

The London Borough of Hillingdon



Progress Report, 2012

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This Air Quality Progress Report for the London Borough of Hillingdon has been produced in fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management

Authors

This report has been produced for the London Borough of Hillingdon by Mike Holland of EMRC, in collaboration with Val Beale, London Borough of Hillingdon.

Executive Summary

Background

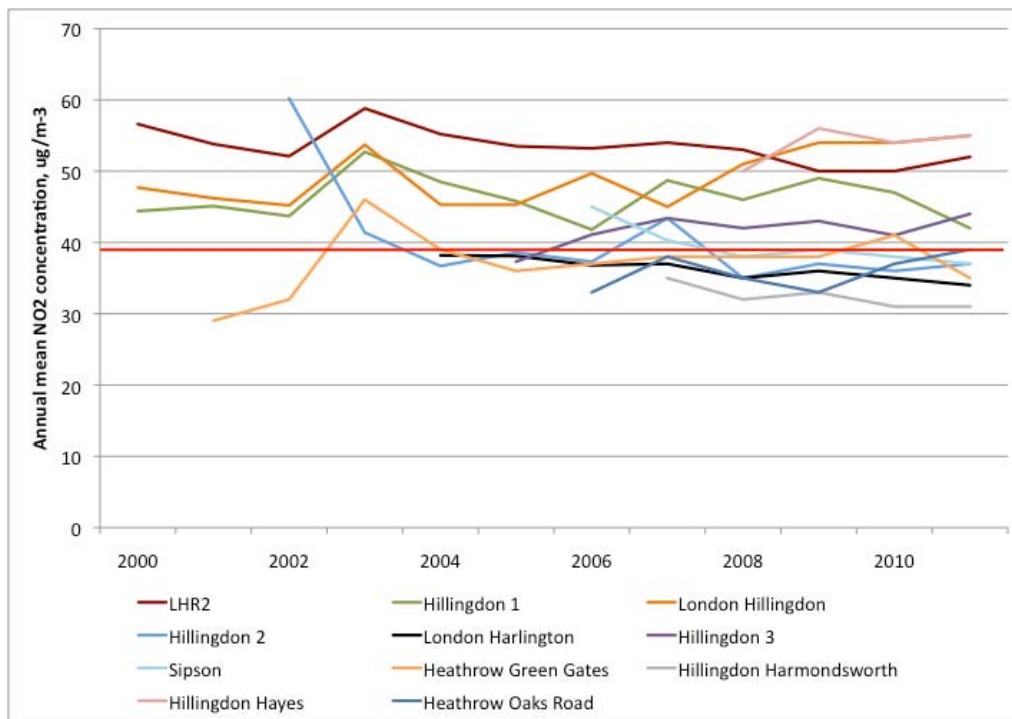
The London Borough of Hillingdon has completed an Air Quality Progress Report as required by the Air Quality Review and Assessment process. Full Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment (USA) reports. Their purpose is to maintain continuity in the Local Air Quality Management process. This report has been produced alongside Hillingdon’s USA for 2012 to focus on progress by the Local Authority with its air quality action plan (AQAP) over the reporting period. It has been produced in accordance with guidance laid down by Defra.

Improvement of air quality is necessary for the wellbeing of people who live and work in Hillingdon. Current levels exceed the limit values laid down in the UK’s Air Quality Strategy and the European Union’s Directive on Air Quality. Exposure beyond these limits is recognised as posing a significant threat to public health.

Monitoring data

Full details of new monitoring data are reported in the 2012 USA for Hillingdon prepared separately (AEA, 2012). That report also includes details of the monitoring network across the Borough. The main conclusions reached in the USA are as follows:

- Based on results from the Automatic Monitoring Network and diffusion tubes, there has been no substantial improvement in air quality relative to NO₂ levels (the pollutant for which an Air Quality Management Area, AQMA, was established in the Borough) in recent years (see figure). On the positive side, however, there is also no indication that air quality has worsened in this period.



Annual mean NO₂ levels in Hillingdon, 2000 to 2011.

- Levels of other pollutants, including fine particles, comply with National Air Quality objectives.
- Modelled and monitored data demonstrate that there is no need to reduce or increase the area of the current AQMA.
- The assessment of new sources has not identified any new sources that require detailed assessment.

The Updating and Screening assessment did not identify any locations where a Detailed Assessment for any source or pollutant should be conducted. The London Borough of Hillingdon will continue monitoring at all existing sites within the Borough and will continue to implement the measures outlined in their Air Quality Action Plan for the existing AQMA.

Local and other policies

A high profile is given to air quality issues in the revision to the Local Development Framework (LDF) for Hillingdon and the Local Implementation Plan (LIP) for transport in the Borough. This is reflected also in regional policy (e.g. the Mayor's Air Quality Strategy) and national planning policies as demonstrated in the recently published National Planning Framework. Publication of Heathrow's Air Quality Strategy for 2011-2020 is welcomed and its relationship to the measures in Hillingdon's AQAP is elaborated in this report.

Overall progress with Hillingdon's Air Quality Action Plan

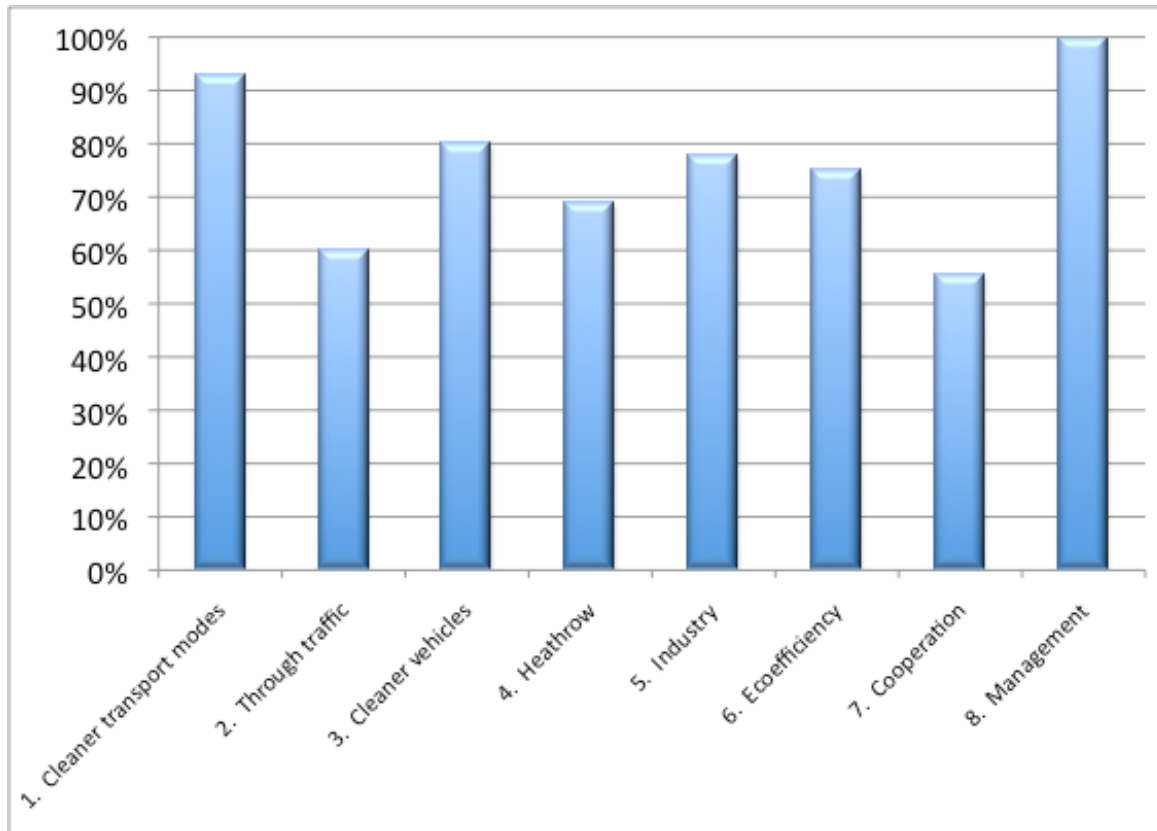
Hillingdon's Action Plan contains a large number of measures (more than 100) split across the following eight packages:

- 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

Overall, across these packages, 75% of measures have been fully adopted. In general, implementation of measures that Hillingdon has full control over has been very good (e.g. those in Packages 1, 3, 5 and 8). There has been less success in Packages where other groups are heavily involved, for example:

- Package 2, which involves TfL, the Highways Agency and others
- Package 4, which involves BAA and DfT, though progress has been made in the reporting year as a result of the commitments made in Heathrow's Air Quality Strategy for 2011-2020
- Package 7, which involves many stakeholders, from Central Government to local and regional bodies

It is not intended that this should be interpreted as direct criticism of these outside bodies, as it is in part a consequence of the broad ranging nature of the current Action Plan; in seeking to implement so many measures it was inevitable that problems would arise with some, particularly where the Borough was not responsible for funding or management. As it would seem to take longer to get actions in place where partnership working is needed it is very important to ensure that reducing pollutant emissions is a key part of the objectives of each working partner. Overall, the success in bringing action plan measures into place provides a firm foundation for the revision of the plan in the coming year.



% of measures in each Package that were fully in place by the end of 2011

Highlights from Air Quality Action Plan implementation in 2011

The following highlights are discussed in the progress report:

- Start of actions to revise the original air quality action plan.
- Improvements to the Hillingdon Fleet, for example, ensuring that all refuse vehicles meet the Euro V standard.
- Trialling of electric vehicles in the Borough and expansion of the number of charging points.
- Ensuring proper alignment of the air quality action plan and the LIP. This is particularly in the areas of:
 - Sustainable Travel, with improvements to Uxbridge station, to be followed by Hayes station (this, to coincide with the delivery of Crossrail). There are also to be junction improvements in the poor air quality corridor around West Drayton High Street and Porters Way. A 3 year rolling programme will also seek to improve transport in the Heathrow Villages, addressing rat running and excess HGV movements in residential areas.
 - Walking and Cycling, with improvements made to the Grand Union Canal in West Drayton and a continued emphasis on school travel plans.
 - Funding for analysis of traffic count data.
- Continued work with the West London Air Quality Cluster group, focused on the TEEM model for West London. This will provide the group with a West-London specific toolkit to test scenarios for improvements to road traffic networks to reduce emissions. The model is currently being configured to work with a GIS interface for ease of final use.
- Successful bid for a Defra Air Quality Grant for taking forward the Air Quality Hotspot project. This will look at the priority areas as defined in the previous Progress Report:

- The A40 corridor,
- The A312 corridors and,
- In collaboration with Hounslow, Spelthorne and Slough councils, the Heathrow area.

The project will be taken forward during 2012/2013. The extent to which different sources of pollution are responsible for problems in each area will be assessed using source apportionment analysis. Potential measures for reducing pollutant emissions in each area will then be identified. The most promising of these will then be assessed, with respect to the air quality improvements that they are likely to achieve in relation to the emission reductions that will be needed for compliance with regulations. The stakeholders needed for implementation will also be identified.

- Publication by BAA of the Heathrow Air Quality Strategy for 2011 to 2020.
- Lobbying the European Commission to ensure that Hillingdon's air quality issues are understood at all levels.
- Response to consultation on High Speed Rail (HS2)
- Implementation of recommendations made in the last progress report for changes to the monitoring network to ensure cost-effective use of resources in the Borough.

Next Steps

The most significant next step involves the ongoing revision of the action plan. This includes ensuring that it is properly linked with national, regional and other local policies. There is particular scope for Hillingdon to collaborate with TfL on, for example, the TfL Bus SCR retrofit project. GLA initiatives such as the development of "air quality neutral development" advice will be incorporated into the review of the Hillingdon Air Quality Supplementary Planning Guidance.

It is anticipated that the emissions database tool designed for Hillingdon as part of the Emission Database project will provide a means by which transport management measures can be screened for their impact on emissions prior to implementation. This will allow design/mitigation features to be an integral part of the scheme.

In carrying out these actions it is important to be conscious of the need to maintain the impetus of local, regional and national actions in the interests of public health protection. The main focus of this work will doubtless be on those areas where limits are currently exceeded. However, the importance of at least maintaining, and preferably improving, air quality in areas that already meet the objectives should be borne in mind, given that the air quality limit values do not represent concentrations at which there is no effect on health.

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Appendix 1: Previous work on air quality in Hillingdon

Appendix 2: Detailed information on implementation of the Action Plan

1 Introduction

1.1 Description of Local Authority Area

Hillingdon is, geographically, the second largest local authority in London and has approximately 250,000 residents. Parts of the Borough to the north of the A40 are semi-rural, with Ruislip as the district centre. The south of the Borough is more densely populated, urban in character, and contains the metropolitan centre of Uxbridge and the towns of Hayes and West Drayton. It also contains numerous important transport links. As well as being home to Heathrow Airport, the Borough is crossed by the M4 and the A40 and bordered to the west by the M25 and to the east by the A312, attracting traffic into the Borough and encouraging traffic to pass through it. These national routes therefore generate a significant air pollution burden for residents.

1.2 Purpose of the Progress Report

Progress Reports are required in order to maintain continuity in the Local Air Quality Management process. For the current progress report this is particularly important for Hillingdon because of developments concerning Heathrow Airport. Monitoring data for the reporting year is provided here in summary form only, with more detail being provided in the Updating and Screening and Assessment (USA) report issued in June 2012.

1.3 Air Quality Objectives

The air quality objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928), and the Air Quality (England) (Amendment) Regulations 2002 (SI 3043). They are shown in Table 1.1 at the end of this Chapter. This table shows the objectives in units of microgrammes per cubic metre, $\mu\text{g}/\text{m}^3$ (for carbon monoxide the units used are milligrammes per cubic metre, mg/m^3). Most of the short term limits (those with average periods less than 1 year) include reference to a number of permitted exceedances in any year, recognising that weather and other conditions can make attainment of these limits unrealistic¹.

The objectives shown in Table 1.1 are similar to the mandatory limits laid down in EU Legislation, though the target dates listed are earlier. Despite this, there is exceedance of the limits in many parts of the UK, particularly for annual average NO_2 concentrations. The daily mean figure for PM_{10} is also exceeded in some areas, particularly around Central London. As a result, the UK Government has applied for an extension of the time permitted for compliance with limit values in a number of areas, though this has been rejected in part by the European Commission because of a lack of certainty that limit values would be attained within the extended deadline. In other areas, including the GLA agglomeration covering central London and the Heathrow area, the UK has not formally asked for an extension as it was clear that even by 2015 there would still be non-compliance. Instead the Government has advised the European Commission of the measures being put in place. For the Heathrow area the Government has suggested compliance by around 2020. Many other Member State Governments have also applied for time extensions.

¹ The alternative to permitting a certain number of exceedances would be to set the concentration limits at a higher level. It is thought that this could lead to a lower level of protection for public health than the system that has been adopted.

1.4 Previous reports, etc. on air quality in Hillingdon

1.4.1 Action plan and associated progress reports

Detailed assessment of air quality in Hillingdon has been undertaken for the past 10 years following guidance from National Government. A detailed account of this process for the Borough over the years is provided in Appendix 1. In summary, an Air Quality Management Area (AQMA) was declared because of concern over annual mean concentrations of NO₂. The AQMA covers the A40 corridor and Chiltern-Marylebone railway line and all parts of the Borough south of them (see Figure 1.1a). Figure 1.1b shows forecast concentrations of NO₂ across the Borough at the time that the AQMA was declared. Problems are most severe around Heathrow Airport and the major road network that goes through the Borough, reflecting the largest sources of NO_x emissions within the AQMA. An Action Plan, showing how the Council intended to tackle these problems, was issued in 2004. This contains a series of 8 packages of measures that address emissions from traffic, Heathrow Airport, industry, existing housing, new developments, and so on.

Progress reports (of which this is the latest) have been issued annually since 2004. These show that levels of NO₂ are little changed over recent years. However, set against this, they have demonstrated a good record of implementation of the Action Plan in areas for which the Council has control. An obvious problem arises because the most important sources in the Borough (the airport and the major road network) are not under the Council's control.

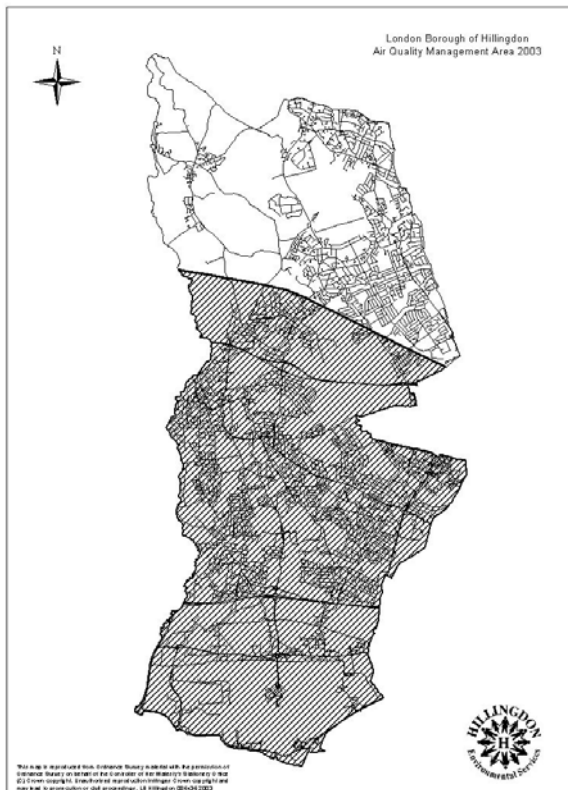


Figure 1.1a. Map of AQMA Boundaries (2003).

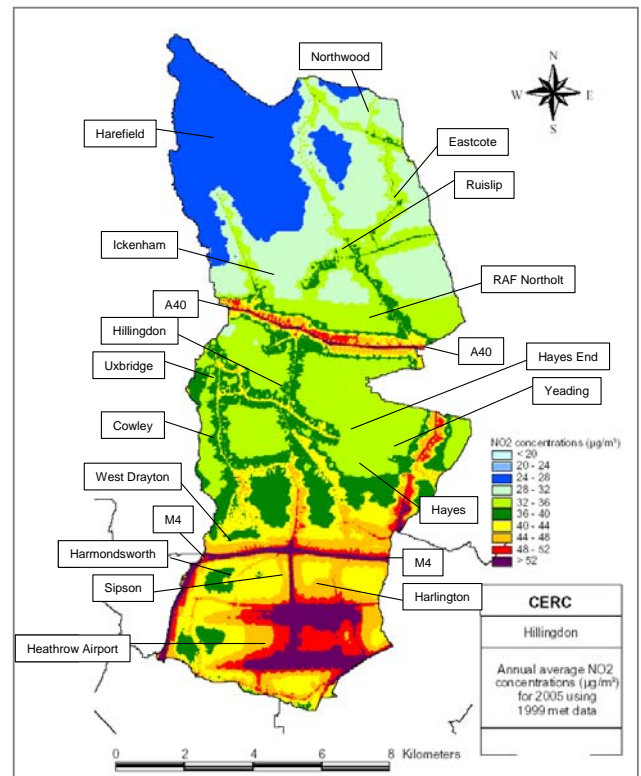


Figure 1.1b. Forecast annual mean NO₂ levels for 2005.

1.4.2 Updated modelling for the Borough

It is useful to compare these forecasts with the results of later modelling work, to consider the robustness of earlier modelling. Figure 1.2, based on more recent data for traffic flows, etc. and updates to the dispersion models, demonstrates a close match between the areas originally forecast to experience exceedance of limit values and our current understanding. The modelling will be further updated by CERC when new emission factors and data for Heathrow Terminal 5 are available. There is some reduction in the areas just exceeding the limit values. In part this is likely to reflect actions taken to reduce emissions across the Borough (from the action plan, noting that previous Progress Reports have identified a reduction in traffic in the Borough in line with measures introduced to improve air quality and reduce congestion), actions taken in London (such as the Low Emission Zone) actions taken nationally (including measures linked to greenhouse gas controls) and actions taken internationally (such as European legislation on vehicle emission standards).

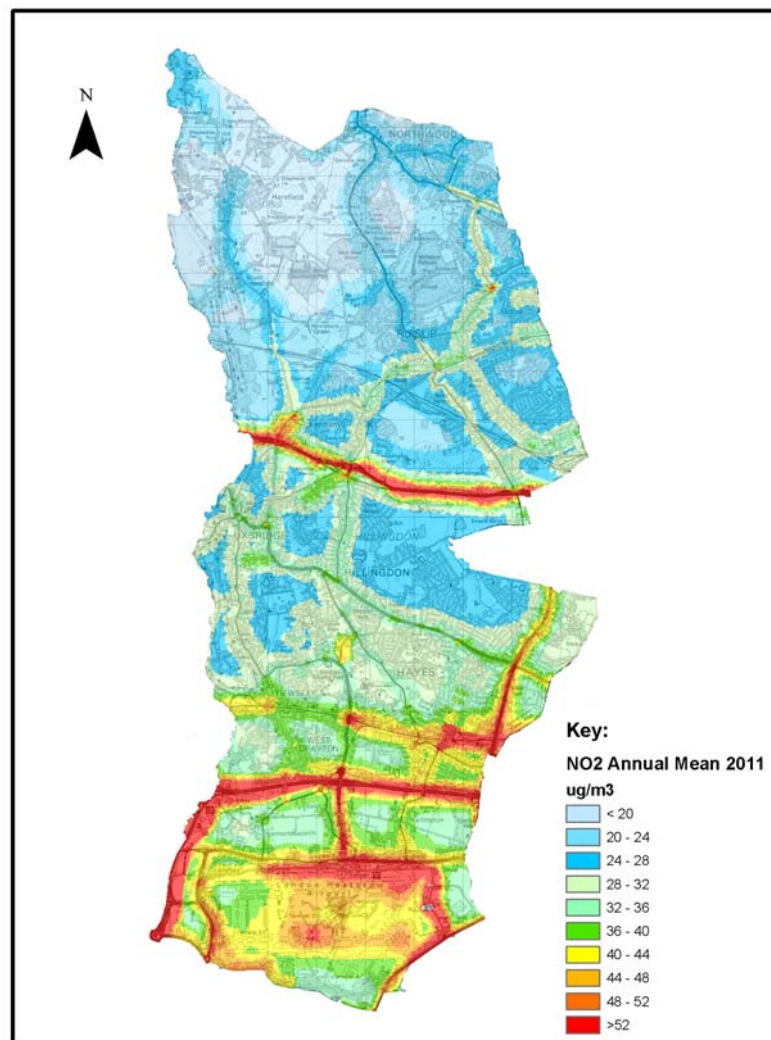


Figure 1.2. Modelled NO₂ levels in Hillingdon in 2011.

1.4.3 Identification of priority areas

The 2011 progress report identified priority areas within the Borough that will need to be the focus of the review of the Air Quality Action Plan and are where other agencies and stakeholders will most need to work with Hillingdon to ensure the EU limit values are met.

These covered:

- Heathrow Airport, including the M4 and surrounding areas
- The A40 corridor, particularly around the junctions with Swakeleys Road, Hillingdon Long Lane and the Polish War Memorial at South Ruislip
- The A312 Hayes Bypass, connecting the A40 and M4

Following the work to define priority areas, the Borough has commissioned studies to better understand the relative strength of different sources in areas subject to exceedance (CERC, 2011), and to better define transport emissions in the Borough (TRL, 2012). The main conclusions of these studies are described, briefly, below.

1.4.4 Source apportionment

Since the last progress report, source apportionment modelling has been carried out by CERC for the London Borough of Hillingdon using ADMS-Airport air quality modelling software. The study was carried out using pollutant emissions data for the years 2011 and 2015 from the London Atmospheric Emissions Inventory, the Slough Emissions Inventory and the Heathrow Emissions Inventory. Concentrations of NO_x, PM₁₀ and PM_{2.5} apportioned by source groups were predicted at a set of receptors representing the locations of air quality monitors in Hillingdon. This information will be key to revision of the action plan.

Heathrow Airport is a major source of all three pollutants making up between 36% and 54% of total emissions from within Hillingdon. Road transport, made up of major roads, minor roads and cold starts, is the other major contributor to emissions and concentrations of all three pollutants and both years. The contribution of road transport emissions to total NO_x concentrations at the receptor locations is larger than any other source group, except Heathrow airport, for both 2011 and 2015. Background concentrations, representing the contribution from sources outside of the area covered by the emissions inventory, accounts for the majority of the total predicted PM₁₀ and PM_{2.5} concentrations at the receptor locations. For all three pollutants and both years, at least 50% of the emissions from major roads in Hillingdon are from roads that are not controlled by the local authority. The largest contributors to NO_x emissions from major roads within Hillingdon for both years are cars. PM₁₀ and PM_{2.5} emissions from major roads are made up of exhaust emissions and brake & tyre emissions. The contribution of exhaust emissions of PM₁₀ and PM_{2.5} from major roads within Hillingdon is lower for the year 2015 compared to 2011, reflecting the expected reduction in exhaust emissions due to changes in vehicle technology.

1.4.5 Development of a transport emissions database

TRL (2012) produced an emissions database for Hillingdon, to permit the Council to assess changes in emissions and fuel consumption of individual and combinations of measures in its Transport Local Implementation Plan (LIP) and Air Quality Action Plan. The headline findings were that, of sources within the borough, road traffic contributes to over 77% of NO_x emissions and 69% of PM emissions. Of the road traffic sources, vehicles travelling on the motorways (M4 and M25) contributed over 60% of each pollutant. For CO₂, road transport contributed 95% of total emissions. Emissions from the diesel railway network contributed 23% of overall NO_x emissions, 31% of PM emissions and 5% of CO₂ emissions. Emissions of

NO_x from electric trains were approximately half those of diesel trains, PM emissions were similar and for CO₂, emissions were more than double, though of course these are linked to power generation outside Hillingdon and so do not impact on the Borough's air quality. Four measures from the LIP were assessed for their impact on emissions in the entire borough or in a given local area.

- Modal shift targets in the LIP were found to reduce emissions of NO_x, PM and CO₂.
- Introducing a dedicated Uxbridge to Heathrow bus service may increase emissions in the short term (due to a large increase in the numbers of buses), but if cleaner buses were used, there would be longer-term emissions reductions.
- On a per-passenger basis, emission reductions were found due to an improved bus and train transport interchange at Uxbridge.
- The introduction of Crossrail in 2017 was predicted to reduce Borough-wide emissions by more than 2%.

Table 1.1. Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England.

Pollutant			Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 µg/m ³	Running annual mean	31.12.2003
	5.00 µg/m ³	Running annual mean	31.12.2010
1,3-Butadiene	2.25 µg/m ³	Running annual mean	31.12.2003
Carbon monoxide (CO)	10.0 mg/m ³	Running 8-hour mean	31.12.2003
Lead	0.5 µg/m ³	Annual mean	31.12.2004
	0.25 µg/m ³	Annual mean	31.12.2008
Nitrogen dioxide (NO ₂)	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m ³	Annual mean	31.12.2005
Particles (PM ₁₀) (gravimetric)	50 µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg/m ³	Annual mean	31.12.2004
Sulphur dioxide (SO ₂)	350 µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

2 New Monitoring Data

2.1 Summary of findings from the USA

Full details of new monitoring data are reported in the 2012 USA for Hillingdon prepared separately (Lewin, 2012). That report also includes details of the monitoring network across the Borough. The main conclusions reached in the USA are as follows:

- Annual mean NO₂ concentrations have increased slightly at the London Heathrow LHR2 monitoring station when compared to 2010 but have remained fairly constant over the last five years. The measured annual mean concentration was in excess of the 40 µg.m⁻³ limit value again at this site during 2011. This site is, however, not at a location of relevant human exposure.
- Annual mean NO₂ concentrations at the London Hillingdon automatic monitoring site were in excess of the annual mean limit value during 2011 and have increased consistently over the last five years. This site is representative of relevant human exposure as it is a similar distance from the M4 Motorway as the nearby housing.
- Concentrations at Hillingdon 1 South Ruislip were lower than previous years but still showing exceedance (42 µg.m⁻³). In contrast, concentrations at Hillingdon 3 Oxford Avenue were higher than before (44 µg.m⁻³).
- At Hillingdon Hayes, the measured NO₂ annual mean has remained fairly constant over the last three years averaging around 55 µg.m⁻³, significantly in excess of the 40 µg.m⁻³ limit value. This site is approximately 15m from locations of relevant exposure.
- The measured NO₂ annual mean has increased steadily over recent years at Heathrow Oaks Road; the 2011 annual mean of 39 µg.m⁻³ is just less than the 40 µg.m⁻³ limit; this is the highest measured annual mean in recent years.
- At all of the other automatic monitoring sites the measured annual mean in 2011 was below the 40 µg.m⁻³ objective and has either decreased slightly or stayed fairly constant over recent years.
- Annual mean NO₂ concentrations in excess of the 40 µg.m⁻³ limit value were also measured at the following diffusion tube sites:
 - HD43: Uxbridge Day Nursery, Park Road
 - HD46: South Ruislip Auto-monitor, West End Road
 - HD53: Warren Road, Ickenham
- The measured NO₂ annual mean at all of these sites has consistently been in excess of the objective over recent years; all of the sites are within the existing AQMA. Examination of the trend in NO₂ annual means measured across the network of diffusion tubes indicates that NO₂ concentrations have in general decreased slightly at all sites.
- No annual mean PM₁₀ concentration in excess of the 40 µg.m⁻³ objective was measured at the automatic monitoring sites during 2011. There is no clear trend over recent years in annual mean PM₁₀ concentrations at the monitoring sites. None

of the monitoring sites had more than the 35 permitted exceedances of a daily average PM₁₀ concentration of 50 µg.m⁻³ during 2011.

- The assessment of new sources has not identified any new sources that require detailed assessment.

The Updating and Screening assessment did not identify any locations where a Detailed Assessment for any source or pollutant should be conducted. The London Borough of Hillingdon will continue monitoring at all existing sites within the District and will continue to implement the measures outlined in their Air Quality Action Plan for the existing AQMA.

2.2 Data for NO₂

Results are now shown for NO₂ as this is the pollutant for which problems, relative to the air quality objectives, have previously been identified in the Borough. *Table 2.1* shows the annual mean concentrations of NO₂ from 2007 to 2011 for each of the automatic monitoring sites within Hillingdon. In 2011 the annual mean NO₂ objective was exceeded at 5 sites within the Borough, all of which are located within the current AQMA. There is no clear trend between sites from 2010 to 2011, with concentrations at some sites increasing and at other sites decreasing.

Table 2.1. Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective. All sites are within the AQMA.

Site ID	Location	Data Capture for full calendar year 2010, %	Annual mean concentrations (µg/m ³)				
			2007	2008	2009	2010	2011
London Heathrow LHR2	Airport	98.4	54	53	50	50	52
London Hillingdon	Suburban	97.6	45	51	54	54	55
Hillingdon 1 South Ruislip	Roadside	99.8	49	46	49	47	42
Hillingdon 2 Hillingdon Hospital	Roadside	70.3	43	35	37	36	37
Hillingdon 3 Oxford Avenue	Roadside	94.8	43	42	43	41	44
London Harlington	Airport	96.2	37	35	36	35	34
Hillingdon Sipson	Urban background	99.7	40	38	39	38	37
London Harmondsworth	Airport	91.4	35	32	33	31	31
Heathrow Green Gates	Airport	99.5	38	38	38	41	35
Heathrow Oaks Road	Airport	88.2		35	33	37	39
Hillingdon Hayes	Roadside	89.2		50	56	54	55

Figure 2.1 shows the trend in concentrations over the monitoring period of each of the automatic monitoring sites. Since monitoring commenced in 1994 NO₂ concentrations have remained above the annual mean objective at four sites, namely: LHR2, London Hillingdon, Hillingdon Hayes and Hillingdon 1. At Hillingdon 3 the NO₂ concentration was below the air

quality standard in 2005 but has remained above $40 \mu\text{g m}^{-3}$ since. The NO_2 concentrations at LHR2 appear to be gradually reducing since the peak in the early 1990s but, like Hillingdon 1 and London Hillingdon, remains significantly above the annual mean objective. After a peak in 2007 the annual mean NO_2 concentration at Hillingdon 2 has remained under the air quality standard following the general trend since 2004 at this location. London Harlington, Sipson, and Hillingdon Harmondsworth also remain below the air quality standard, although concentrations at these sites have levelled out from previous years. In 2010 there is an exceedance at Heathrow Green Gates for the first time since 2004, when the only other exceedance was measured. For 2011, however, concentrations at this site fell back below the annual mean limit value. Data from the diffusion tube network support the results of the automatic monitoring network.

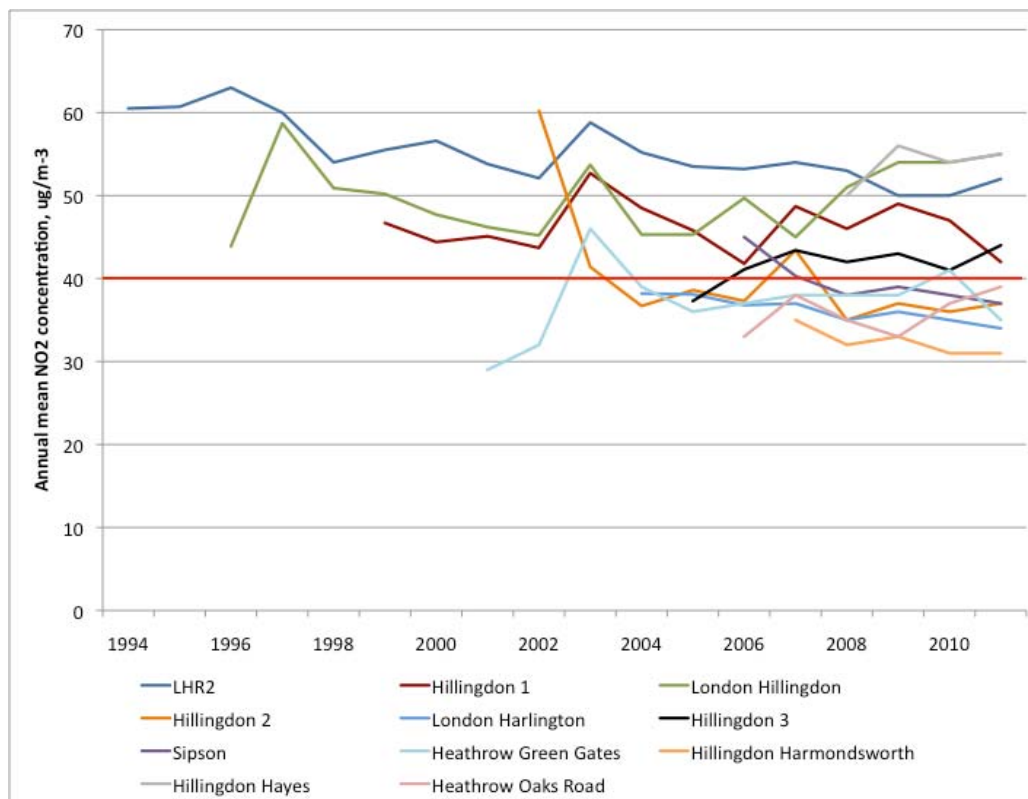


Figure 2.1. Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Automatic Monitoring Sites.

The only site showing exceedance of the hourly mean limit in 2011 was Hillingdon Hayes, for which the limit was exceeded on 15 occasions. This figure is within the permitted 18 occasions.

2.3 Other pollutants

With respect to PM_{10} , $\text{PM}_{2.5}$ and ozone, there were no exceedances of objectives recorded at the monitoring sites. For PM_{10} there was an increase in the number of days for which the daily average limit value was exceeded, but this was within the total days of exceedance allowed. As reported previously, monitoring of CO and benzene has been discontinued as

levels were found to be well within the limit values, with no prospect of significant new sources being introduced to the Borough.

2.4 Summary of Compliance with AQS Objectives

The London Borough of Hillingdon has examined the results from monitoring in the borough. Concentrations outside of the AQMA are all below the objectives at relevant locations, therefore there is no need to proceed to a Detailed Assessment.

There continues to be exceedance of the NO₂ annual mean limit value in the Borough, particularly close to major roads and the airport. In 2010, exceedance was for the first time since 2003 identified at the Heathrow Green Gates site, though in 2011 the site was again compliant with objectives. Concentrations at the London Hillingdon and Hillingdon Hayes automatic stations show that the limit value is exceeded by around 35%. In neither case is there any movement to a reduction in concentrations.

There continues to be no trend towards improvement of NO₂ levels, despite some decrease in road traffic in the Borough. This raises serious questions about the modelling undertaken for the Third Runway that forecasted that there would be improvements sufficient for the limit values to be met within a few years. This lack of compliance by 2015 is also confirmed in the recent UK submission to the EU which shows the Heathrow area is unlikely to reach compliance until 2020. This needs to be considered in any future modelling undertaken in relation to airport operations.

No problems in relation to limit value exceedance have been identified with the other pollutants monitored (PM_{2.5}, PM₁₀ and ozone).

3 New Local Developments and Planning Applications

3.1 Road Traffic Sources

The USA concludes that there are no new or newly identified road traffic sources within the London Borough of Hillingdon that have not been adequately considered since the previous round of the Review and Assessment process. This includes:

- Narrow congested streets with residential properties close to the kerb
- Busy streets where people may spend 1 hour or more close to traffic
- Roads with a high flow of buses and or HGVs
- Busy road junctions
- New roads constructed or proposed since the last round of review and assessment
- Roads with significantly changed traffic flows
- New or newly identified bus or coach stations.

3.2 Other Transport Sources

The USA reports that no new transport sources have been identified that would significantly affect air quality in the Borough. Since the previous USA there has been some evaluation of emissions from rail traffic in the Borough, concluding that there were no associated problems relating to compliance with air quality objectives.

The main source in this category, however, remains Heathrow Airport. The Borough welcomed the decision not to extend the airport with the proposed Third Runway, but is disturbed that there remains some debate around it. It is notable that the air quality trends shown in Figure 2.1 refute the modelling performed at the time that the Third Runway was proposed (this is discussed further in Section 6.4), in showing that air quality in the Borough is not improving, let alone at a rate sufficient to ensure that air quality objectives will be met in the near future.

3.3 Industrial Sources

There are no existing installations with substantially increased emissions or new relevant exposure within the London Borough of Hillingdon or nearby in neighbouring local authorities. Hillingdon continues to take a proactive approach in regards to assessing planning applications especially in cases such as the introduction of sources such as combined heat and power plant, proposals to use biomass and proposals affecting existing poor air quality areas.

3.4 Commercial and Domestic Sources

A new biomass boiler has recently become operational at Heathrow Airport; a HERZ BioFire 500 - 1000 Bio Control 400 – 1000kW rated biomass boiler, designed to operate with EU standard wood pellets. When considering the application from BAA, the London Borough of Hillingdon recognised that biomass combustion, unless properly abated, is not ideal within an existing AQMA but also considered its contribution to reducing greenhouse gas emissions from energy production and the distance to the nearest receptors given that this is on-airport. To address the air quality impact London Borough of Hillingdon therefore specified that the plant should have full abatement technology fitted to reduce particulate and NOx emissions.

3.5 New Developments with Fugitive or Uncontrolled Sources

Two new bulk cement plants have recently become operational within the London Borough of Hillingdon. Details of dust suppression techniques were submitted with applications for each site and have been included as part of the authorisations. No complaints regarding dust or visual indications of dust have been reported to date.

Concern has been expressed over fugitive emissions of dust/particulates from Tarmac Roadstone Coating in Hayes. The site is located just north of the railway line beside the A312 in Hayes and is regulated as a Part B Process under the Environmental Permitting Regulations by the London Borough of Hillingdon. Complaints regarding dust nuisance have been received in the past from commercial premises opposite the site. There has also been indication of dust tracking from the site on the roads accessing the site, and dust covering nearby bike shelters etc. It is likely that the main source of fugitive dust/particulate emissions will be the loose stock piles of aggregate etc. that are located at the north east of the site. However, there have not been any complaints from residential properties, there are no obvious signs of dust, and TG(09) guidance suggests that a detailed assessment of PM₁₀ is not necessary. However, in conjunction with funding from Tarmac, Hillingdon has recently undertaken a detailed assessment to identify potential sources of dust emanating from operations at the site and detailed suggested mitigation measures. The conclusions from the report will be taken into account in the Permitting process.

3.6 Summary regarding local developments

The London Borough of Hillingdon confirms that there are no new or newly identified local developments that may affect compliance with air quality objectives in the Local Authority area.

Concerns relating to emissions from the Tarmac Roadstone Coating in Hayes are currently under investigation, with the collaboration of the site operator.

4 Local and Regional Policies

The policies set out in local authority planning documents determine the authority's approach to the relationship between planning and air quality. They are important as new developments are judged against these policies. There is also a need for consistency with regional policies (particularly for Hillingdon and other London Boroughs, the Mayor's Air Quality Strategy, see below), and for support from such policies.

4.1 National Planning Policies

Hillingdon has noted the following from the final National Planning Policy Framework (paragraph 124):

"Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan".

Council officers will act to ensure that this is implemented in the Borough. It is factored into other relevant local policies already, such as the Local Development Framework (see below).

4.2 Regional Air Quality Strategy

In December 2010 the Major's Air Quality Strategy (MAQS) was published. This strategy can be found at <http://www.london.gov.uk/air-quality>. Our progress reports from the last two years identified very strong consistency between the MAQS in draft and final form and Hillingdon's AQAP.

4.3 Local Development Framework (LDF)

The Core Strategy for Hillingdon's LDF has gone through the stage of Examination in Public. Improving air quality has been included as a key message in the Vision, in the Strategic Objectives and in the Core Policies. The following sections demonstrate how seriously the Council regards air quality problems in the Borough and how it intends to tackle them to the extent that it is able.

4.3.1 The Vision for Hillingdon 2026

The Core Strategy regards the following elements (those with relevance to air quality) from its vision for 2026 as key to quality of life in the Borough:

- **Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents:**
 - ... more residents are enjoying the benefits of an improved quality of life. There is a wider choice of housing, and workplaces are located where they are accessible by a range of transport options and neighbourhoods that lack adequate facilities and services have been addressed. Low emissions strategies are helping to improve air quality with associated health benefits.
- **Improved environment and infrastructure is supporting healthier living and helping the borough to mitigate and adapt to climate change:**
 - ... areas lacking the social, physical and green infrastructure required to support healthy lifestyles have been identified and measures are well under

way to address these. Improved building design and less reliance on cars has helped the borough to reduce its carbon footprint. Generation of energy from renewable sources is common practice and older housing stock is also benefiting from climate change initiatives. Town and neighbourhood centres are the focus for community activities and have a diverse range of uses including health clinics, cultural activities, local and business services, as well as retail and office uses.

- **Hillingdon has continued to prosper from the presence of Heathrow:**
 - ... the economic benefits of Heathrow Airport are being harnessed by local people through access to jobs and links to training to create greater prosperity, whilst securing improved local air quality, reductions in noise and other benefits to the environment for the local communities.

The LDF is therefore designed to work towards this vision.

4.3.2 Strategic Objectives

The following are included as Strategic Objectives in the revised LDF, further recognising the need for environmental improvement in the Borough:

SO10: *Improve and protect air and water quality, reduce noise levels, reduce the impacts of contaminated land and safeguard quiet areas from noise pollution.*

SO11: *Address the impacts of climate change, and minimise emissions of carbon and local air quality pollutants from new development and transport.*

Policies EM1 and EM8 are both related to these objectives:

EM1 Core Policies - Climate Change Adaptation and Mitigation

The Council will ensure that climate change mitigation and adaptation is addressed at every stage of the development process. The text for this policy is followed by a series of specific actions to ensure implementation. This policy is relevant here because of the link between sources of greenhouse gases and local air pollutants.

EM8 Core Policies - Environmental Improvement

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

4.3.3 Specific Details from the Core Strategy

Specific details from the Core Strategy that are relevant to air quality are as follows:

- **Air Quality**
 - No development should cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.
 - All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

- **8.135** *Air quality issues in the Borough are clearly linked to transportation, including Heathrow Airport, so an integrated approach is proposed to mitigate these issues. Air quality issues caused by transportation are also dealt with in the Transport chapter through policy T3. The planning process presents an opportunity to reduce air quality impacts through Section 106 Agreements and/or Community Infrastructure Levy (CIL) funding. These opportunities will be specifically investigated within the Heathrow Opportunity Area DPD.*

- **8.136** *The use of certain renewable technologies ... poses a threat to local air quality. In particular biomass units that operate by burning fuel may be considered to be a more sustainable form of energy generation, but the emissions can have an adverse impact on local air quality. The use of biomass cannot easily be constrained by planning policy as new technology and fuel types may result in improved systems that do not have the same level of air quality impacts. [To illustrate, policies that are too specific, for example those that seek to restrict use of a specific type of biomass may be well-founded at the present time but in the future provide a barrier to adoption of technologies that reduce a range of pollution and other burdens on society. Planning policy guidance therefore needs to be sufficiently flexible that it can adapt to technological and other developments for the benefit of the Borough's residents.] Accordingly, the Council will continue to promote the use of all renewable energy technologies providing it can be demonstrated they can show a neutral impact on air quality. The subsequent Development Management DPD will include policies on the use of biomass, particularly in areas designated as an air quality management area.*

Currently the London Borough of Hillingdon Unitary Development Plan (UDP) (2007) Saved Policies lays out the air quality planning policies. This document updates the policies from the previous UPD, in doing so uses the policies from the London Plan Policies. In 2002 the London Borough of Hillingdon published the Supplementary Planning Guidance to the Unitary Development Plan – Air Quality SPG.

Once the London Borough of Hillingdon has implemented the LDF future Progress Reports should record the changes made to existing air quality planning policies. This will include the review of the AQ SPG to and adopted SPD taking onboard guidance from the GLA in regard to air quality neutral development.

4.4 Local Transport Plans and Strategies

Hillingdon's Local Implementation Plan (LIP) sets out how the Council proposes to implement the Mayor's Transport Strategy (MTS) and provides details on projects, proposals and programmes through to 2010-2011. In the LIP Hillingdon has presented a range of transport policies, initiatives and projects with the aim to improve air quality. These can be found in Chapter 4 – Lip Proposal Delivery Forms where each option is discussed in detail. Status of the Local Implementation Plan

The 2009 progress report reviewed traffic count data that demonstrated that there has been a 13.6% reduction in traffic volumes on roads that are under the control of the Council. Funding has been secured from LIP2 for analysis of further results from the ATC network in the Borough.

The revised LIP (LIP2) for the Borough lists reducing the negative impacts of transport on air quality and noise as 'Objective 2' and is hence a focus for the key delivery actions from 2011 to 2014 and beyond. There is strong synergy between the AQAP and LIP2 with most of the surface transport actions listed shared between the two. There is also a commitment in LIP2 to undertake NO_x, PM₁₀ and CO₂ emission simulation to monitor the environmental effects of LIP2 from implementation initiatives including the following:

- Area-wide travel plans,
- Sustainable N-S Corridor ,
- Free parking for Electric Vehicles at 25+ locations,
- Possible feasibility assessment for provision of hydrogen infrastructure,
- Development and application of sustainable checklist to quantify emission reduction benefits of transport schemes and
- Identification and monitoring of target user groups.

4.5 Summary regarding local and regional policies

Air quality concerns are clearly recognised in the key local policy documents developed recently by the London Borough of Hillingdon including the Local Development Framework and the Local Implementation Plan for transport improvements in the Borough.

5 Implementation of the Air Quality Action Plan

5.1 Situation

Summary information on the progress with all measures in the action plan is provided in Appendix 4. The format used is broadly consistent with that shown in the progress report template. 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) that is already being done, and for which necessary systems are agreed and in place. In contrast, measures ‘in progress’ need additional action to be seen through to either the ‘Ongoing’ or ‘Completed’ categories.

An overview of how the Action Plan has progressed over the years is provided by Figure 5.1 showing the proportion of measures at each at stage of development. In the first two years (inner rings) about half of the measures were underway in some form beyond ‘planning’. By 2008 more than half of the measures were ongoing/complete. By the reporting year, 75% of measures were ongoing/complete.

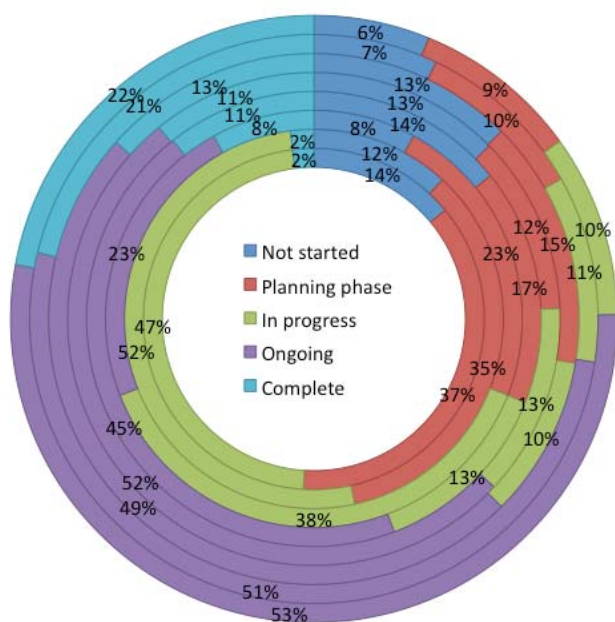


Figure 5.1. % of actions listed in the various packages of the action plan in each stage of implementation. Rings from inside to out represent progress for 2004/5 and then for each year to 2011/12.

A significant number of measures remain in the other two categories, with 6% of measures not started and 9% in a planning phase. To a significant extent these reflect measures for which wider support was needed that has not been forthcoming, or measures that, with the benefit of hindsight, are now not considered practicable. However, despite the maturity of the plan at this point in time, there has been some advancement of measures in the reporting year compared to the previous year.

Figure 5.2 shows progress against each Package of measures.

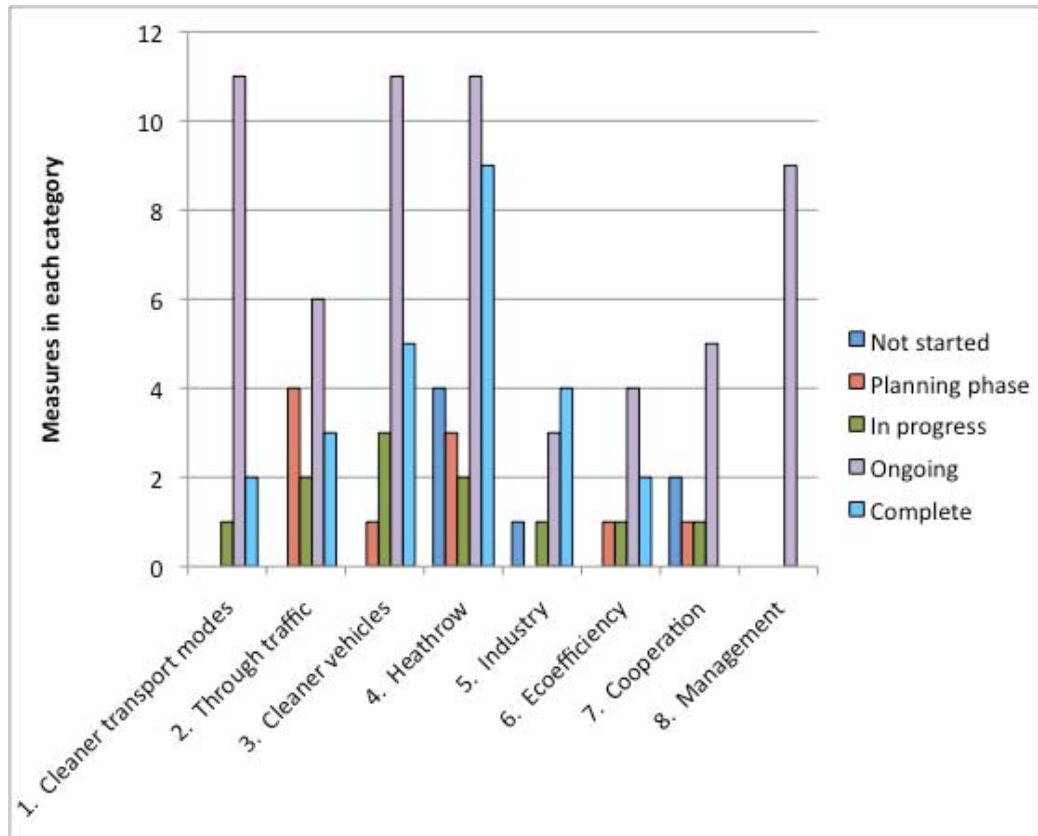


Figure 5.2. Progress of actions in each package in the action plan, showing the number of measures at each of the five stages listed (at end April 2012).

A thorough review of all measures yet to be classed as ‘in progress/ongoing/complete’ is being made as part of the audit of the Action Plan that is currently underway. They are, therefore, not discussed in more depth in this Chapter, though additional information is given in Appendix 2 that provides a listing of progress against each measure. It should also be noted that some of the completed measures include actions such as investigating whether subsidies could be applied to public transport (e.g. the Heathrow Express) to improve modal switch. In several such cases it has been concluded that there is no scope for implementing these measures, for example they are not in Hillingdon’s power and the bodies responsible are unwilling to take them on.

5.2 Opportunities

A large number of measures identified in the action plan are included in LIP2. This has the potential to provide a major source of funding for local actions in the action plan for the future. However, it does not influence any actions that are outside the control of the Council, for example those in areas where Transport for London, the Highways Agency, BAA or the Department for Transport are responsible.

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.

Publication of the Heathrow Air Quality Strategy for 2011-2020 provides a new focus for working with the airport's operator for air quality improvement.

5.3 Faults

There are three types of fault that could affect the action plan and the Council's implementation of it:

1. Failure to meet the limit values by the required date. The Council's responsibility as determined by Central Government extends only to "move towards" compliance with the EU limit values, recognising the constraints acting on Local Authorities. The most obvious constraints affecting Hillingdon concern its lack of control of the major emission sources in the Borough – Heathrow Airport and the major road network.

2. Adoption of an action plan that is insufficiently ambitious in "moving towards" the limit values. On the basis that the plan has been reviewed by London and National Governments and that neither has identified this to be a problem, it is concluded that the plan is considered to be sufficiently ambitious relative to plans prepared by other local authorities. It is, however, now several years old, so it is appropriate that the Council takes action to revise the plan.

3. Failure to implement the plan to the extent required to move sufficiently towards compliance with the limit values. The Council has completed many actions that were part of the original plan. On the other hand, some have not been implemented at all. These are being reviewed with a view to considering whether further effort can be directed to their implementation or whether alternative approaches are needed.

These issues will be given further consideration in the audit of the plan and its subsequent revision.

5.4 Threats

The ongoing economic crisis has a direct effect on reducing emissions through for example, reduced traffic. However, it will, in the longer term, delay the implementation of some measures and reduce the rate at which older vehicles are replaced with those designed with higher levels of pollution abatement equipment.

Rumours persist that a further application will be made for development of a Third Runway at Heathrow, despite earlier announcements by the coalition government. Although no application has yet been made it is informative to consider information presented previously. It is very clear from this that the air quality modelling for BAA that supported the earlier application of a third runway at Heathrow, suggesting compliance with air quality limit values by 2020, is not supported by monitoring data (Figure 5.3). For 2011 the measured data exceed the forecast by $7.6 \mu\text{g.m}^{-3}$.

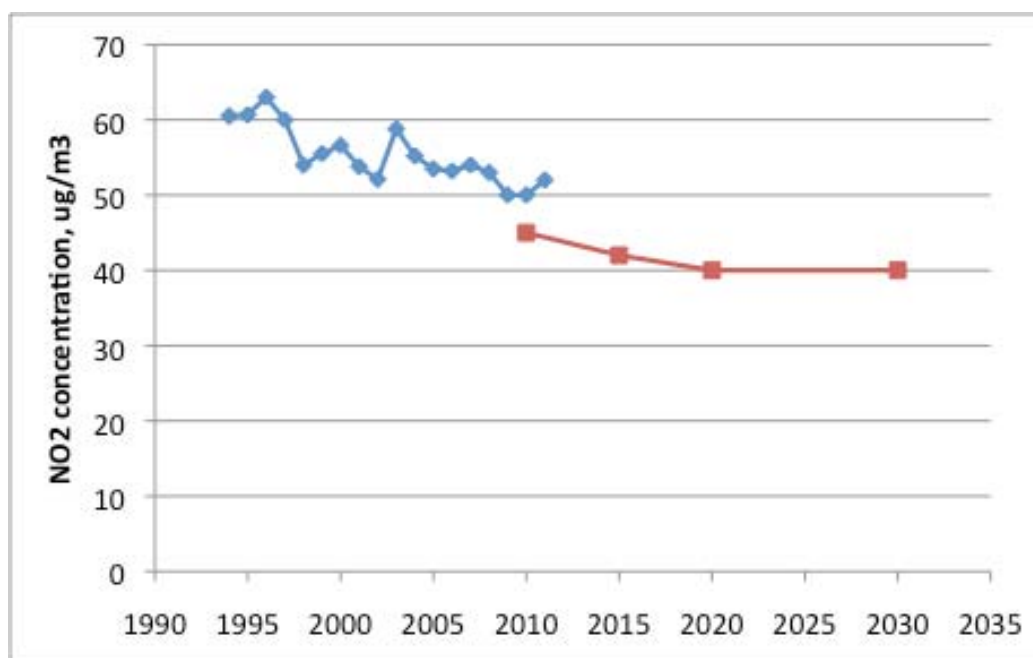


Figure 5.3 Annual mean NO₂ concentrations at LHR2. Blue line = measured data; red line = modelled information for 2010 to 2030 reported in support of Heathrow expansion.

5.5 Progress with the action plan

5.5.1 Selected highlights from the reporting year and other developments

Revision of the Action Plan

Last year's progress report recognised the need to revise the Borough's Air Quality Action Plan introduced in 2004 to ensure that it:

- remains focused on the areas subject to the greatest air quality problems,
- remains focused on key sources of pollutants in the Borough, and
- reflects what we have learnt about the difficulties of improving air quality in the Borough through implementation of the plan.

A number of actions (see for example, CERC 2011, 2012, TRL, 2012), some described below, have been initiated in the reporting year that will lead to the publication of a revised Action Plan within the next year.

Hillingdon Fleet

Eight new refuse vehicles were bought in December 2011, all to the Euro V standard. Another 26 vehicles have been retro-fitted to meet the tighter London LEZ standard in force from January 2012. All now meet the Euro V standard and are fully compliant with the LEZ.

Hillingdon Electric Vehicles

There are now two electric charging points in place in the Civic Centre car park. One is used by Car Park Services and the second by the Event Team. These have replaced diesel vehicles. A Toyota Prius is being trialled by the Children and Family Services department. Again, this replaces a diesel vehicle.

LIP funding

This has proved a successful funding stream for activities that link up with the air quality action plan. This year's allocation has helped to finalise the development of an emission database for the Borough (TRL, 2012) including emissions of CO₂ as well as local air quality pollutants. This will be used as the baseline from which the Borough can move forward in setting reduction targets. The database has also been developed into a tool to assess the effectiveness of transport measures. Example scenarios have already been tested in the TRL report and a specific traffic management scheme is currently being evaluated (a traffic calming scheme around a school in Carew Road, Northwood). It is anticipated that the results will help to develop a sustainability checklist in regards to emissions, so that future schemes can be assessed at the design stage and appropriate mitigation measures built in prior to implementation.

Hillingdon Transportation LIP Themes 2011-2012

Sustainable Travel

The focus recently has been on Uxbridge station with improved access and provision of real-time information. In following years, focus will shift to Hayes station to coincide with the delivery of Crossrail.

The poor air quality corridor around West Drayton High Street and Porters Way has been identified for improvements to junctions and bus priority measures to reduce congestion.

The poor air quality area immediately surrounding the airport, the Heathrow Villages, has been identified as an area of improvement with a 3 year rolling programme. The focus on environmental improvement will include addressing rat running and excess HGV movements in residential areas.

Walking and Cycling

Improvements have been made throughout the Borough as part of ongoing initiatives. Particular attention has been given recently to the Grand Union Canal in West Drayton to coincide with the street management improvements in the area.

The school travel programme continues with improved pedestrian access measures programmed throughout the Borough on a rolling programme to 2013-2014. In addition the Borough is giving substantial support to programmes such as Walk on Wednesdays, prizes for promotions and resources for awareness raising of School Travel Plans as well as small

engineering measures such as safety fencing and waiting restrictions around individual schools. This programme is intended to ensure that the plans remain 'live' after their adoption.

The trial of electric vehicles in Hillingdon

London Borough of Hillingdon is working with Ford Motor Company Ltd and Scottish and Southern Energy on a project that gives local residents the chance to try using an electric vehicle. Ford Motor Company has provided five Ford Transit Connect (vehicles (five-seat versions)).

To be eligible participants must:

- be a Hillingdon resident
- have off-street parking suitable for charging the vehicle (typically that means on a private drive or forecourt next to the outside wall of their home)
- be over 25 years old
- have a clean driving licence
- either be an existing customer of Southern Electric (or another SSE brand) or be prepared to move to SSE for the three months of the loan period.

The trial was originally planned to involve five rounds of the five vehicles being lent out for 3 months per household. The trial was later extended to 11 rounds meaning when it ends in December 2013, 55 households will have taken part. The trial is being funded by Ford, SSE and the Government, and the findings will be used to plan for future large-scale electric vehicle use.

As part of the trial, SSE has equipped 10 local car parks with charging facilities for electric vehicles that feature some of the first fast chargers installed in the country. Hillingdon points are now part of 'Source London', the Greater London branded electric vehicle charging infrastructure. The charging points are interoperable with other regional charging networks. Over the period January to March 2012, 922.6 kWh had been delivered.

The majority of people taking part in scheme have been male (79%) and three quarters have an income greater than £41,000. 71% are graduates and 91% are married or living with a partner. 44% described themselves as car enthusiasts and 84% cite their motivation as being interested in doing something to protect the environment.

Responses to questionnaires post trial so far are as follows:

- My EV has been fun to drive 84%
- My EV had good pick up from a standing start 95%
- The top speed was sufficient 100%
- Having a public charging infrastructure is essential 91%
- I can complete my daily trips without a public charging infrastructure 66%
- I would recommend EVs to others 79%
- I intend to buy an EV after this trial 9%
- I will only buy with some financial incentive 66%
- EVs are the cars of the future 83%

West London Air Quality Cluster group

The group has continued to focus on the TEEM model for West London. This will provide the group with a West-London specific toolkit to test scenarios for improvements to road traffic

networks to reduce emissions. The model is currently being configured to work with a GIS interface for ease of final use.

Defra Grant and Hotspot Project

Hillingdon made a successful bid for a Defra Air Quality Grant for taking forward the Air Quality Hotspot project. This will look at the priority areas as defined in the previous Progress Report:

- The A40 corridor,
- The A312 corridors and,
- In collaboration with Hounslow, Spelthorne and Slough councils, the Heathrow area.

The project is now going ahead. The extent to which different sources of pollution are responsible for problems in each area will be assessed using source apportionment analysis. Potential measures for reducing pollutant emissions in each area will then be identified. The most promising of these will then be assessed, with respect to the air quality improvements that they are likely to achieve in relation to the emission reductions that will be needed for compliance with regulations. The stakeholders needed for implementation will also be identified.

Heathrow Issues

The Heathrow Air Quality Strategy for 2011 to 2020 is now published, and available on BAA's website. This will be considered in the revision of Hillingdon's plan. A number of targets and commitments are made in the plan that will be beneficial for Hillingdon's air quality. Commitments are also made for collaboration between the airport's operator and stakeholders including local councils.

Trial of Operational Freedoms

The third runway and the operation of mixed mode has been ruled out by the Coalition Government, the Government stance for Heathrow is now "bigger not better".

To address the issue of improving the existing infrastructure and operation of the airports, the Aviation Minister set up the South East Airports Taskforce group. This group reported in July 2011 with proposals that included the introduction of "operational freedoms" at Heathrow to improve operational resilience on days of disruption i.e. a flexible use of the runways, in defined circumstances, which may result in the temporary loss of the runway alternation operation as currently in place at Heathrow. Phase 1 of the trial completed in February 2012 and the report published. As weather conditions were unusual in the trial period not all the separate freedoms had sufficient data from which to make firm decisions in regard to their impact. Phase 2 of the trial has now started in July 2012 and, in agreement with the Sec of State and the CAA, this trial has been extended to run for 6 months to ensure better data capture. –A full public consultation will take place after Phase 2 before a Ministerial Decision is made as to whether or not to allow the freedoms to become a regular operational measure.

Consultation on National Aviation Framework consultation

This was published in July 2012. The Coalition Government have stated that there will not be a third runway or change to mixed mode operations at Heathrow however the Call for Evidence in regard to maintaining hub status and examining the need for capacity in the South East has been postponed to later in the year. This will be an important consultation for the Borough with the current lobbying from the aviation industry for expansion at Heathrow growing in intensity. Hillingdon will be responding robustly to the consultation

and will work with others to ensure the framework adequately protects the environment around Heathrow.

Lobbying Opportunities

Hillingdon have engaged with the European Commission in regard to the passing down of any fines in relation to air quality infractions incurred by the UK Government. The position of the Borough in being home to an international airport and major roads that are outside of council control, has been highlighted. The opportunity to influence the review of EU air quality and emissions policy has been taken with consultation comments given on the draft opinion circulated by the Committee of the Regions.

High Speed Rail (HS2)

Hillingdon responded to the Government consultation on High Speed 2 in July 2011. Air quality impacts were raised in regards to the proposal for a Heathrow Spur and interchange station that has been proposed for the implementation of Phase 2:

No evidence was produced in the consultation documentation to be able to conclude that the local air quality around areas such as Heathrow airport will not suffer from increased passengers accessing the airport by surface transport, such as road vehicles, as freed up slots are used by larger planes with larger passenger numbers.

Unless there is a Government intervention that would allow any aircraft slots, freed up from a move of passengers to high speed rail, to be frozen there is no evidence to enable the Government to be confident that local air quality will not be impacted.

No evidence was produced to indicate the route of the spur or the location of the interchange station and any associated car parks. In the absence of such it is not possible to conclude that this would not have a detrimental impact on local air quality in an area already suffering from levels above EU limit values.

Monitoring Networks

The Hillingdon Hospital 2 monitoring station has been closed. This followed a review of the monitoring network in AQAP 2011 that the station no longer provided essential data on exceedance of air quality standards. Financial resources for monitoring are difficult with no internal budget provision, therefore funding from external sources such as the LIP, s106 Agreements and, in the past, SCE has been vital. All sites will be kept under review and priority given to those closest to areas of exceedance. The Borough continues to make use of diffusion tubes as a cost-efficient means of identifying trends throughout the Borough.

5.5.2 Next Steps

Links to national policy

The UK did not apply for an extension to the time for the Heathrow area as the plan submitted concluded that the area would not reach compliance until 2020. It is currently unclear as to how the European Commission will react to this. An environmental group, ClientEarth, is exploring the legality of this approach through the courts.

Links to regional policy

The most recent TfL guidance to Boroughs in regards to LIP funding concentrated on carbon reduction. Whilst many measures that reduce carbon also reduce local air quality pollutants there are exceptions. The new guidance from TfL (expected this year) is anticipated to also

have a focus on improving local air quality. Boroughs will be able to match-fund LIP money with (e.g.) Defra money in order to undertake larger projects. As an example, Hillingdon has committed LIP funding towards a project to be match-funded by the Defra AQ grant along with 3 other London Boroughs and the GLA. The project, if funding is received, will investigate the environment in and around identified schools to identify ways of improving local air quality that are closely tailored to the specific conditions around those schools.

Hillingdon will seek to collaborate with TfL on relevant transport initiatives, such as the TfL Bus SCR retrofit project. This programme is due to start in Summer 2012 with all relevant buses (900) fitted by March 2014. One of the criteria for choosing the routes to prioritise for the first buses will be those that pass through areas of high NO₂ concentration – the Borough clearly needs to ensure that the NO₂ problems that Hillingdon faces are recognised by those leading the initiative.

GLA initiatives such as the development of “air quality neutral development” advice will be incorporated into the review of the Hillingdon Air Quality Supplementary Planning Guidance.

Local actions

Hillingdon is reviewing the current Air Quality Action Plan. The Borough is looking to work with neighbouring Boroughs to ensure a consistent approach and that all regional measures are accounted for. The recommendations from the Hillingdon/Heathrow Hotspot project, due by December 2012, are expected to play a major role in the action plan review.

It is anticipated that the emissions database tool designed for Hillingdon as part of the Emission Data Base project will provide a means by which transport management measures can be screened for their impact on emissions prior to implementation. This will allow design/mitigation features to be an integral part of the scheme.

There has been further progress with implementation of the action plan. Publication of Heathrow’s Air Quality Strategy 2011-2020 reveals a number of areas where closer collaboration in the future would be beneficial, and where the plan suggests that there is opportunity for doing so. The success in implementing a wide range of action plan measures since the plan was established provides a firm foundation for the revision of the plan in the coming year.

The following highlights have been discussed:

- Start of actions to revise the original air quality action plan
- Improvements to the Hillingdon Fleet to reduce emissions
- Trialling of electric vehicles and expansion of the number of charging points
- Alignment of the air quality action plan and the updated LIP
- Continued work with the West London Air Quality Cluster group, focused on the TEEM model for West London
- Successful bid for a Defra Air Quality Grant for taking forward the Air Quality Hotspot project
- Publication by BAA of the Heathrow Air Quality Strategy for 2011 to 2020
- Lobbying the European Commission to ensure that Hillingdon’s air quality issues are understood at all levels
- Response to consultation on High Speed Rail (HS2)
- Implementation of recommendations made in the last progress report for changes to the monitoring network to ensure cost-effective use of resources in the Borough.

6 Conclusions and Proposed Actions

6.1 Conclusions from New Monitoring Data

The London Borough of Hillingdon has examined the results from monitoring in the Borough. Concentrations outside of the AQMA are all below the objectives at relevant locations, therefore there is no need to proceed to a Detailed Assessment.

There continues to be exceedance of the NO₂ annual mean limit value in the Borough, particularly close to major roads and the airport. In 2010, exceedance was for the first time since 2003 identified at the Heathrow Green Gates site, though in 2011 the site was again compliant with objectives. Concentrations at the London Hillingdon and Hillingdon Hayes automatic stations show that the limit value is exceeded by around 35%. In neither case is there any movement to a reduction in concentrations.

There continues to be no trend towards improvement of NO₂ levels, despite some decrease in road traffic in the Borough. This raises serious questions about the modelling undertaken for the Third Runway that forecasted that there would be improvements sufficient for the limit values to be met within a few years. This lack of compliance by 2015 is also confirmed in the recent UK submission to the EU which shows the Heathrow area is unlikely to reach compliance until 2020. This needs to be considered in any future modelling undertaken in relation to airport operations.

No problems in relation to limit value exceedance have been identified with the other pollutants monitored (PM_{2.5}, PM₁₀ and ozone).

6.2 Conclusions relating to New Local Developments

The London Borough of Hillingdon confirms that there are no new or newly identified local developments that may affect compliance with air quality objectives in the Local Authority area.

Concerns relating to emissions from the Tarmac Roadstone Coating in Hayes are currently under investigation, with the collaboration of the site operator.

6.3 Conclusions relating to local and regional policies

Air quality concerns are clearly recognised in the key local policy documents developed recently by the London Borough of Hillingdon including the Local Development Framework and the Local Implementation Plan for transport improvements in the Borough.

6.4 Conclusions relating to the Action Plan

There has been further progress with implementation of the action plan. Publication of Heathrow's Air Quality Strategy 2011-2020 reveals a number of areas where closer collaboration in the future would be beneficial, and where the plan suggests that there is opportunity for doing so. The success in implementing a wide range of action plan measures since the plan was established provides a firm foundation for the revision of the plan in the coming year.

The following highlights have been discussed:

- Start of actions to revise the original air quality action plan
- Improvements to the Hillingdon Fleet to reduce emissions
- Trialling of electric vehicles and expansion of the number of charging points
- Alignment of the air quality action plan and the updated LIP
- Continued work with the West London Air Quality Cluster group, focused on the TEEM model for West London
- Successful bid for a Defra Air Quality Grant for taking forward the Air Quality Hotspot project
- Publication by BAA of the Heathrow Air Quality Strategy for 2011 to 2020
- Lobbying the European Commission to ensure that Hillingdon's air quality issues are understood at all levels
- Response to consultation on High Speed Rail (HS2)
- Implementation of recommendations made in the last progress report for changes to the monitoring network to ensure cost-effective use of resources in the Borough.

6.5 Proposed Actions

The most significant next step involves the ongoing revision of the action plan. This includes ensuring that it is properly linked with national, regional and other local policies. There is particular scope for Hillingdon to collaborate with TfL on, for example, the TfL Bus SCR retrofit project. GLA initiatives such as the development of "air quality neutral development" advice will be incorporated into the review of the Hillingdon Air Quality Supplementary Planning Guidance. Publication of Heathrow's Air Quality Strategy 2011-2020 has led to identification of a number of possible opportunities for future collaboration that can only improve decision making in relation to the airport.

It is anticipated that the emissions database tool designed for Hillingdon as part of the Emission Database project will provide a means by which transport management measures can be screened for their impact on emissions prior to implementation. This will allow design/mitigation features to be an integral part of the scheme.

In carrying out these actions it is important to be conscious of the need to maintain the impetus of local, regional and national actions in the interests of public health protection. The main focus of this work will doubtless be on those areas where limits are currently exceeded. However, the importance of at least maintaining, and preferably improving, air quality in areas that already meet the objectives should be borne in mind, given that the air quality limit values do not represent concentrations at which there is no effect on health.

7 References

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Air Quality Review and Assessment Help desk:

<http://www.uwe.ac.uk/agm/review/index.html>

Department for Communities and Local Government (2012) National Planning Policy Framework.

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>.

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www.defra.gov.uk/environment/airquality/local/guidance/pdf/laqm-policy-guidance-part4.pdf

Part IV of the Environment Act 1995. Local Air Quality Management. Technical Guidance LAQM.TG(09) February 2009

www.defra.gov.uk/environment/airquality/local/guidance/pdf/tech-guidance-laqm-tg-09.pdf

Volatile Correction Model www.volatile-correction-model.info/Default.aspx

7.2 Reports and Plans from Hillingdon

Air Quality Updating and Screening Assessment for London Borough of Hillingdon Council 2003

Air Quality Progress Reports for the London Borough of Hillingdon 2005, 2006, 2007, 2008, 2009, 2010, 2011

Air Quality Updating and Screening Assessment for London Borough of Hillingdon Council 2006

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2012 Air Quality Updating and Screening Assessment for the London Borough of Hillingdon. May 2012, produced by Andrew Lewin, AEA Technology.

CERC (2011) Source Apportionment for the London Borough of Hillingdon. Final report, 3/11/2011, Cambridge Environmental Research Consultants.

CERC (2011) Air quality modelling for the London Borough of Hillingdon. Final report, 3/11/2011, Cambridge Environmental Research Consultants.

London Borough of Hillingdon Local Development Framework

<http://www.hillingdon.gov.uk/index.jsp?articleid=11414>

London Borough of Hillingdon Local Implementation Plan

<http://www.hillingdon.gov.uk/index.jsp?articleid=9096>

London Borough of Hillingdon Road Network Monitoring Report: Traffic Count Data. An analysis of Department for Transport (DfT) National Road Traffic Census Counts (NRTCC) in the London Borough of Hillingdon. Draft, March 2010.

London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policies 2007

Transport Emissions Database for Hillingdon. K. Turpin, A. Savage and P.G. Boulter, TRL, Client report CPR1083.

7.3 Other references

B. Barratt and Fuller, G. (2010) Preliminary analysis of the impact of airport closures on local air quality. http://www.londonair.org.uk/london/reports/airportclosure_20042010.pdf

BAA Heathrow Air Quality Strategy 2011-2020.

Highways Agency (2010) Highways Agency Environment Strategy: Supporting our vision to be the world's leading road operator.

HM Government (2010) The Coalition: Our Programme for Government (The Coalition Agreement). http://www.cabinetoffice.gov.uk/media/409088/pfg_coalition.pdf

Mayor of London (2009) Clearing the air: The Mayor's draft Air Quality Strategy for consultation with the London Assembly and functional bodies.

The London wide environment programme, Benzene diffusion tube survey annual report, 2008, Bureau Veritas

UK Air Quality Archive: <http://www.airquality.co.uk/archive/index.php>

Appendices

Appendix 1: Previous work on air quality in Hillingdon

Appendix 2: Detailed information on implementation of the Action Plan

Appendix 1: Previous work on Air Quality in Hillingdon

The London Borough of Hillingdon has completed the following assessments, plans and reports on air quality to date:

Round 1

- **Stage 1:** The report recommended that further examination was required for NO₂, PM₁₀, CO and SO₂.
- **Stage 2:** Further assessment of NO₂, PM₁₀, CO and SO₂ were carried out as recommended in the Stage 1 Review and Assessment. The report concluded that the air quality objectives for all four pollutants might or would not be met in Hillingdon and that a stage 3 assessment was required.
- **Stage 3:** Detailed modelling of NO₂, PM₁₀, CO and SO₂ was carried out. The report concluded that the annual mean NO₂ and 24 hour mean PM₁₀ objectives would not be met in the Borough and that an air quality management area should be declared.
- **Stage 4:** Further modelling and source apportionment were undertaken in the form of a stage 4 assessment.

As a result, the London Borough of Hillingdon declared an air quality management area (AQMA) and developed an air quality action plan (AQAP) (see figure 1.1a). The AQMA order was made and came into force on the 1st May 2001.

Following the publication of Hillingdon's Stage 4 Assessment it was concluded that the original AQMA Order could be revoked and replaced by a new version for NO₂ only, expanded to cover all of the A40 corridor. It was also extended up to the Chiltern-Marylebone railway line. It was, however, no longer expected that the PM₁₀ objectives were likely to be exceeded. The new AQMA order came into force on the 1st September 2003. The extent of forecast exceedances is shown in Figure 1.1.b.

In order to develop an action plan that is cost-effective and deals with different sources of pollution in a proportionate manner, it was essential to understand how these sources contribute to concentrations in the AQMA. Table A1-1 presents the estimated sector breakdown of NO_x emissions in 2005 within the Borough. It is clear from Figure 1.1a and b in the main text of this report 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.

Table A1-1. Forecast sectoral breakdown of annual NO_x 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%
Total	6440	

Round 2**2003 Updating and Screening Assessment**

The 2003 USA report predicted that for all pollutants apart from NO₂ and PM₁₀ the air quality objectives would be met and therefore there was no need to proceed to a detailed assessment. There was no need to progress to a Detailed Assessment for NO₂ as an AQMA had already been declared for this area during the previous round of Review and Assessment. Modelling of PM₁₀ concentrations indicated that exceedances were confined to major road corridors and that there were no relevant public exposures. As a result a Detailed Assessment for PM₁₀ was not required.

2004 Air Quality Action Plan

The Action Plan for Hillingdon was approved by the Council's Cabinet in June 2004. During the development of the plan account was taken of various other plans developed by the Borough, the Mayor of London, BAA for Heathrow, national government and other bodies. Consideration was given to alternative strategies for bringing local air quality into compliance with the national objectives. The first involved a limited number of measures principally directed to reducing traffic flows, and applied to what some may consider a draconian level. The second involved a much larger number of measures each leading to small improvements in local air quality. The first of these strategies was rejected on several grounds. First, the Council did not have the powers to implement it. Second the view that measures that could be viewed as draconian should be avoided. And third, the probability that some sectors may not be addressed proportionately. The Action Plan therefore 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 NO₂ 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.

2005 Progress Report:

During 2004, the annual mean standard for NO₂ was exceeded at both roadside and background sites within the Borough. This supported the earlier decision to declare an AQMA across the southern half of the Borough, and to adopt the AQAP based on the exposure of parts of the Hillingdon population to these levels of NO₂. By the end of the first year of the action plan more than 80% of measures were recorded as being underway, either in a 'planning phase' or 'in progress'.

Round 3

2006 Updating and Screening Assessment and Action Plan Progress Reports:

The report concluded that for all pollutants, apart from NO₂, the air quality objectives would be met within the London Borough of Hillingdon. All locations exceeding the NO₂ objective are within the already existing AQMA, thus there was no need to progress to Detailed Assessment for this pollutant. The Action Plan Progress Report noted that good progress was again made, with more than 85% of measures underway.

2007 Progress Report:

The 2007 Progress Report concluded that during 2006 the annual mean NO₂ objective was still exceeded at both roadside and background sites within the Borough and its neighbouring local authorities. The report also concluded that there is no evidence of progress towards achieving the standard from the 2006 data when taken with other data showing results and trends over several years. Monitoring results also indicate that objectives for other air quality strategy pollutants were achieved during 2004, and support the decision not to declare an AQMA on the basis of exposure to these other pollutants. 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 these levels of NO₂.

The report noted that over 30% of the measures in the Action Plan were either 'complete' or 'ongoing'. The term 'ongoing' is applied to actions that are complete in the sense that systems are in place to ensure their delivery, but need to be performed on a continual basis. An obvious example concerns air quality monitoring in the Borough: monitors are in place and funding has been identified to maintain them, but the process of monitoring air quality needs to be performed continually. A further 61% of measures were considered to be underway.

2008 Progress Report:

The progress report concluded that during 2007, the annual mean standard for NO₂ 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. There was also no progress towards achieving the NO₂ standard discernible in the 2007 data when taken as a whole with other data showing the results and trends over several years. These results once again supported the decision to declare and continue with the AQMA and to implement the AQAP based on exposure of the Hillingdon population to NO₂. Other monitoring results indicated that objectives for all other pollutants were achieved during 2007, though continued monitoring, especially of fine particles, remained desirable.

More than half of the measures included in the Action Plan were considered complete/ongoing. However, a significant number (14%) were recorded as 'not started'. A number of these concerned areas where the Local Authority has little or no control, for example actions to reduce emissions at Heathrow.

Round 4**2009 Updating and Screening Assessment and Action Plan Progress Reports:**

Analysis of NO₂ monitoring data from 2008 confirmed the findings of the previous Review and Assessment report that there is a requirement for the existing AQMA and that no further action was required in areas outside this boundary. It was recommended that monitoring be undertaken along the Great Western Mainline due to the large number of movements of diesel locomotives. If increased monitoring indicated that emissions from the Mainline resulted in exceedance of the NO₂ objectives the London Borough of Hillingdon would be required to perform a Detailed Assessment.

The progress report noted that nearly two thirds of measures were complete/ongoing. Again, a significant number of measures (12%) were recorded as 'not started'. As before, most of these were outside direct Council control.

Forecasting future concentrations in the Borough was noted to be particularly uncertain. A major source of this uncertainty related to developments at Heathrow Airport, in particular the proposed Third Runway.

2010 Progress Report

Analysis of NO₂ data for 2009 shows that within the existing AQMA there continued to be exceedances of the AQS objectives but there are no new exceedances outside of the AQMA. Therefore, the Borough was not required to proceed to a Detailed Assessment. Diffusion tube monitoring on both north and south of the Great Western Mainline indicated that emissions from diesel locomotives, both at the boundary and relative receptors, do not result in concentrations that exceed NO₂ air quality objectives. The report also concluded that there continued to be no exceedances of the AQS objective for PM₁₀ and benzene.

2011 Progress Report

As in previous years, the rationale for declaration of the AQMA was confirmed as levels of NO₂ and no other pollutant covered by the ambient air quality regulations exceeded limit values (specifically, for annual average concentrations). Data also demonstrated that the area covered by the AQMA was appropriate. Recommendations were made for some rationalisation of the monitoring network in the Borough, most importantly to remove the Hillingdon Hospital 2 site.

Progress in implementation of the action plan continued, with a total of 72% of measures in the ongoing and complete categories.

Appendix 2: Detailed information on implementation of the Action Plan

Updates to the tables since the last report are shown in blue text.

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. The assessment of journeys to work and business trips is now complete. Consultants have been commissioned to implement a phased implementation strategy.	Still draft The development of the travel plan is now embedded in the Climate Change Strategy as a short term measure to be implemented by 2010. 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 already being rolled out across the Council. This will now be implemented via the Hillingdon LIP under development as a requirement of the MTS2. The LIP was completed in April 2011.	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 for Hillingdon employees; 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/Harlinton/Heathrow; Route 89 - Uxbridge to Heathrow; Link 95 – Hayes and Yeading. The demand for cycle parking in Hillingdon is currently exceeding the existing capacity. A	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	Local Authority Led	Highways

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				strategic study is to be commissioned to identify where the facilities are needed and the best means to secure them as soon as possible. Data show 35% increase in cycling in the Borough on monitored roads.	quality exceedances. 55k for cycle training throughout the Borough via BSP funding, 866k for cycling network improvements via BSP funding; The provision of cycling facilities will be part of planning obligations in relevant qualifying developments.		
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.	SPD on section 106 obligations currently out for consultation. 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 that includes cycle facilities, storage, promotion of cycle routes etc SPD now published (July 2008)	Local Authority Led	Highways
1. 05.	Improve provision for pedestrians.	2008	Ongoing	Pedestrian Crossings - 10 put in place in 2008. 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 Ongoing throughout the Borough via funding from TfL including the provision of more conspicuous zebra crossings to ensure pedestrian safety. Improvements made for pedestrians along the Great Union Canal in West Drayton under the LIP. Improved pedestrian access measures are also planned to link with the school travel programme (see Action 1.06).	10 pedestrian crossings in place in 07-08, 3 of these associated with improving pedestrian access to Field End School (which is within the AQMA) as part of their School Travel Plan. Ongoing improvements, pedestrian crossings installed across the Borough included 4 new ones at schools with school travel plans SPD – see above	Local Authority Led	Borough Transport Strategy

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
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.</p> <p>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. All schools now have Travel Plans.</p> <p>Hillingdon have developed a Feet First campaign (include posters) designed to promote the walking to school message throughout the Borough.</p> <p>Hillingdon has achieved an average 17% modal shift away from car across the Borough for school journeys</p> <p>The school travel programme continues with improved pedestrian access measures programmed under the LIP throughout the Borough on a rolling programme to 2013-2014. In addition the Borough is giving substantial support to programmes such as Walk on Wednesdays, prizes for promotions and resources for awareness raising of School Travel Plans as well as small engineering measures such as safety fencing and waiting restrictions around individual schools.</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 that includes 15,000 children. This is the 2nd highest 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%.</p> <p>Healthy Hillingdon are a part of the School Travel Plan Steering Group that has ensured the links are made between health and reducing car use on school journeys.</p> <p>Walk on Wednesdays initiative, 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>	Local Authority Led	Borough Transport Strategy
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	<p>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.</p> <p>There are 3 car clubs operating successfully in Hillingdon - all associated with new planning developments, developed as part of s106 agreements.</p> <p>Hillingdon are proactively working on the creation of area-wide travel plan</p>	<p>See 1.04 for details on new developments;</p> <p>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.</p> <p>SPD see above</p>	Local Authority Led	Planning Department

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				partnerships. The first partnership includes Brunel University, Hillingdon Hospital, The Chimes shopping Centre and Uxbridge College. Implementation is anticipated in 2011-2012.			
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. Funding has been received for 08/09 via West Trans for the integration of sustainable travel information into the West London air quality website West London walkit.com – internet based low pollution walking routes launched in Nov 2008; Hillingdon sit on the Mobility Management Group of the Heathrow Area Transport Forum looking at regional initiatives around Heathrow	Project commissioned to integrate sustainable travel links into the Heathrow Airwatch website; The opening of T5 on 27 th March 2008 has provided better connectivity with regards to local access to the airport.	Partnership	West London Air Quality and Transport Group
1. 09.	Seek to ensure improvements in overall public transport service (facilities, cleanliness, safety, frequency, reliability) across the Borough and West London, and particularly in declared AQ Management Areas AQMAs.	2008	Ongoing	£228,000 received via BSP for bus priority measures, 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. Improvements have been identified throughout the Borough for measures to improve bus priority and journey times. Improvements via the LIP currently being made to Uxbridge station for better access and real time information provision. Plans in place also for improvements to Hayes station.	9 key bus priority routes and 10 specific bus stops received funding via BSP for improvements. Link also to action 1.12. 660k for bus priority via BSP; SPD – see above The improvements for the Mahjacks/Cedars roundabout in Uxbridge will help address a traffic congestion/air quality hotspot.	Partnership	Borough and West London Transport Strategy
1. 10.	Improve the north-south public transport provision in the Borough.	2010	Ongoing	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.	Feasibility study commissioned to assess potential for a flexible community bus around the south of the Borough in the poorest air	Partnership	Borough Transport Strategy

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				<p>Trialling of low emission vehicle for HCT</p> <p>The needs assessment study to inform the introduction of a Community Bus service is currently being commissioned. It is anticipated that this service could help address the ageing population's changing needs</p> <p>The issue of good north-south links is key to improving modal shift within Hillingdon. Hillingdon specific projects such as the Community Bus and concept of a north-south Fast Bus are now being taken forward. A more strategic approach has developed for public transport provision in the Borough and beyond in the lifetime of the AQAP. Further improvements are being taken forward where funding permits.</p> <p>Improvement of north-south links remains a priority in LIP2</p>	<p>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. 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.</p> <p>This issue has moved from an aspiration to a key priority in west London and is one of the key themes emerging in the mayoral West London Transport Strategy.</p>		
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	<p>Station Access Improvements carried out in 2006/07 at:</p> <ul style="list-style-type: none"> • Northwood; • Northwood Hills; • Eastcote (Step 1); • Uxbridge (Step 1); • Ruislip. • Ruislip and Eastcote step 2 <p>Grand Union Canal – 1st stage improvements at Northolt</p> <p>Improvements to Uxbridge station are in place to improve the pedestrian desire lines within the station and to improve bus access. The current taxi rank will be relocated to the front of the station to ease congestion</p>	<p>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</p> <p>Via BSP and West Trans funding</p>	Partnership	West London Air Quality and Transport Group
1. 12.	Encourage development of efficient and high quality bus corridors.	2008	Ongoing	<p>Improvements to 9 bus priority schemes in the AQMA along high AQ exceedance roads</p> <p>Via BSP and West Trans</p>		Partnership	West London Air Quality and Transport Group
1. 13.	Investigate potential for more night buses.	2007	Complete	<p>No progress to date, however improvements are being sought by Hillingdon for Safer</p>	<p>This measure has been incorporated into the LIP for</p>	Partnership	Transportation Team

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				<p>Travel at Night initiatives. These would be required to be in place before proposals for night buses could be safely assessed. 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. Details of night bus services in West London now available at http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/nightbuseswestlondon-13834.pdf. Now 3 dedicated night buses (N7, N9 and N207) and 6 other 24 hour services (81, 105, 111, 140, 285 and Oxford Tube)</p>	<p>implementation. Air Quality Action – monitor success of funding bid. 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.</p>		
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	Complete	<p>No progress to date, however this was highlighted in the consultation on the LIP as a measure to take forward. The introduction of Crossrail will improve the frequencies of trains from central London through Hillingdon with an interchange for access to Heathrow - to date there is no details on the ticket coatings as to whether this will support substantial modal shift; Heathrow Express remains a highly priced service although the introduction of the stopping service Heathrow Connect has provided a cheaper service; There are no details of pricing structures as yet for either Crossrail or Airtrack</p> <p>It has been concluded that in the current economic climate there is no feasibility of further subsidisation of public transport fares.</p>	<p>Air Quality Action – to identify with the Transportation team opportunities to lobby for subsidised travel. 7% increase in Heathrow express fares The Government have set up High Speed Two as a company to investigate the potential for High Speed rail. Hillingdon are requesting to be actively engaged as part of the 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. The HS2 company has published a preferred route for a new high speed route to Birmingham. The report has indicated a lack of business case for a direct link to Heathrow.</p>	Lobbying	West London Authorities

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
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. New Home Zone introduced along Coldharbour Lane – Borough road with high air quality exceedances New one in Hayes Consideration of further site in Barnhill.	The purchase of mobile traffic counters, as part of an air quality funding bid from TfL, has meant that traffic calming schemes are now underpinned by traffic count data to ensure the objectives of the schemes are realised in practice.	Local Authority Led	Transportation Team
2. 02.	Support the West London Transit Scheme project if appropriate.	2007	Complete	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. No further action to be undertaken.	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. 18 car parks in Hillingdon have now achieved Park Mark standard	A study of the council car parks has identified the potential areas for the inclusion of electric vehicle charging bays to give a range throughout the Borough 2 electric charging points have been installed in the Civic Centre Car Park. Charging facilities have been installed in a further 10 car parks as part of a trial with Ford/SSE involving local residents.	Local Authority Led	Highways Department
2. 04.	Investigate the creation of Clear Zones.	2007	Complete	No progress. GLA advise to look into clear zone – consultation letter Initial feasibility discussions suggested that this would not be of significant benefit in Hillingdon.	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; Network Monitoring Strategy – see highlight	Partnership	West London Air Quality and Transport Group

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				Implemented via the pre-planning advice note given to developers requesting this information prior to submission of a planning application	Now an integral part of the planning process		
2. 06.	Work in partnership with TfL to implement schemes along the high exceedance corridors designed to smooth traffic flows.	2006	Planning phase	Recommendations to be given to WLTS for implementation via WL BSP funding. To be taken forward by West Trans, air quality emission information will be provided via TEEM, a transport emissions model under development by the WLAQ Cluster group TEEM is currently being used to assess the freight corridors throughout west London TEEM now being configured for use with a GIS interface for ease of final use. Scenario testing capabilities also being developed. Under LIP the poor air quality areas around West Drayton High Street and Porters Way, and the Heathrow villages, have been identified for improvements to reduce congestion, rat running, HGV movements etc. (as appropriate to each case).	See 2.02 Via the LIP funds automatic traffic counters were placed on the Borough's roads with most significant AQ problems. TfL – looking at drawing up transport and air quality joint implementation plans, will have input into the West London sub-region plan;	Partnership	West London Air Quality and 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. Network Monitoring Strategy – see highlight	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	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	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;	Partnership	West London Air Quality and Transport Group

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				<p>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. Meeting with HA and AQ officers Feb 2010. The concept of hard shoulder running will be investigated along the M4 junctions 3-12. Pilot studies have indicated a "neutral" result with regards to local air quality although caution must be given to any increases in capacity resulting from this change in traffic management. Hillingdon are participating in the HA diffusion tube study to help inform understanding on pollution dispersal from motorway network.</p>	<p>New version of DMRB now delayed to Dec 2009; There will be integrated demand management for whole of M25; Tender out for looking at managed motorway measures for M4 from Junction 3-12 New HA strategy refers to "working towards meeting the AQ objectives" – is this in line with joint agreement between DfT and Defra to meet the AQ limits?</p>		
2. 09.	Investigate the use of light rail/tram schemes along other high exceedance corridors such as the A4 and A40.	2010	Complete	<p>It had been hoped that PSDH would consider the A4, but this was not done. Concluded that in the current economic climate it is very unlikely that funding would be made available for such a significant infrastructure project.</p>	<p>The Adding Capacity report did not specifically examine the use of light rail or trams for air quality improvements No further work carried out on this BAA are developing a personal rapid transit system for use on-airport. There may be the potential to expand this type of technology to outside airport use if the trial is successful</p>	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	<p>Annual meetings with HA. (see 2.08) Ramp metering and variable message signing being investigated as part of the M4 junction 3-12 Controlled Motorway study See 2.08 To date (2011) no further developments on variable messaging, ramp metering and hard shoulder running on the M4. Bus lane has been taken from the M4, though it is unclear whether this is good or bad for air</p>	<p>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, if funding received. HA will be investigating these issues on the strategic road network.</p>	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
				quality. HA will need to be fully involved on action plan measures for the key corridors.			
2. 11.	Investigate use of speed limits on major roads at the optimal level for NOx and PM10 emissions for the current traffic profile.	2007	In progress	Annual meeting with HA (see 2.08) To date, only major change is loss of the bus lane on the M4, too soon to quantify effect.	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 HA will be investigating these issues on the strategic road network As above	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 congestion and air quality e.g. new access road from the A40 to Ruislip industrial areas.	2009	Ongoing	10 more congestion hot spots looked at for traffic management measures to smooth traffic flow, 4 of these are in the AQMA. Congestion/air quality hotspots being addressed in Uxbridge, Ruislip and via whole corridor enhancements to the Uxbridge Road. The combined use of traffic counters and air quality information will ensure a more focussed approach to dealing with congestion hotspots LIP funding has been used to develop an emissions database for the Borough, which in turn has been developed into a tool for assessing the effectiveness of transport measures for air quality improvement. A traffic calming scheme around a school in Northwood has already been assessed using the tool.	Continued development of the West London Traffic Emissions Modelling tool (TEEM) – project commissioned to examine impact on emissions of different 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	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
				Funding gained for Hotspot project focused on the A40, A312 and Heathrow areas.			
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	<p>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. Improvements are in place for an upgrade to the Metropolitan line to Uxbridge with regard to fleet and signalling, Hillingdon continue to lobby for better tube links eg extension of the Central line to Uxbridge</p> <p>The publication of the HS2 report has defined the first stage of a high speed rail link to Birmingham. Although a high speed rail network for the UK with appropriate European links is supported, the preferred route and the narrowness of the remit of HS2 is a distinct disappointment. Hillingdon will continue to lobby for an appropriate national framework for high speed rail and a route that captures the best environmental advantages.</p> <p>HS2 – the route traverses the borough. The consultation also includes the principle of a Heathrow link. Given that the documentation shows no strong economic case for a link to Heathrow the borough is concerned that a direct link may simply fuel the call for more capacity at the airport. In addition, there is a general concern that should domestic or short haul flights be switched to rail, without a policy in place to freeze the slots lost, these may simply be replaced by international, more polluting, higher passenger number planes that would add to local air quality, extra road traffic, more CO2.</p> <p>BAA have withdrawn the Transport and Works Act application that would have facilitated the progression of Airtrack.</p>	<p>Rail % to Heathrow: 2004 –9.3; 2005 – 9.6; 2006 – 8.8 (three quarters only). 2M High Speed North proposal, Government High Speed Two Crossrail – will help access to Heathrow from London but as it will replace the current Heathrow Connect there will be no great overall benefit with regards to modal shift to Heathrow; Airtrack will help access to the south west of the airport with regard to providing an alternative to the car from this south-westerly side of the airport;</p> <p>Hillingdon Borough Council is taking an active part in consultations relevant to this measure (e.g. on HS2)</p>	Lobbying	West London Transport Group 2M

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				Hillingdon responded to the HS2 consultation in July 2012. Concern was expressed relative to a number of issues, including the need for Government intervention to prevent slots freed from passenger transfer to rail being used for more polluting services. It was also noted that information was needed on precise routes of spur lines and interchanges in order to assess whether there would be detrimental effects on local air quality.			
2. 14.	Work in partnership to investigate use of fiscal measures, such as road pricing, for reducing traffic on major road networks.	2007	Planning phase	There has been limited potential to take this forward. Limitations on various consultations in connection with Heathrow have meant that it has not been debated in detail.	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	Planning phase	Suggested at HATF in June meeting. Discussed as AOB at December HATF meeting. Group approval, Chair of Steering Group to action.	Still not set up	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. Heathrow Air Quality Strategy 2011-2010 Actions 2.13 to 2.18 address emissions from landside vehicles using the airport, introducing emission standards, use of low and zero emission vehicles, etc. With respect to the Hillingdon Council Fleet, 8 new refuse vehicles were bought in December 2011, all to the Euro V standard. Another 26 vehicles have been retro-fitted to meet the tighter London LEZ standard in force from January 2012. All now meet the Euro V standard and are fully compliant with the LEZ. The Council is also active in trialling electric vehicles.	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. Driver training implemented across all Council drivers, fleet manager currently evaluating self-assessment scheme for future CVP award The CVP evaluation is currently being assessed by BAA.	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. May need to be continued outside the WLFQP because of funding issues.	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	Ongoing	Community transport ensure all drivers are trained, awareness of smooth driving and vehicle maintenance integral part of training. Hillingdon are a Bronze member of the Freight Operators Recognition Scheme (FORS). This is run by TfL and the aims include:	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 All Hillingdon drivers now trained, also have in-house trainers. Hillingdon will	Local Authority Led	Hillingdon Fleet Management Team

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				<ul style="list-style-type: none"> Drivers and driver management Vehicle maintenance and fleet management Transport operations Performance management Heathrow Air Quality Strategy 2011-2010 Action 2.11 commits to eco-driving training for all drivers who require an airside permit.	investigate the potential to open 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. TfL now setting up 'Report Idling Vehicles' Website, which Hillingdon will disseminate.	Rolling out of turn off engine signs in council owned premises to be explored in 08/09 Link to 3.03 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	To be incorporated into the London No Idling Campaign by TfL		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	In progress	Article in Hillingdon People advising of legislation and air quality impacts of idling vehicles. To be tied in with London No Idling Campaign.	Funding applied and received via BSP for signs for next year See 3.04 Insufficient support for signs, project 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. Hillingdon taking part in Ford Electric Vehicle Pilot Project. Work in partnership with the Ford Focus Battery Electric Vehicle (FFBEV) consortium to plan and implement the trial of 5 Ford Focus electric vehicles across the Borough during 2010 and 2011.	Feasibility study for flexibly routed bus service – if proved feasible will look to incorporate environmental criteria on low emissions into procurement contract; Presentation to GLA Best Practice workshop on fleet emissions inventory.	Local Authority Led	Hillingdon Fleet Management Team

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				The consortium will invest in EV charging infrastructure at approximately 20 sites across Hillingdon. Qdell/LHR Express Cars have received the BS 14001 accreditation, supported by Hillingdon. Trials of electric cars in the Council's fleet are now underway, with 2 vehicles, one for Car Park Services and the second by the Events team. Both replace diesel vehicles. The Borough is working with Ford and SSE on a project to trial electric vehicles amongst local residents.	Electric charging points installed in council car park and 2 other car parks Electric Pool car to be trialled in environmental services; Prius hybrid on trial in Children and Families unit; Electric cars on trial throughout Hillingdon residents as part of Ford Trial		
3. 08.	Participate in the London-wide Vehicle Emissions Testing programme.	2007	Complete	London wide programme has come to an end. No further funding is imminent. Will continue to monitor potential for taking this up again.	Interest to participate in any future programme of this type, but measure will not be taken forward until future funding is agreed.	Local Authority Led	Vehicle Emissions Testing Steering Group
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.	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	Complete	Concluded that this was not possible under the current economic climate.		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)

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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 Industrial Areas to promote the establishment of workplace travel plans.	Partnership	Hillingdon Transportation Team and WLFQP
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. Major signage and HGV routing project undertaken across West London as WLFQP initiative to reduce illegal movements and encourage HGVs to divert to main transport corridors rather than local roads	Need to refer back to TfL. Freight fits well with sub-regional air quality implementation plans.	Partnership	West London Freight Quality Partnership (WLFQP)
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. See 3.07.	The West London AQ group has commissioned a best practice review of emissions technologies for cab companies. Key recommendations from this will be rolled out to cab firms throughout the region. 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	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	2005	Ongoing	Website live Feb 2007, at www.westlondonairquality.org.uk . Relevant information and consultations will feature on the website including information	Need for a more holistic approach identified, taken forward via WLA	Lobbying	West London Air Quality Group

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	duty reductions for retrofitting to smaller vehicles and increased retrofitting grants.			on grants and cleaner vehicle technology. West London alliance website now covers this – provides a more complete overview of issues relating to air quality in the area.			
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	Ongoing	London Congestion Charge Zones and LEZ schemes are led by TfL therefore not in Hillingdon control. However, discounts are in place for the congestion zone for very low/zero emission vehicles and through road tax.	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	Complete	Monitoring was in place close to railway and at nearest residential location. Concern over rail emissions raised by modelling has not been borne out by monitored data. Not currently a priority.	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 as input to PSDH. Hillingdon active in the, now successful, campaign to stop 3 rd Runway. The Council has continued to follow and contribute the debate on further development at Heathrow, following the 2010 decision against the 3rd Runway.	Hillingdon have sent in a robust response to the Adding Capacity consultation. 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. Legal Challenge lodged by the Council against Government decision to build a 3 rd runway	Local Authority Led	Environmental Protection Unit (EPU)
4. 02.	Develop system for auditing the ATM limit and parking provisions for operational T5.	2008	Ongoing	Further progress pending the opening of T5. Annual report supplied as part of	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	Local Authority Led	Aviation Team

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				T5 planning conditions with regard to ATM limit	impact of Heathrow. Will have to be over-turned if capacity increases given go ahead		
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. 2011-2020 Heathrow AQ Strategy commits to continuation of funding for LHR2, Oaks Road, Harlington sites for NO₂, particles and (Harlington only) ozone. Monitoring results to be made available with 24 hours on Heathrow AirWatch website.	Complete – agreement to keep LHR2, London Harlington, Green Gates and Oaks Road as sites for continuous monitoring. HA will be monitoring highway capacity issues that may arise 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	Local Authority Led	
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, that would include a new on-airport Energy Centre. Planning application to be lodged in 2011 regarding the enabling works to allow the operational change of No Cranford Agreement. Local air quality considerations will form an important part of the assessment of the operational change. Permission granted in 2011 for construction of a biomass plant	Hillingdon continue to seek emission reductions from on-airport development as part of the planning process. Heathrow East will be the next major project on-airport unless decisions are made sooner with regards to further capacity. 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. Several Hotel applications received since opening of T5. Continue to pursue air quality improvements from all relevant developments as part of planning process. The information on abatement technologies for the Heathrow biomass plant could	Local Authority Led	Aviation Team

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				at Heathrow, but including high level of NOx and particle controls. 2011-2020 Heathrow AQ Strategy Action 1.10 commits to utilising the best practicable solutions to cut emissions from development of future airport infrastructure. Heathrow Air Quality Strategy 2011-2010 Action 2.21 commits to using best available techniques for new heating and boiler plant.	provide useful reference material in the assessment of other similar plant.		
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	Ongoing	August 2005 - Lack of resources resulted in failure to submit a successful bid. BA has achieved success in a project to reduce APU usage across the BA network. The project has saved 1000 tonnes in fuel burn to date and are projecting savings of 40,000 tonnes of CO ₂ are possible annually over the BA network, with corresponding reductions in other ground emissions and ground noise. Heathrow Air Quality Strategy 2011-2010 Action 3.8 comments to making a benchmark survey of air quality management regimes and airside operations at other comparable airports in 2011, 2015 and 2020. There is, however, no commitment given to make this survey public.	Recommendation from consultant that Hillingdon could continue pursuit of this objective by joining the ARC organisation. Projects such as the BA APU study should be highlighted as best practice and rolled out across other airlines at Heathrow. Heathrow Air Quality Strategy 2011-2010 Actions 2.1 to 2.7 present a series of measures for reducing emissions on the ground, including tighter running time allowances for APUs and targets for provision of fixed electrical ground power and pre-conditioned air at fixed stands. There is no commitment given in the Heathrow Air Quality Strategy 2011-2010 under Action 3.8 to make the benchmarking survey public.	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	2010	In progress	Publication of Civil Aviation Sustainable Strategy. Progress Report on Air Transport White Paper	Adding Capacity consultation shows clear non-compliance with EU 2010 limit at relevant locations. Hillingdon will pursue via 2M group to approach EU on the issue of a	Partnership	Local Authorities

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	order to achieve the 2010 EU limit.			<p>published in December 2006. 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. 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. Consultation response on aviation into EU ETS Meeting with Defra re potential options for reducing emissions around Heathrow. Aviation Scoping Report – will form the framework for aviation, Hillingdon will be working with others to form robust response to protect the interests of local residents. Heathrow Area identified as exceedance area within the Defra Air Quality Plan for meeting the EU limit value</p>	<p>derogation. Delegation to Strasbourg to raise concerns over air quality levels around Heathrow and lack of measures to secure compliance; Officer visit to Brussels to raise air quality modelling issues around Heathrow; Consultation response sent to Defra re Plans and Programmes to Meet EU Limit Values – no incorporation of Heathrow or aviation as a source of emissions Awaiting the publication of the draft Time Extension Application with regards to its treatment of the Heathrow area as a source of non-compliance and the action suggested for mitigation BAA Air Quality Strategy Review – waiting for 2011-2020 release. Draft to date suggested a focus on four objectives: Limit and where possible reduce airport related emissions to local air quality concentrations at all relevant local receptors to help ensure EU LV met in Heathrow area; Accurately quantify contribution from airport-related sources to local air quality concentrations to focus management activities; Continually improve approach to managing AQ impacts, supporting technology etc; Actively engage with internal and external stakeholders to develop shared objectives. BAA Surface Access Strategy Review No draft to comment, BAA has withdrawn Transport and Works Act application for Airtrack, which would have given rail link to the west.</p>		
4. 08.	Assess the potential to set an emissions cap for Heathrow.	2008	Complete, in terms of assessing potential	There is potential to set an emissions cap for the airport, perhaps differentiated in terms of the different activities undertaken there (local area traffic, stationary sources,	Not an option reviewed as part of Adding Capacity documentation This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits	Partnership	Heathrow Air Quality Working Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				airport service vehicles and aircraft). However, it is concluded that there is currently no willingness to pursue this as an option by either the airport operator or central government.			
4. 09.1.	Assess the potential to use landing emissions charges scheme to create revenue stream for public transport improvements.	2008	Not started, Council will continue to lobby	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. Role of CAA and EA with regard to environmental conditions around Heathrow still not yet published – this role has not been pursued by Govt following the cancellation of expansion plans at Heathrow.	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 for NOx reduction Hillingdon will seek to pursue this option to deal with the current air quality exceedances experienced around the Heathrow area This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits Needs to be reviewed from a legal perspective, in relation to revenue-neutrality.	Partnership	Heathrow Air Quality Working Group
4. 09.2.	Introduce differentiated landing charges at a level that would force cleaner engine technology.	2010	Ongoing	Differentiated landing charge in place but effect unknown as to whether it has been set at a level that will force change. Heathrow Air Quality Strategy 2011-2020 Action 2 commits to review landing charges annually to incentivise the use of cleaner aircraft, with a target of 95% of ATMs at CAEP4 and above by 2015 and 100% by 2020. Heathrow Air Quality Strategy 2011-2010 Action 3.2 commits to develop a matrix of aircraft types and engine fits based on noise and NOx emissions to help develop their landing	Not an option reviewed as part of Adding Capacity – no recommendations on control of this source was made in the consultation material It is unclear the extent to which the targets under Action 2 of the 2011-2020 Heathrow AQ Strategy reflect business as usual. BAA will therefore need to work with Hillingdon to provide clarity on the resulting benefits.	Partnership	BAA

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				charges fee structure.			
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. BAA Action Plan to be reviewed, current work includes collation of an updated Emissions Inventory and the revision of Airside Vehicles Strategy	Now replaced by AQ Action Plan for 2007-2011 EA invited to be a part of the Heathrow Air Quality Working Group Current plan under review. Hillingdon will be a consultee of the draft new Action Plan New air quality action plan for Heathrow for 2011 to 2020 has now been issued. Objective 3 contains a series of actions for dissemination of information, with Action 3.18 committing to engagement with Local Authorities. Hillingdon will need to ensure that the level of engagement is sufficient for monitoring progress with the Action Plan.	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. See 4.04 for relevant details from 2011-2020 Heathrow Air Quality Strategy.	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	Heathrow AQ strategy 2011-2020 (Action 1.4) commits to production of an annual NOx emissions inventory to review the efficacy of the airport operator's action plan. There is, however, no commitment that this will be externally audited. Action 1.5 commits to make this information available to the Boroughs. Actions 1.11 to 1.18 commits to various actions for improved automatic data collection for inventory	Partnership	BAA Heathrow

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					improvement for mobile sources. Under Action 3.1 a commitment is given to publish the aircraft fleet profile against CAEP standards on an annual basis.		
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. New air quality action plan for 2011 to 2020 about to be released (autumn 2011). Hillingdon has commented on a draft.	Heathrow Air Quality Action plan 2007-2011 published. Examples below: <ul style="list-style-type: none"> 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; Managing emissions from airside vehicles – 7 actions, 3 medium emission benefits; Managing emissions from landside vehicles – 5 actions, 2 of medium benefit; Fixed sources – 1 action, low emission benefit. Hillingdon provided comments to the draft of the 2011-2020 Heathrow AQ Strategy.	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	Ongoing	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. Quantification of the new plan expected in 2012. 2011-2020 Heathrow AQ strategy Action 1.6, 1.7, 1.8 commit to provide dispersion model forecasts for 2015, 2020 and 2025, including source apportionment. Action 1.9 commits to analysing monitoring data to better understand the relationship between airport activity and local air quality.	2007-2011 Heathrow AQ Action Plan published; Heathrow Surface Access Strategy not yet finalised 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 its role as consultee Hillingdon will pursue this issue in regard to the new BAA Action Plan	Partnership	Heathrow Air Quality Working Group

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4. 15.	Assess feasibility of Congestion/Access Charging at Heathrow to reduce overall travel movements to the airport.	2006	Not started	An important part of the legal challenge was the inadequacy of the approach taken by DfT with regard to improving surface access to Heathrow. The claimants won the point regarding surface access and the fact that even without any further expansion taking place, the current surface access network is inadequate even to support forecast growth under existing limits	Not reviewed in depth as part of Adding Capacity consultation. Heathrow Decision – this aspect to be left to planning application stage if Govt approve capacity increases. Hillingdon believe this is a flaw of the Government decision not to have properly addressed surface access issues as part of the decision to expand This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits.	Partnership	DfT
4. 16.	Assess feasibility of a Heathrow specific LEZ to reduce emissions and accelerate take up of cleaner vehicle technology.	2006	Completed	Commitment from BAA to include BAA roads and motorways should LEZ proceed.	If the London LEZ does not go ahead Hillingdon will still push for a Heathrow specific LEZ. BAA roads included Heathrow Roads included Heathrow Decision for 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 This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits.	Partnership	DfT
4. 17.	Assess appropriate target for modal shift to maximise air quality improvements.	2006	Planning phase	40% modal shift to public transport achieved in 2008, on track to be sustained in 2009, currently awaiting validation of figures. The current Heathrow Surface Access Strategy (2008-2012) also has an aspirational target of 45% for public transport mode share. The Airtrack scheme may help move towards this target however the BAA masterplan forecast growth, within existing limits, is 90-95mppa. This	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	Partnership Lobbying	DfT Heathrow Airport Transport Forum

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				<p>implies a further 9.74mppa to arrive by private transport and an extra 6mppa to be accommodated on public transport.</p> <p>The HS2 company has now published its preferred route option and concluded that a link to Heathrow may not have a strong business case. The Heathrow link is now subject to a separate review. Hillingdon are supportive of the principle of high speed rail but only with the objective of improving modal shift from road and short haul air to rail. Hillingdon will not support a high speed rail link which simply fuels the call for increased capacity at Heathrow</p>	<p>incorporated this option</p> <p>Given the projected growth in passenger numbers, Hillingdon will continue to pursue the setting of higher targets for public transport modal shift given the projected extra volumes in passengers</p> <p>This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits</p>		
4. 18.	Define programme for the establishment of code of practice for airlines best operating practice to maximise reduction of emissions.	2006	Complete	<p>Link to 4.06</p> <p>Programme is defined under Actions 2.1 to 2.7 of the Heathrow Air Quality Strategy 2011-2010</p>	<p>Via ICAO?</p> <p>There is a programme via ICAO looking at this option, progress to date is slow. Heathrow Decision for expansion has not incorporated this option</p> <p>This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits</p>	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 any scheme.	2006	In progress	<p>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 and indicate how the HSAS measures will contribute to addressing this.</p> <p>March 2007 – HSAS still not published.</p> <p>Heathrow Air Quality Strategy</p>	<p>No obvious links have been made in the Heathrow AQAP 2007-2011 to any targets/objectives in the forthcoming Heathrow Surface Access Strategy</p> <p>Heathrow Decision for expansion has not incorporated this option</p> <p>This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits</p>	Partnership	Heathrow Air Quality Working Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
				2011-2010 Action 2.2 commits to development of a best practice programme with partners in Sustainable Aviation and the CAA			
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 Heathrow Air Quality Strategy 2011-2010 Actions 2.13 to 2.18 specify a number of measures for reducing emissions from landside vehicles using the airport.	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	New air quality action plan for 2011 to 2020 about to be released. Hillingdon has commented on a draft. Surface access strategy to follow 2012/2013.	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 This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits	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 This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits	Partnership	Heathrow Air Quality Working Group
4. 24.	Assess the health impact of Heathrow Airport and associated activities.	2007	Planning phase	Launched in June 2009, the new £5 million MRC-HPA Centre for Environment and Health has as one of its first projects - A study of people living near London's Heathrow airport, exploring how air and noise pollution can affect people's health. The research will analyse the effects of living near road traffic from airport	Adding Capacity documentation did not review this option Heathrow Decision for expansion has not incorporated this option Joint meeting with Hounslow to the research team, currently awaiting completion, peer review and publication of the study July 2012 – queried with MRC-HPA centre whether report is yet available. Response awaited.	Partnership	Heathrow Air Quality Working Group

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				uses as well as aeroplanes. Current evidence suggests that air pollution and noise affect the cardiovascular system in different ways. Building on existing work, the new study will look at the effects of exposure to both forms of pollution together	COMEAP, for the Department of Health, published guidance on quantification of health impacts of air pollutants at a local level in 2012.		
4. 25.	Lobby Central Government to pursue more stringent emission standards for plant, aircraft and airside vehicles.	2007	Ongoing	Council has lobbied government, but no response on this issue to date. The Heathrow Expansion Decision referred to consultation on a green slot mechanism to incentivise the use of cleaner planes. There has been no consultation to date. Heathrow Air Quality Strategy 2011-2010 Actions 2.8 to 2.12 introduce various measures to reduce emissions from airside vehicles.	Government decision on expansion has introduced concept of green slots – no further details available to date as to what this actually entails or what impact it will have on aircraft fleet turnover Hillingdon will lobby for the continuance in exploring this mechanism. This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits	Lobbying	Local Authorities
4. 26.	Explore feasibility of reducing fares on the Heathrow Express.	2010	Complete	January 2007 - Fares on HEX increased by 7%. May be addressed by PSDH to promote modal shift. Heathrow Connect stopping service introduced as cheaper option to HEX. Concluded that this is not a possibility under the current economic climate.	As above Heathrow Decision for expansion has not incorporated this option	Lobbying	Local Authorities
4. 27.	Pursue relevant organisations to prioritise public transport provision to Heathrow, particularly rail links to the west, east and south.	2008	Ongoing	Responding to TfL consultation on public transport links to T5. BAA has withdrawn the funding that would have progressed AirTrack.	TfL have increased bus connectivity to Heathrow 2m High Speed North proposal; Government High Speed Two The recent HS2 report has indicated a weak business case for prioritising a direct link to Heathrow from the new proposed high speed line	Lobbying	Local Authorities
4. 28.	Explore feasibility of an airport	2010	Complete	Heathrow Area Transport Forum	Adding Capacity documentation did not	Lobbying	Local Authorities

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	passenger tax, ring-fenced for increased public transport.			projects funded using money from Heathrow car parking charges.	review this option Heathrow Decision for expansion has not incorporated this option This aspect may need to be addressed in the Time Extension application to help ensure compliance with EU air quality limits		

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	Part of the Hillingdon pre-application advice that although such schemes may be considered they must be accompanied by appropriate air quality assessments. Links also to MAQS Hillingdon now has a framework in place whereby schemes can be assessed for air quality impact, providing developers with the certainty that they need with respect to planning requirements when making applications.	Caution advised 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 located in Hayes. Heathrow Air Quality Strategy 2011-2010 Action 2.20 commits to conducting a best available techniques analysis for all major boiler plant, and then to seek funding for application, as appropriate, on a 'suitable timescale'.	BAM chosen for PM monitoring due to non-compliance issues with TEOMs, as advised by Defra.	Local Authority Led	Environmental Protection Unit (EPU)

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
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 http://www.emissions.hillingdon.gov.uk . Communication lines in place with EA via the Heathrow AQ Working group and for specific installations as and when appropriate	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. Working in partnership with the EA is an integral part of the action plan process, opportunities for dialogue exist via several working groups and on an individual installation-specific basis	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 all proposed demolition and development projects. This will include the use of low emission vehicles and equipment and the use of dust minimisation techniques.	2005	Completed	Covered by Best Practice Guide: Control of Emissions from Construction and Demolition from GLA/APPLE.	See above (5.04)	Local Authority Led	Environmental 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, all information relating to inspections available via specialised website	100% of inspections carried out in 2008 All inspections carried out by external contractors, reports given to LA and all information available via specialised website including online application	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	Completed	Conclusions reached in the audit of the AQAP on this measure. Need to prioritise sources and provide guidance on emission reductions and cost-saving actions that may be possible (e.g. through improved efficiency of resource use),	Current resources do not permit this to extend beyond statutory actions.	Local Authority Led	Environmental Protection Unit (EPU)

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
5. 08.	Consider introduction of Environmental Award system for local industries and businesses.	2008	Not started	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 MAQS	Local Authority Led	Sustainability Steering Group
5. 09.	Encourage businesses to participate in environmental management schemes and to continue to improve environmental performance.	2008	In progress	Freight forum and Green Business Forum will act as vehicles to provide information and encourage environmental awareness.	No progress on this issue in 2007 – see above Air quality rep now on the Local Strategic Partnership, Cleaner Greener group - this may prove a mechanism for taking this forward in the future	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	Presentation on air quality to Ickenham Residents Group, Business Forum, Residents group around Heathrow. Participation in Streets Ahead Day, and World Environment Day promoting local and global air quality issues. AirText launched March 2007, article in Hillingdon People and local press, target to get 300 sign ups. Inconvenient Truth DVD showing to Labour Group. Continued participation in AirText, attendance at monthly Streets Ahead events throughout the Borough The Airtext scheme has a total of 5,947 subscribers with Hillingdon have a total of 94. In the period July 09-Jan 2010 Hillingdon subscribers were sent messages over a total of 21 alert days.	Green Roadshow held in May 2007, raising awareness of recycling, low carbon life-styles, energy saving, use of alternative technologies; 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; World Environment Day event held – Nottingham Declaration on Climate Change signed Local air quality theme at 3 Streets Ahead events in the year; Air quality presentation given to Street Champions in Hayes; Go Green event in local park	Local Authority Led	Sustainability Steering Group

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
					concentrated on local air quality and climate change; Enviromall - event in local shopping centre concentrated on local air quality and climate change Airtext has proved a successful tool for sensitive receptors in Hillingdon. Continued support will be given where resources are available to ensure the service is continued		
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. Establishment of the Green doctor scheme in Hillingdon –see highlights	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 being re-drafted, air quality integrated into transport section as well as stand alone section. The emerging draft LDF refers to the use of mechanisms such as s106 to address air quality issues	S106 SPD out to consultation March 2008 Planning Obligation SPD finalised July 2008, transport and air quality key themes that Hillingdon will look to address The draft MAQS refers to the continued use of s106 and the development of an SPD template for air quality to be used throughout London	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. See comment in 6.03	AQ SPD to be reviewed Sept 2008, consideration to be given to links to climate change Timetable put back due to slippage of LDF timescale, Hillingdon will look to widen this to Local Air Quality and Climate Change LDF due for consultation in summer 2010, SPD will follow	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	Local Authority Led	Environmental Protection Unit (EPU)

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
					finalised before summer 2008 LDF now due for consultation in summer 2010		
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	Home composting being promoted in addition to actions undertaken in previous years.	Green kerbside recycling in place at all homes	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. West London Air Quality Strategy due for review to cover 2010-2015 which present an opportunity to address this issue	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 London Development Framework, Borough Transport Strategy the Community Plan and future corporate strategies incorporate the Borough air quality action plan and local air quality strategy measures where appropriate.	2006	Ongoing	New emerging LDF includes objectives to improve air quality; The emerging Borough Transport Strategy due to be published for consultation in Dec 2010 has improving quality of life and reducing the carbon footprint as key objectives	See 6.05 for progress on LDF; Planning Obligations SPD published July 2008, local air quality issues incorporated; Climate Change Strategy published April 2009, local air quality issues incorporated	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	In progress	No progress in terms of the measure as defined, but progress has been made less formally on this measure (see right).	Alternative approach being followed for this measure, with good coordination between (e.g.) air quality, climate and transport, planning officers.	Local Authority Led	LSP
7. 04.	Implement an integrated	2006	Ongoing	The Low Emission Strategies Partnership	Procurement policy for fleet	Local	Sustainability

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	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.			Board has the development of a Procurement Strategy as a key project for 2010/2011.	vehicles in place. Requirement for relevant Green Spaces contractors to use electric vehicles.	Authority Led	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. 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 See 6.01	Local Authority Led	Environmental Protection Unit (EPU)
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.	Action likely to be led by TfL	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. The West London Air Quality Strategy will be reviewed to cover 2010-2015, this will incorporate relevant measures from the West London Transport Strategy. Good consistency of measures with Mayor's Action Plan	Continued regional working with West London Air Quality group, successful bids via West Trans BSP and Defra grants for joint actions As above Hillingdon also now represented on Low Emission Strategies Partnership Board – taking forward production of Low Emission Toolkit and Procurement Guidance	Partnership	West London Alliance
7. 08.	Development of regional Air Quality Strategy to tackle cross-boundary issues and include all	2007	Planning phase	Nottingham declaration signed 5 th June 2007; Consultation response to Draft Climate	Hillingdon Climate Change Strategy and Carbon Management Plan published.	Partnership	Local Authorities

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
	National Air Quality Strategy pollutants, climate change etc.			Change Bill 11 th July 2007 – issues raised included strengthening the role of local 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 7.07 - The west London Air Quality Strategy will be reviewed to cover 2010-2015, this will incorporate relevant measures from the West London Transport Strategy	Local air quality incorporated into both documents LSP, Sustainable Community Strategy, LDF and forthcoming Borough Transport Strategy		
7. 09.	UK Government to actively support air quality improvement in Hillingdon.	2007	Ongoing	Opportunities identified include responses to EU Thematic Strategy, the PSDH process, the review of the National Air Quality Strategy. Delegations supported to Strasbourg and Brussels to raise profile of air quality in Heathrow area Continued support of the 2M grouping to seek air quality improvements in the Heathrow area and also to seek maximum environmental improvements from any proposed high speed rail scheme. Hillingdon have been involved in initial discussions with Defra re the Time Extension Application and how the Heathrow Area will be treated within it. Hillingdon continues to engage directly with the European Commission to highlight the problems it faces as a consequence of the presence of Heathrow Airport and the density of the major road network in and around the Borough. Also to clarify the position of the Borough relative to any fines that may be imposed by the Commission for air quality infractions.	Hillingdon working with 2M group to assess process needed for UK Govt to be granted a derogation in the area around Heathrow. Defra Air Quality Action plan to meet EU LVs for NO2 Came out on 9th June. Hillingdon acknowledged in main GLA exceedance area 1 due to roads, London Hillingdon site by M4 highlighted and in GLA exceedance area 2 Heathrow area as separate area. Even with an LEZ scenario (not looked at what this means yet) still going to be exceedances. Is quite detailed and I don't have enough time to look at yet so will just have to be a paragraph acknowledging it's out and we will respond etc http://uk-air.defra.gov.uk/library/no2ten/documents/UK0001.pdf	Lobbying	Defra

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
Package 8. Action Plan Management							
8. 01.	Develop and maintain management system for implementation of the plan.	2010	Ongoing			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	System in place and expanded as need be (e.g. new station located in hotspot in Hayes) <i>Actions recommended by 2011 review of the monitoring network were acted on that year, including closure of the Hillingdon Hospital 2 monitoring station.</i>	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	<i>Rolling programme in place (see annual reports on air quality issued by Hillingdon).</i>		Local Authority Led	Environmental Protection Unit (EPU)
8. 05.	Prioritise measures, providing a schedule for implementation.	2006	Ongoing	Audit of action plan is underway, see also 8.07.		Local Authority Led	Environmental Protection Unit (EPU)
8. 06.	Provide progress report to Defra on annual basis.	2010	Ongoing	<i>Progress Reports (etc.) submitted as required.</i>	Review of Action Plan Funding already identified, will be based upon air quality modelling and source apportionment underway at the mo by CERC.	Local Authority Led	Environmental Protection Unit (EPU)
8. 07.	Review and adapt the action plan according to opportunity and circumstance.	2010	Ongoing	Action Plan review set for late 2010, timing will depend upon adoption of the mayor's Air Quality Strategy and the publication of the UK Time Extension Application to Europe <i>Activities for revision of the Action Plan commenced in 2011 with new source apportionment work.</i>		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.		Local Authority Led	Environmental Protection Unit (EPU)

Ref.	Action Plan Measure	Original Timescale	Progress with Measure	Outcome to date	Comments	Local Authority Role	Responsibility
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.		Local Authority Led	Environmental Protection Unit (EPU)

