issues incorporated	See 6.05 for progress on LDF;	Local Authority Led	Planning Policy Unit
7. 02.	Develop an environmental management system for Hillingdon Borough Council.	2008	Not started	No progress.		Local Authority Led	LSP
7. 03.	Establish an Environment Coordination Office for more effective integration of actions to improve environmental performance within and outside the Council.	2008	Ongoing	Whilst a specific Environment Coordination Office has not been established, effective collaboration between council departments dealing with air quality, planning, transport, climate change, etc. is now in place.	The objectives of this measure are being achieved through different means to those originally envisaged. The air quality action plan has provided a useful focus for the improved collaboration. Led by Streets Ahead.	Local Authority Led	LSP
7. 04.	Implement an integrated procurement strategy so that purchase of goods and services is evaluated against London sustainability targets. This to include support to environmental industries in London, where appropriate.	2006	Planning phase	Tendering process now formally all electronic only - cuts down on paper, transport, etc. Requirement introduced in 2008 for relevant Green Spaces contractors to use electric vehicles. To be considered under climate change strategy.	2008: Procurement policy for fleet vehicles being considered in next financial year. 2009: Expansion beyond Green Spaces contractors still under consideration.	Local Authority Led	Sustainability Steering Group
7. 05.	Provide air quality information to interested parties and link with other health initiatives.	2006	Ongoing	Articles in Hillingdon People for car share, update on new air quality monitoring within the borough, AirText sign up. Reports and presentations given to local residents groups with regard to air quality, progress on PSDH.	See 6.01	Local Authority Led	Environmental Protection Unit (EPU)

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				Industrial emissions website established. (see 5.03) Public meetings held and regular press releases given with regard to Adding Capacity at Heathrow consultation; AirText regularly promoted at Streets Ahead events throughout the borough			
7. 06.	Work with the London Sustainable Distribution Partnership to implement infrastructure for effective and integrated distribution of goods in London.	2008	Not started	No progress.		Partnership	LSP
7. 07.	Work in partnership to ensure consistency of Action Plan measures and explore all opportunities for regional measures for reducing emissions.	2007	Ongoing	Joint projects identified with WL Freight Quality partnership. Highways Agency meetings identified as annual event for Heathrow area. Environment Agency meetings identified as 6-monthly event for Heathrow specific issues, attendance also at WL AQ Cluster Group. Review of WL Air Quality Strategy complete, includes links with Climate Change and a Communication Strategy. Continued regional working with West London Air Quality group, successful bids via West Trans BSP and DEFRA grants for joint actions	Hillingdon Climate Change Strategy and Carbon Management Plan published. Local air quality incorporated into both documents.	Partnership	West London Alliance
7. 08.	Development of regional Air Quality Strategy to tackle cross-boundary issues and include all National Air Quality Strategy pollutants, climate change etc.	2007	Ongoing	Nottingham declaration signed 5 <sup>th</sup> June 2007; Consultation response to Draft Climate Change Bill 11 <sup>th</sup> July 2007 – issues raised included strengthening the role of local	Hillingdon feeding into review of the Mayor's Air Quality and Transport Strategies.	Partnership	Local Authorities

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				authorities in the bill, the inclusion of other greenhouse gases to ensure any trade-offs with issues impacting on local air quality are fully understood and specific aviation comments requiring the inclusion of aviation in the climate change reduction targets. See also 7.07.			
7. 09.	UK Government to actively support air quality improvement in Hillingdon.	2007	Ongoing	Opportunities identified in 2006/07 include responses to EU Thematic Strategy, the PSDH process, the review of the National Air Quality Strategy. Hillingdon working with 2M group to assess process needed for UK Govt to be granted a derogation in the area around Heathrow, Delegations supported to Strasbourg and Brussels to raise profile of air quality in Heathrow area		Lobbying	DEFRA

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Package 8. Action Plan Management							
8. 01.	Develop and maintain management system for implementation of the plan.	2010	Ongoing	Management system fully in place.		Local Authority Led	Environmental Protection Unit (EPU)
8. 02.	Identify and secure all potential funding for Action Plan initiatives.	2010	Ongoing	S106 sought on new developments, BSP funding of 45,000, SCE bids submitted each year for air quality monitoring, modelling and action plan measures.	Ongoing via BSP, DEFRA grant, section 106, West Trans BSP	Local Authority Led	Environmental Protection Unit (EPU)
8. 03.	Maintain, and where necessary expand, the existing air quality monitoring network.	2010	Ongoing	New tubes located in congested areas in north of borough, tubes placed out for monitoring impact of the railway, participation in HA motorway monitoring, new analysers in Sipson village, Harmondsworth and Hayes.	Funding sought via SCE for new monitor in Ickenham, identified as key area in west London Monitoring Network Audit	Local Authority Led	Environmental Protection Unit (EPU)
8. 04.	Review and assessment of air quality in line with DEFRA guidance.	2010	Ongoing	Rolling programme in place (see annual reports on air quality issued by Hillingdon).	Ongoing	Local Authority Led	Environmental Protection Unit (EPU)
8. 05.	Prioritise measures, providing a schedule for implementation.	2006	Ongoing	Audit of action plan is underway.		Local Authority Led	Environmental Protection Unit (EPU)
8. 06.	Provide progress report to DEFRA on annual basis.	2010	Ongoing	Progress Report 2008 and USA submitted on time.	Ongoing	Local Authority Led	Environmental Protection Unit (EPU)
8. 07.	Review and adapt the action plan according to opportunity and circumstance.	2010	Ongoing	Audit of the action plan being undertaken.	Government decision on support 3 <sup>rd</sup> runway will necessitate need to review the action plan	Local Authority Led	Environmental Protection Unit (EPU)
8. 08.	Maintain consultation process to disseminate information on progress against defined targets to other stakeholders.	2010	Ongoing	Consulted with various residents group, briefing notes prepared for business groups.	Ongoing	Local Authority Led	Environmental Protection Unit (EPU)
8. 09.	Examine potential for the development of regional action plan on cross boundary issues.	2007	Ongoing	Continued attendance at bodies such as West London Air Quality Group, HATF and APPLE.	Ongoing	Local Authority Led	Environmental Protection Unit (EPU)

