A young child with dark hair, wearing a blue and white plaid shirt, is blowing bubbles. The bubbles are floating in the air against a clear blue sky. The child is holding a red and white bubble wand to their mouth.

# Draft Air Quality Action Plan

2018 - 2023

Consultation Paper

# Foreword

London has the highest levels of air pollution in the UK. Poor air quality is bad for all of us all, but the very old, young and unwell suffer the most

That's why we've drafted this five-year action plan. We are determined to have Hammersmith & Fulham at the forefront in improving air quality to protect our residents and make us the greenest borough in the country.

We'd like your input.

We all have a role to play. Using our cars less, walking and cycling more and not running engines when stationary can make a big difference. And, at the council, we're fast developing a reputation as a borough which takes poor air pollution seriously. That's recognised by our Clean Air Borough accreditation, but there's much more we can do.

Our plans to achieve the healthy, clean borough are set out in this air quality action plan, including:

- launching our electric vehicle hiring scheme – with a year's free membership for local people,
- encouraging people to use electric vehicles by extending our network of charging bays,
- fining drivers who leave their engines running unnecessarily
- becoming the leading cycle-friendly borough in London with cycle quietways, cycle storage and cycle superhighways,
- encouraging more walking by tackling congestion, traffic speeds and by providing more greenery,
- reducing fossil-fuel boilers by replacing them with ultra-low nitrogen oxide boilers and ensuring energy plants are regulated through the planning process.

With your continued support, we'll make this borough a cleaner, safer and healthier place to live, work and visit.

I look forward to your feedback on our draft plan.

**Councillor Stephen Cowan**  
**Leader of Hammersmith & Fulham Council**  
**July 2017**

## HAVE YOUR SAY

This draft Air Quality Action Plan lists the things we are planning to do and will continue doing in the borough to improve air quality to improve our residents' health and wellbeing. We are now asking for your help and input to let us know if you think there is more we can do as a Council.

Copies of the document will be available in all of our libraries.

### How can I comment?

Your comments are welcome on all parts of the draft.

You can comment online (see link below) but if you would rather post or email your comments to us we have provided questions at the end of this document to help structure your response. If you are responding using a hardcopy, please feel free to use additional paper if needed.

**Online** [www.lbhf.gov.uk/aqapconsultation](http://www.lbhf.gov.uk/aqapconsultation)

**Or you can email or post your comments to us**

[AQAP@lbhf.gov.uk](mailto:AQAP@lbhf.gov.uk)

Environmental Quality  
Hammersmith & Fulham Council  
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King Street  
Hammersmith  
W6 9JU

### When can I comment?

This consultation will run from **27 July 2017 and all comments are due by 31 October 2017.**

The paper will also be circulated to statutory consultees and partner organisations including the Secretary of State, Mayor of London, TfL, Public Health England, the Hammersmith & Fulham Air Quality Commission, the Hammersmith BID, Hammersmith and Fulham Friends of the Earth

## SUMMARY

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the actions we will take to improve air quality in Hammersmith & Fulham between 2018-2023.

This action plan replaces the previous action plan which ran from 2003-2017. Highlights of successful projects delivered through the past action plan include:

- The council established a resident-led Air Quality Commission. The commission engaged with external experts and local residents in examining the causes and dangers of local air pollution and has proposed potential solutions to help reduce. The final report was received by Cabinet on 7 November 2016 and its recommendations are being currently being reviewed for implementation by the council.
- The council are working with a residents group to form a Hammersmith Town Centre Supplementary Planning Document (SPD) – which looks to minimise town centre traffic with the potential pedestrianisation of the Hammersmith gyratory.
- The council is one of the twelve London boroughs that organised and participated in six vehicle idling days from October 2016-March 2017 as part of the funded London wide Major of London project. Four out of five motorists agreed to turn off their idling engines during a campaign of action days to tackle air pollution in Hammersmith & Fulham.
- Officers from the Transport and Technical Services Department of the council have regularly attended sessions with participating Primary Schools as part of the Urbanwise School Travel Project. Urbanwise. London is a voluntary organisation which was established in 1983 and was previously known as Hammersmith & Fulham Urban Studies Centre.
- Using LIP to match fund MAQF projects including integrating greening measures to improve local air quality and sustainable drainage along a busy road in Hammersmith Town Centre.
- Working closely with the Hammersmith Business Improvement District (BID) in MAQF funded Clean Air Better Business (CABB) and Low Emission Logistic (LEL) projects. The council have been working with Hammersmith BID and having discussions with Westfield and Olympia encouraging and advising how they may consolidate and reduce their freight deliveries
- A MAQF dust suppression project has been undertaken at around waste transfer stations and residential roads in the north of the borough.
- The new Cycling Strategy was launched in September 2015 with an overall aim of getting 8% of all trips made by our residents, made by bike. The Strategy also

highlighted the development of new dedicated and segregated cycle lanes through Hammersmith Gyratory, a new cycle Superhighway (9) from Kensington Olympia to Chiswick, a cycle Quietway from east Acton to Kensington along the edge of Wormwood scrubs. New cycle lanes have been installed along Uxbridge Road and Goldhawk road.

- The council will have installed a minimum of 100 on street electric charging points by the end of 2017 with plans to more than double this.
- All approved major planning applications must meet the Mayor's requirements relating to AQ neutral and combustion based Energy Plant.
- The air quality policy within our Draft Local Plan has been amended to include all developments that have the potential to impact or be impacted by local air quality (previously restricted to major developments).
- Secured S106 funding for officers to deal with Air Quality planning submissions and monitoring at major sites in the borough including the Earls Court Opportunity Area and Thames Tideway Tunnel sites.
- Minimising the impact of fugitive emissions by requiring all major developments to produce and implement Air Quality Dust Management Plans.
- Requiring all major developments to ensure that all non road mobile machinery (NRMM) operating on demolition and construction sites complies with London's Low Emission Zone requirements
- Increasing the number of monitoring locations in our NO<sub>2</sub> Diffusion Tube air quality network from 15 to 35 location across the borough focusing on monitoring near schools.
- The Council's waste contractor fleet HGVs meet the Low Emission Zone requirements and they are actively procuring vehicles that meet higher emissions standards including electric and hybrid vehicles.

Air pollution is associated with a number of adverse health impacts, it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas<sup>1,2</sup>.

Poor air quality has a significant negative impact on human health and a recent report by King's College London (Understanding the Health Impacts of Air Pollution in London, KCL, July 2015) has estimated that, based on 2010 data, approximately 203 early deaths are attributable to nitrogen dioxide (NO<sub>2</sub>) and fine particulate matter

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<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

<sup>2</sup> Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

(PM<sub>2.5</sub>) in Hammersmith & Fulham annually. This is approximately 25% of early deaths in the borough.

Public Health England has identified the fraction of all-cause adult mortality attributable to PM<sub>2.5</sub> as one of its key indicators within the Public Health Outcomes Framework (PHOF 3.01) which is 6.1% based on 2015 values (down from 7.9% in 2010).

The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion. Hammersmith & Fulham Council is committed to reducing the exposure of people in Hammersmith & Fulham to poor air quality in order to improve health.

We have developed actions that can be considered under six broad topics:

- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NO<sub>x</sub> emissions across London so are important in affecting NO<sub>2</sub> concentrations;
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy duty diesel-fuelled vehicles with high primary NO<sub>2</sub> emissions;
- **Borough fleet actions:** our fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO<sub>2</sub> emissions. Tackling our own fleet means we will be leading by example;
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures; and
- **Cleaner transport:** road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

Our priorities are to tackle the sources of emissions that the council has control over, raising public awareness of air pollution, and lobbying the government to make the necessary wide spread changes needed to improve air quality.

You will see in this report that we have worked hard to engage with stakeholders and communities which can make a difference to air quality in the borough. We would like to thank all those who have worked with us in the past and we look forward to working with you again as well with new partners as we deliver this new action plan over the coming years.

In this AQAP we outline how we plan to effectively use local levers to tackle air quality issues within our control.

However, we recognise that there are many air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond Hammersmith & Fulham council influence.

## **RESPONSIBILITIES AND COMMITMENT**

This Draft AQAP was prepared by the Environmental Quality Team of Hammersmith & Fulham Council with the support and agreement of the following officers and departments:

- Public Health
- Transport Planning
- Highways Maintenance and Projects
- Planning
- Housing
- Building and Property Management
- Fleet Management
- Environmental Health
- Procurement

This AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Council Committee. Progress each year will be reported in the Annual Status Reports produced by Hammersmith & Fulham, as part of our statutory London Local Air Quality Management duties.

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## Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
CHP	Combined Heat & Power
EST	Energy Saving Trust
EV	Electric Vehicle
GLA	Greater London Authority
GULCS	Go Ultra Low City Scheme
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NICE	The National Institute for Health and Excellence
NRMM	Non-Road Mobile Machinery
OLEV	Office for Low Emission Vehicles
PM <sub>10</sub>	Particulate matter less than 10 micron in diameter
PM <sub>2.5</sub>	Particulate matter less than 2.5 micron in diameter
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
STARS	Sustainable Travel: Active, Responsible, Safe
TEB	Transport Emissions Benchmark
TfL	Transport for London

## Introduction

This report outlines the actions that Hammersmith & Fulham Council will deliver between 2018 - 2023 to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough.

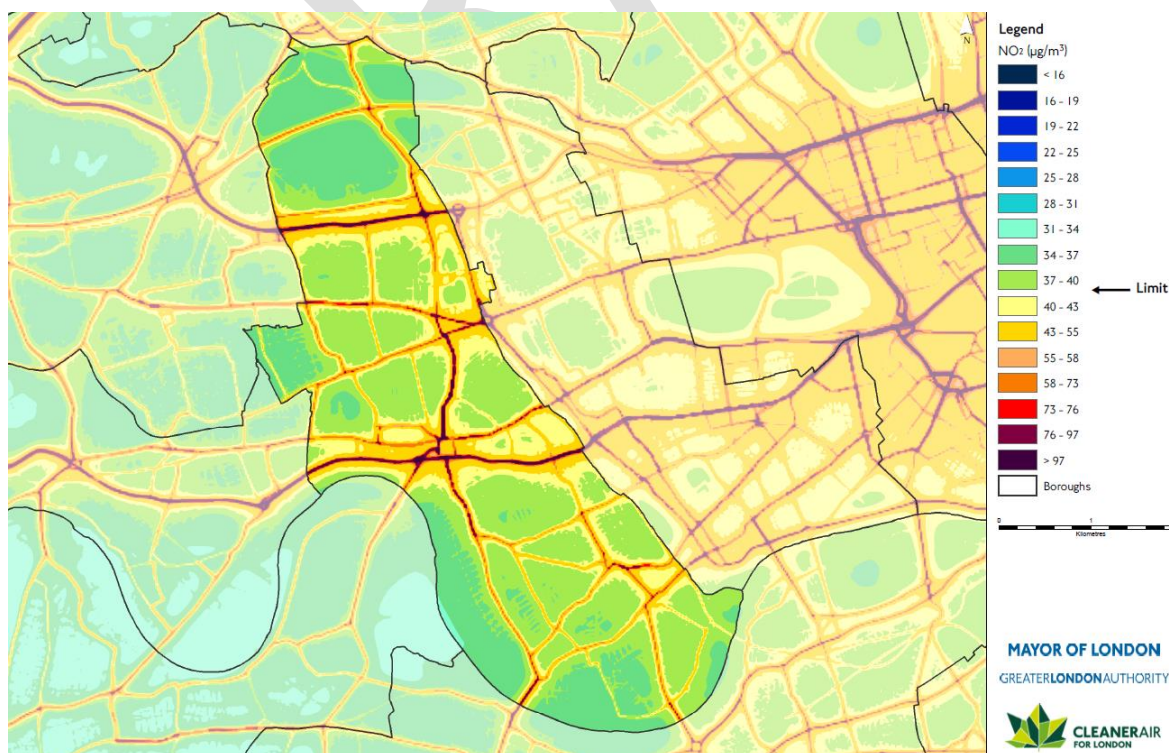
It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process<sup>3</sup>.

## 1 Summary of current air quality in Hammersmith & Fulham

The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

Hammersmith and Fulham Council is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO<sub>2</sub>). Hammersmith and Fulham Council is meeting the current objectives for Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) but as this pollutant is damaging to health at any level, this remains a pollutant of concern.

Figure 1 Modelled map of annual mean NO<sub>2</sub> concentrations (from the LAEI 2013)



<sup>3</sup> LLAQM Policy and Technical Guidance. <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

Figure 2 Modelled map of annual mean PM<sub>10</sub> (from the LAEI 2013)

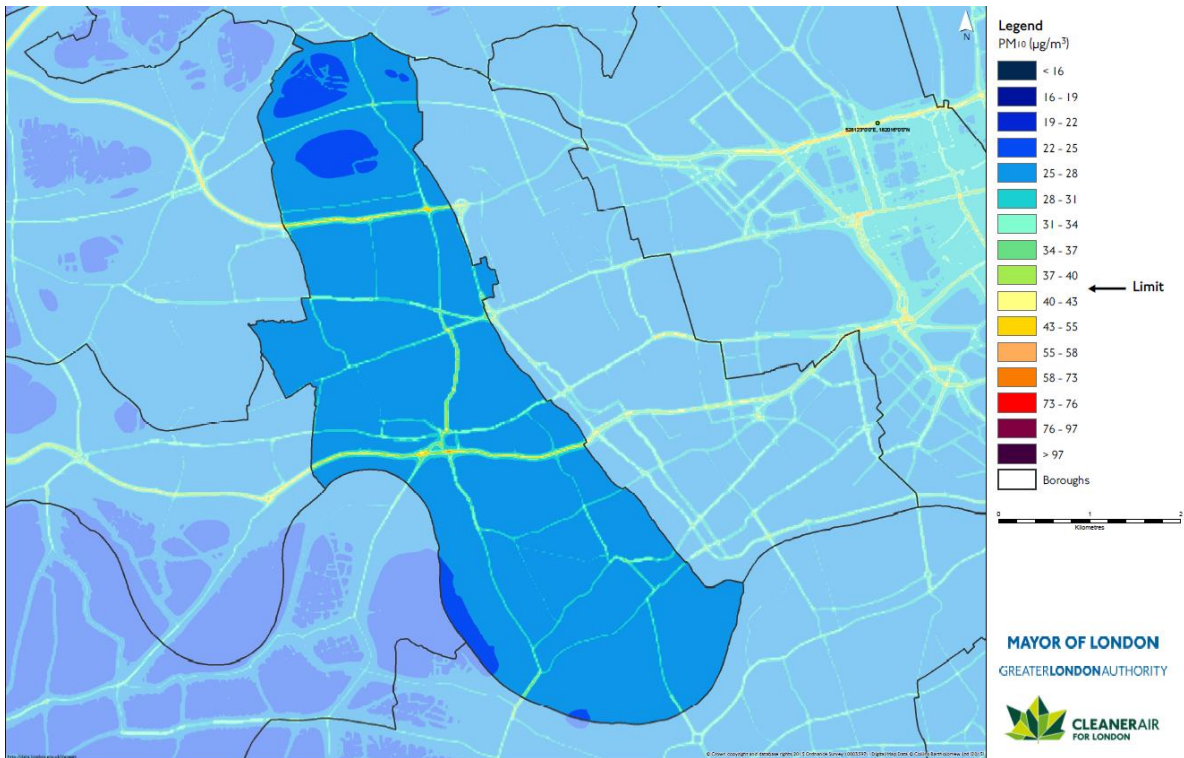
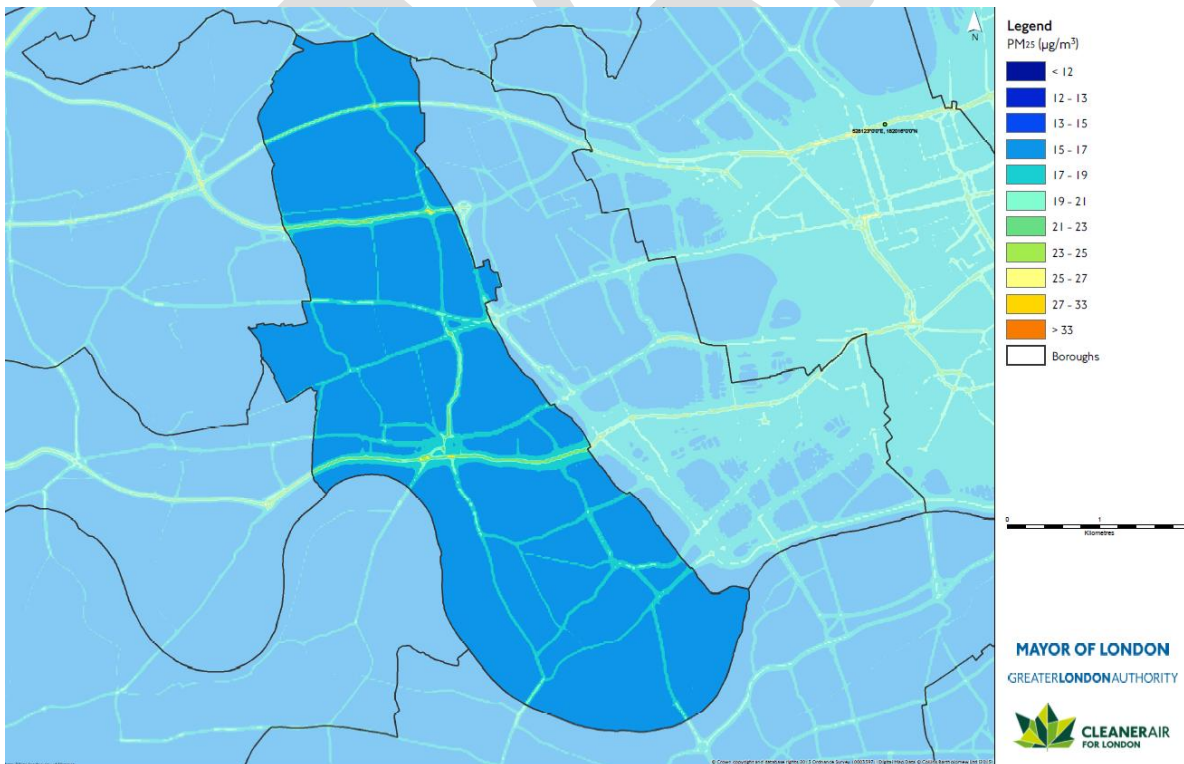


Figure 3 Modelled map of annual mean PM<sub>2.5</sub> (from the LAEI 2013)



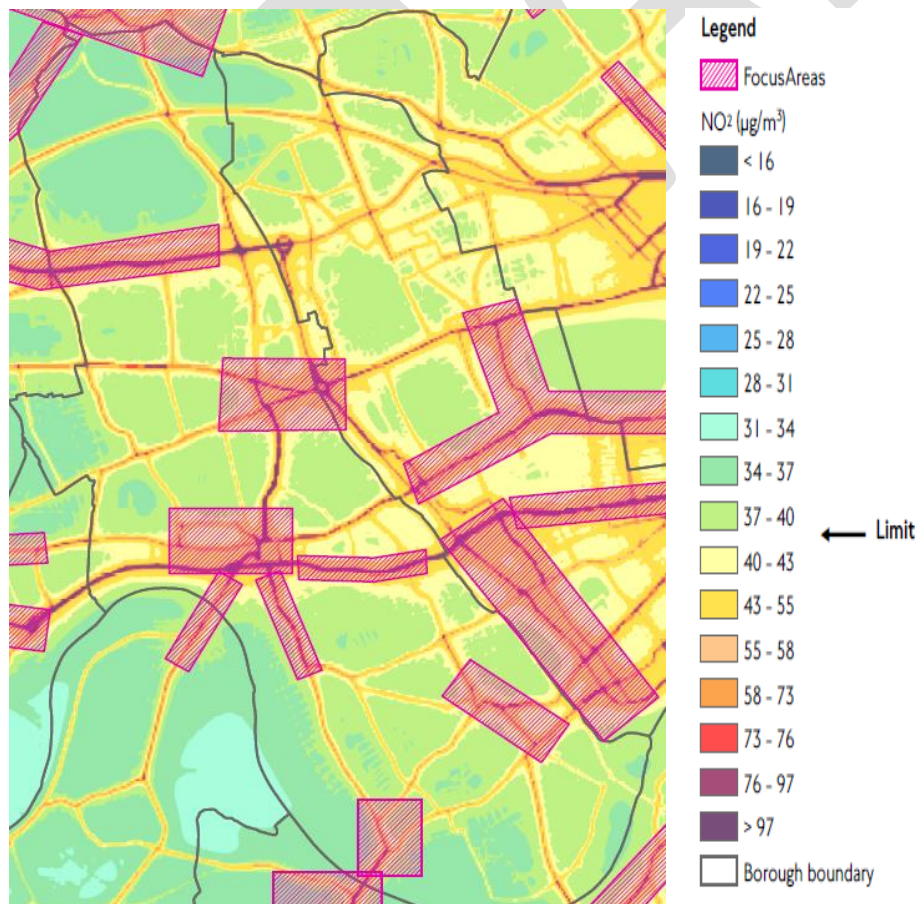
## 1.1 AQMAs and Focus areas

A whole borough Air Quality Management Area (AQMA) has been declared for Hammersmith & Fulham.

The AQMA has been declared for the following pollutants: Nitrogen Dioxide (NO<sub>2</sub>) and particles (PM<sub>10</sub>). In respect to Nitrogen Dioxide because we are failing to meet the EU annual average limit for this pollutant at some of our monitoring stations and modelling indicates it is being breached at a number of other locations, and Particulate Matter (PM<sub>10</sub>) because although we are meeting EU Limits we are exceeding World Health Organisation air quality guideline for this pollutant), and we have a formal responsibility to work towards reductions of PM<sub>2.5</sub>, which is a fraction of PM<sub>10</sub> and concentrations of PM<sub>2.5</sub>

An air quality Focus Area is a location that has been identified by the GLA as having high levels of pollution and human exposure. There are 6 focus areas in the borough: A4 West Cromwell Road, A213 Fulham Palace Road from Hammersmith Flyover to junction of Lillie Road, Fulham Town Centre and Harwood Road area, Hammersmith Town Centre, Holland Park Uxbridge Road/Shepherd's Bush Road/Bush Green/Holland Road, Putney Bridge, and junction with Fulham Road/New Kings Road/Fulham Palace Road.

Figure 4 Air Quality Focus Areas in Hammersmith & Fulham



### 1.2 Sources of Pollution in Hammersmith & Fulham

Pollution in Hammersmith & Fulham comes from a variety of sources. This includes sources outside of the borough, and in the case of Particulate Matter (PM<sub>10</sub>, PM<sub>2.5</sub>), a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of Nitrogen Oxides (NO<sub>x</sub>), including Nitrogen Dioxide (NO<sub>2</sub>), are road transport including diesel vehicles and combustion based energy plant such as Combined Heat and Power (CHP) and gas boilers. The main sources of particulate matter are on and off-road transport such as diesel vehicles and Non-Road Mobile Machinery (NRMM).

Data is available from the London Atmospheric Emissions Inventory which provides data gathered in 2008, 2010 and 2013 and modelled for 2020, 2025 and 2030 based on current predictions and technology.

Figure 5 NO<sub>x</sub> Emissions by source (from the LAEI 2013)

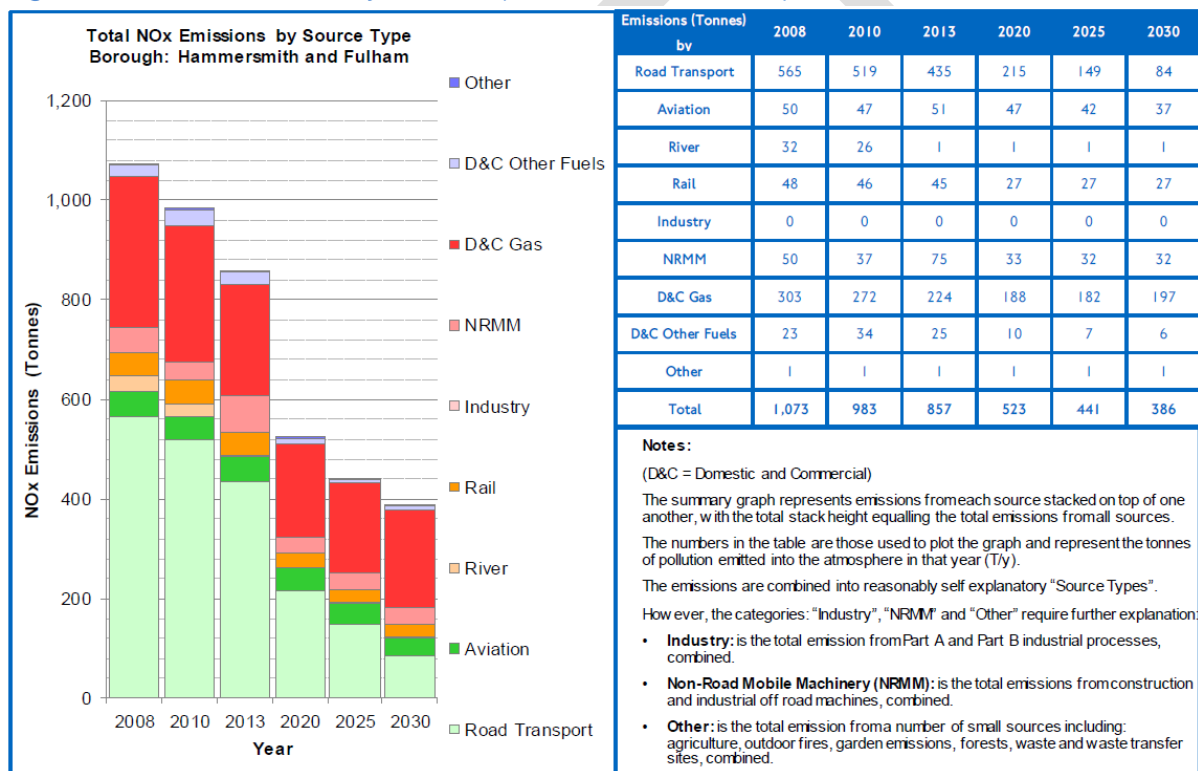


Figure 5 shows that for sources of NO<sub>x</sub> within Hammersmith & Fulham currently (as represented by the most recent data from 2013): the largest contributor is road transport, followed by burning of domestic and commercial gas as the second largest source. However, Figure 5 shows that by 2020 emissions from road transport will reduce as vehicle emissions improve and it is projected that domestic and commercial gas sources will become the largest contributor of NO<sub>x</sub> in the borough, with road transport falling to second largest source.

Figure 6 below details that 20.7% of NO<sub>x</sub> emissions emanate from diesel cars, this contrasts with 10.4% from petrol cars, despite the fact there are fewer diesel cars than petrol cars in London.

Figure 6 NO<sub>x</sub> Emissions by vehicle type (from the LAEI 2013)

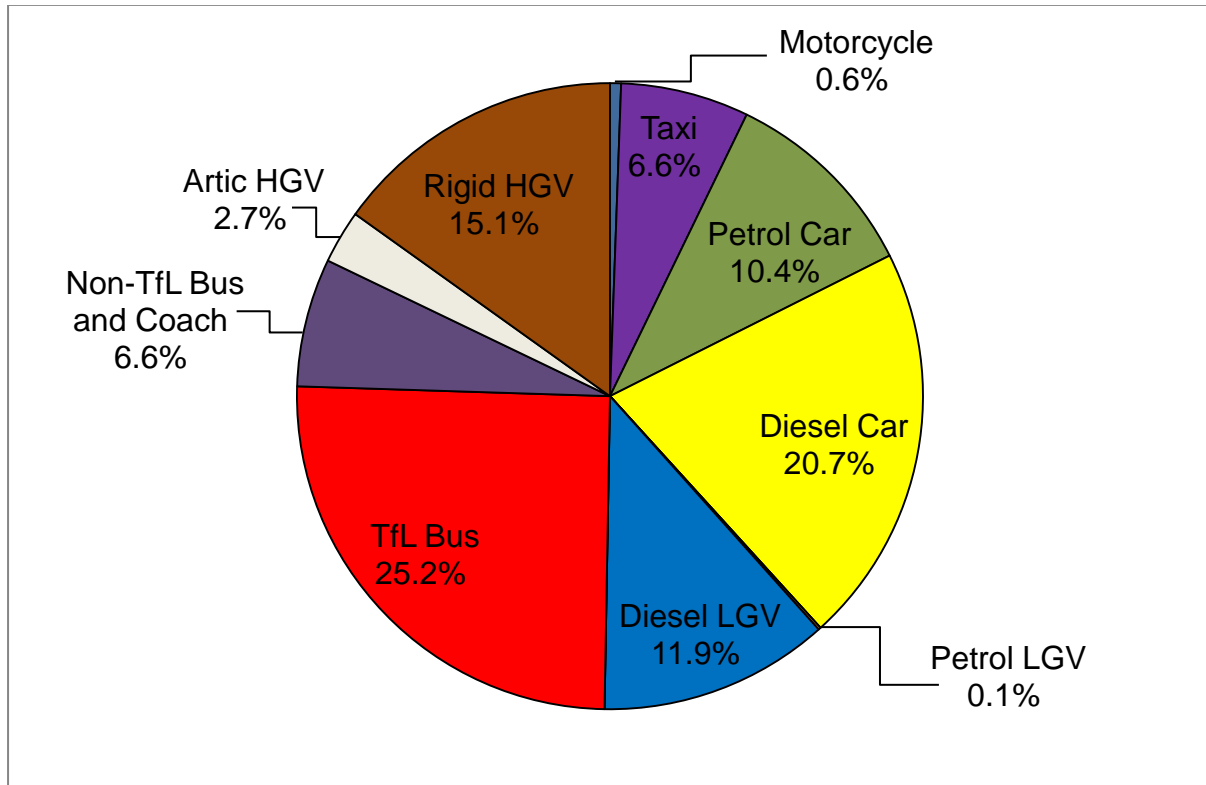
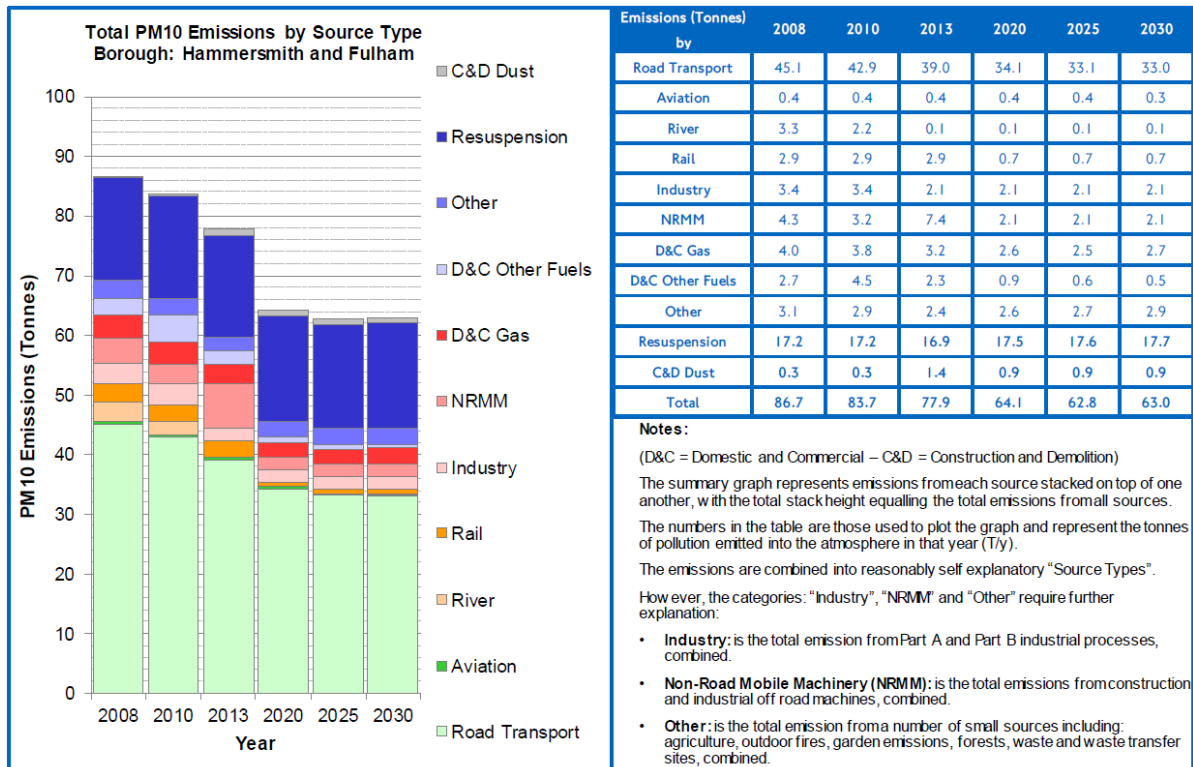
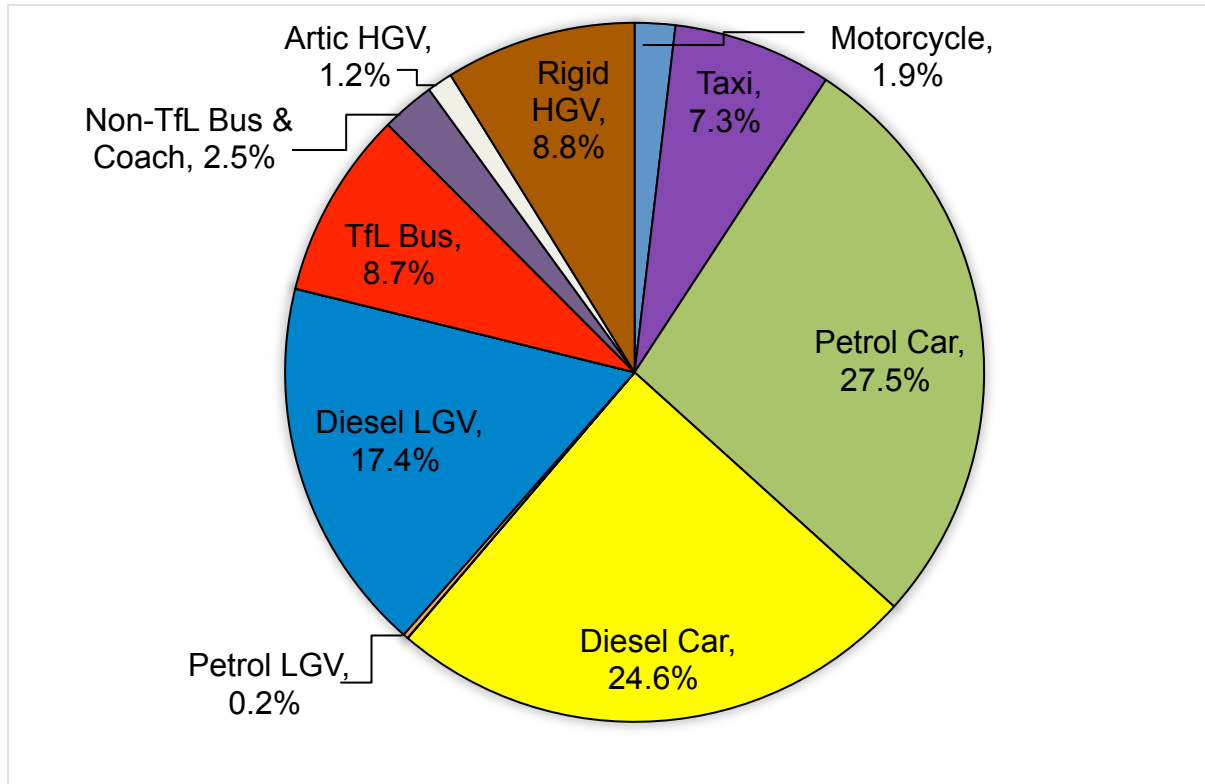


Figure 7 PM<sub>10</sub> Emissions by source (from the LAEI 2013)



The sources of PM<sub>10</sub> within Hammersmith and Fulham are shown in Figure 7 where the largest contributor is shown as road transport followed by resuspension as the second largest source.

Figure 8 PM<sub>10</sub> Emissions by vehicle type (from the LAEI 2013)



Splitting the road transport PM<sub>10</sub> emissions, the greatest contributor to road transport PM<sub>10</sub> are petrol cars (27.5 %) followed by diesel cars (24.6%) as shown in Figure 8. PM<sub>10</sub> emissions are greater because there are more petrol cars than diesel cars; in London approximately 70% of registered vehicles are petrol while only 30% are diesel.

Road transport PM<sub>10</sub> emissions are generated from exhaust gases and from tyre and brake wear. In the London Borough of Hammersmith and Fulham 24% of road transport PM<sub>10</sub> emissions originate from the exhaust whereas 76% are generated from tyre and brake wear.

Figure 9 Split of road transport PM<sub>10</sub> emission from their source (LAEI 2013)

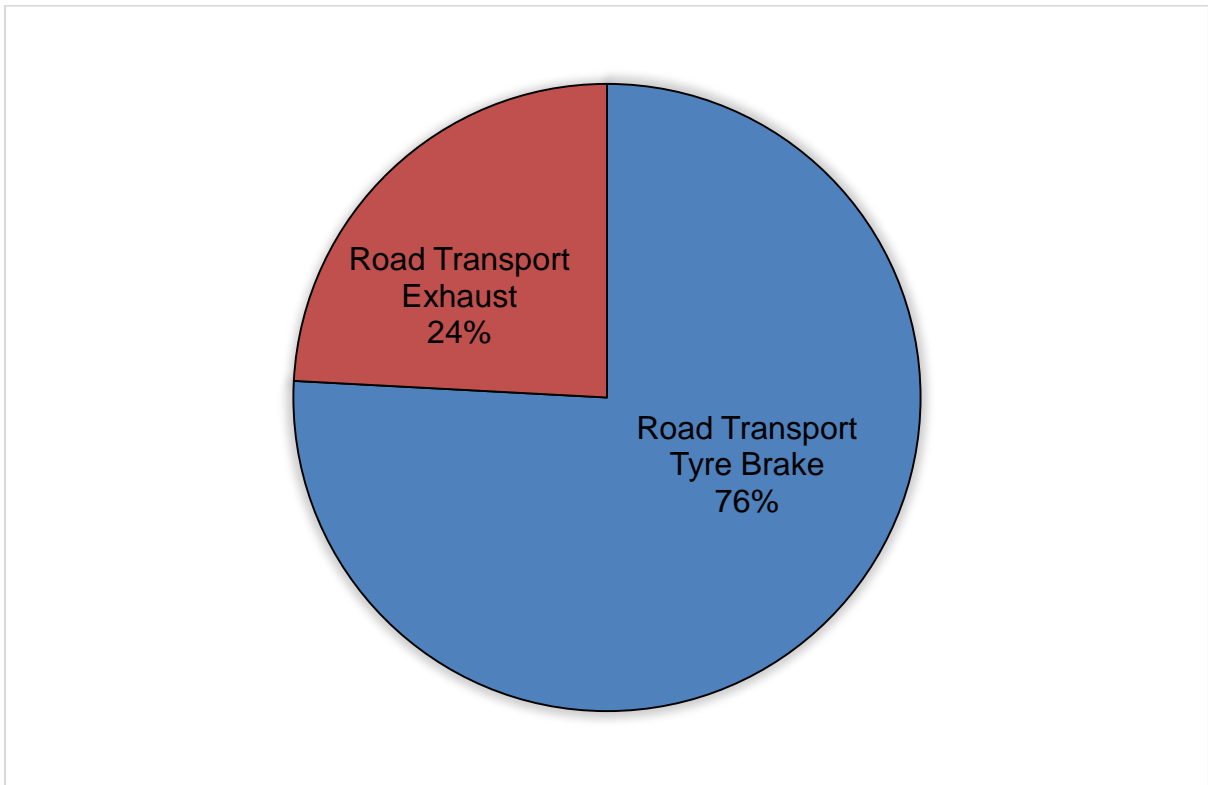
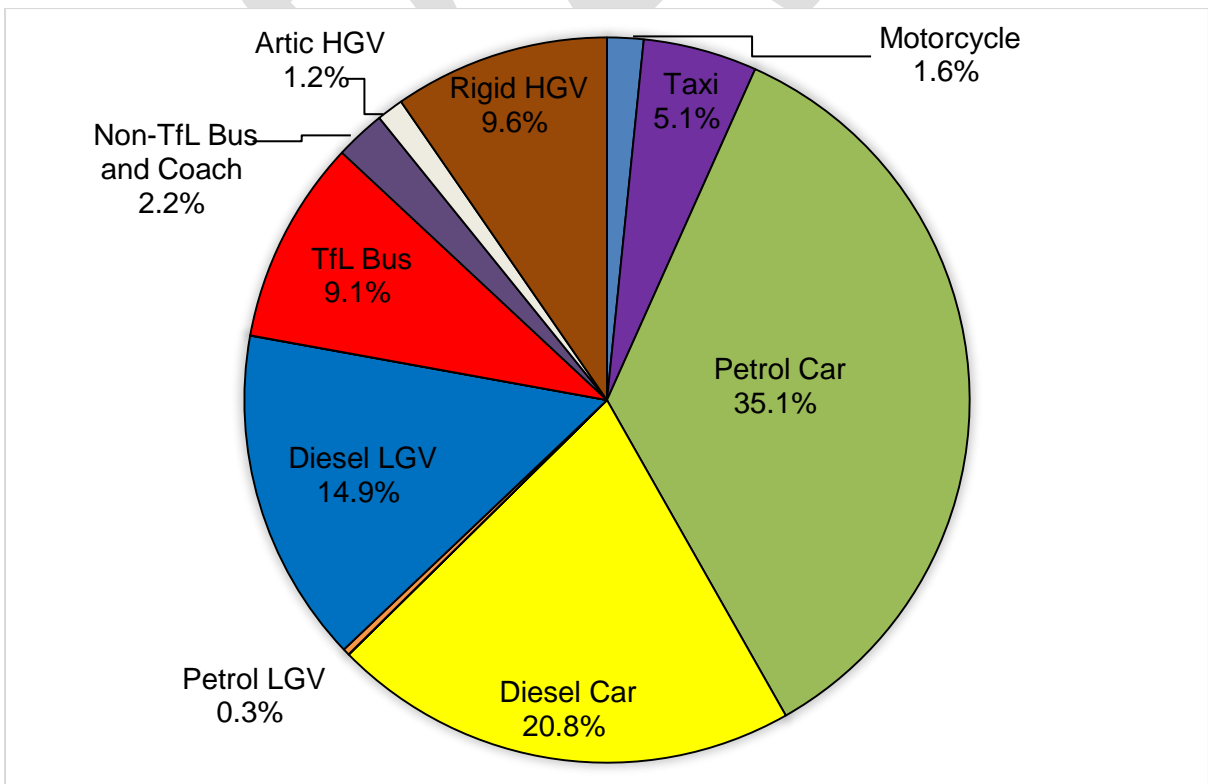


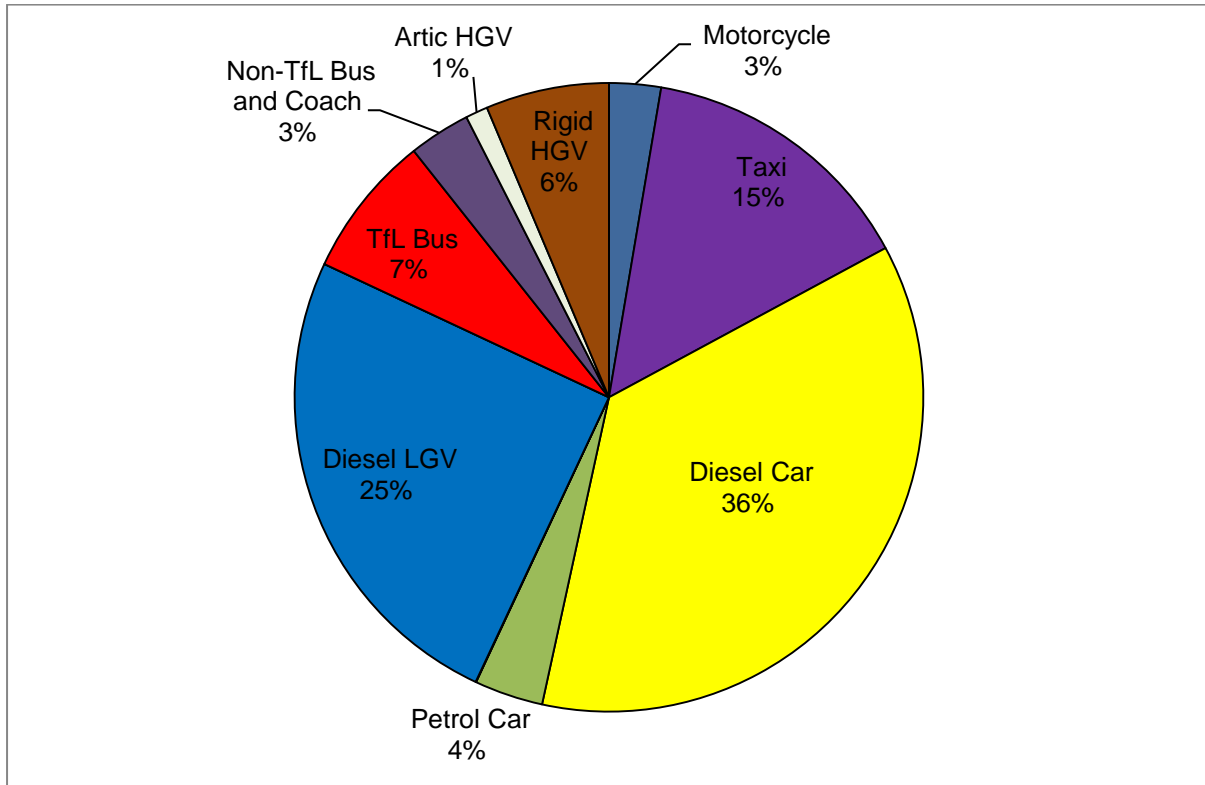
Figure 10 Sources of road transport tyre and brake wear PM<sub>10</sub> emissions





Breaking down the road transport PM<sub>10</sub> emissions, the greatest contributor to road transport PM<sub>10</sub> is from tyre and brake wear as shown in Figure 9. Petrol cars are the largest contributor of this component (35.1%) and diesel cars the second largest contributor (20.8%) because there are more petrol cars than diesel cars.

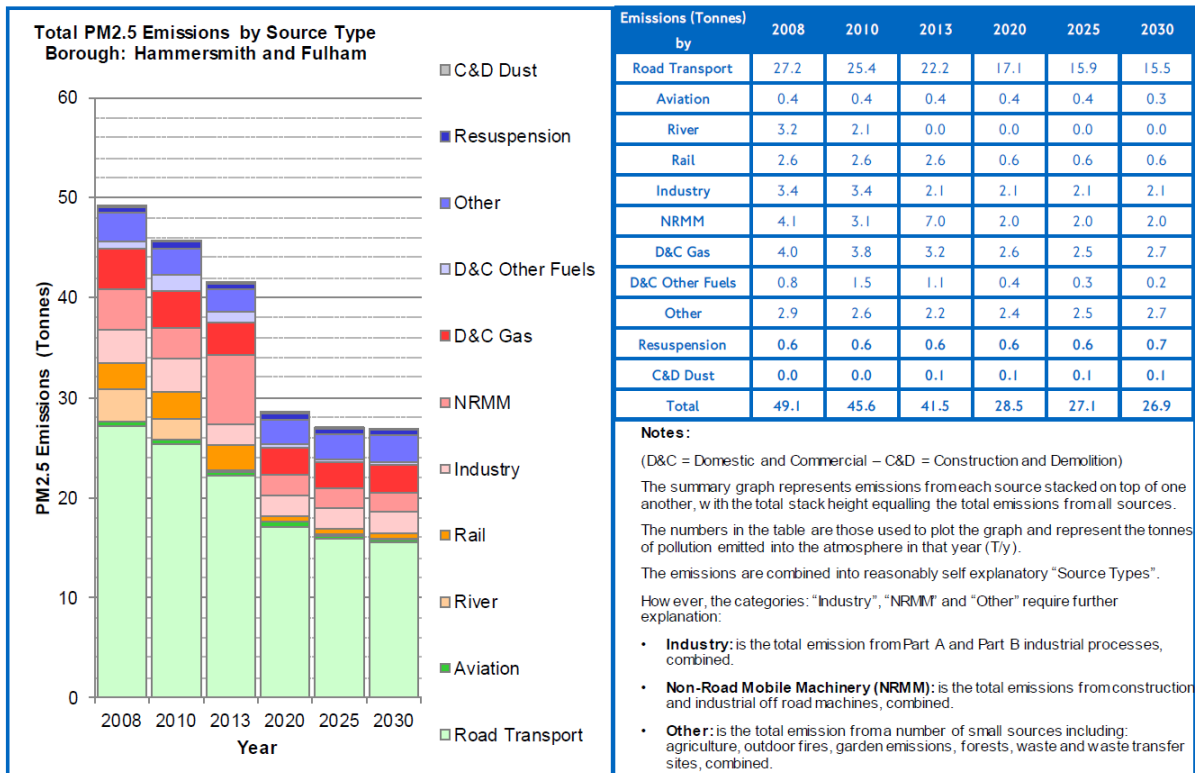
Figure 11 Sources of road transport exhaust PM<sub>10</sub> emissions



Breaking down the road transport PM<sub>10</sub> emissions, exhaust component only, diesel cars are the largest contributor (38.8%) and diesel LGV's are the second largest contributor (26.7%) as shown in Figure 11, despite there being less diesel cars than petrol cars in London.

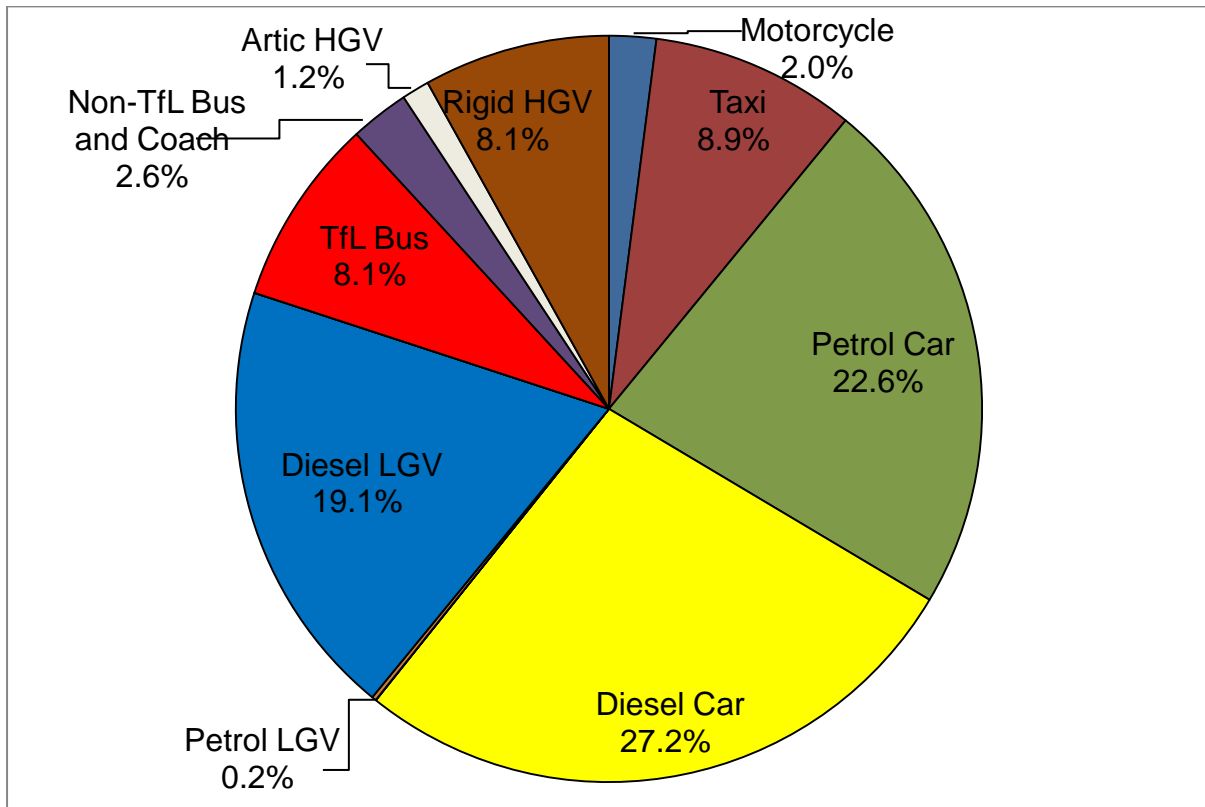
These graphs show that a high percentage of PM<sub>10</sub> road transport is from tyre and brake wear and that this is independent of vehicle type. This means that to reduce road transport PM<sub>10</sub>, there would need to be a decrease in all vehicles travelling through the borough.

Figure 12 PM<sub>2.5</sub> emissions by source and vehicle type (from the LAEI 2013)



The sources of PM<sub>2.5</sub> within the Hammersmith & Fulham are varied as shown in Figure 12. The largest contributor is road transport followed by NRMM as the second largest source (LAEI 2013)

Figure 13 Road Transport PM<sub>2.5</sub> Emissions per vehicle type (from the LAEI 2013)



Splitting the road transport PM<sub>2.5</sub> emissions in Figure 13, the greatest contributor to road transport PM<sub>2.5</sub> are diesel cars (27.2 %) followed by petrol cars (22.6%), despite there being less diesel cars than petrol cars in London.

Road transport PM<sub>2.5</sub> emissions are generated from exhaust gases and from tyre and brake wear. In Hammersmith & Fulham 40% of road transport PM<sub>2.5</sub> emissions originate from the exhaust whereas 60% are generated from tyre and brake wear.

Figure 14 Split of road transport PM<sub>2.5</sub> emissions from their source (LAEI 2013)

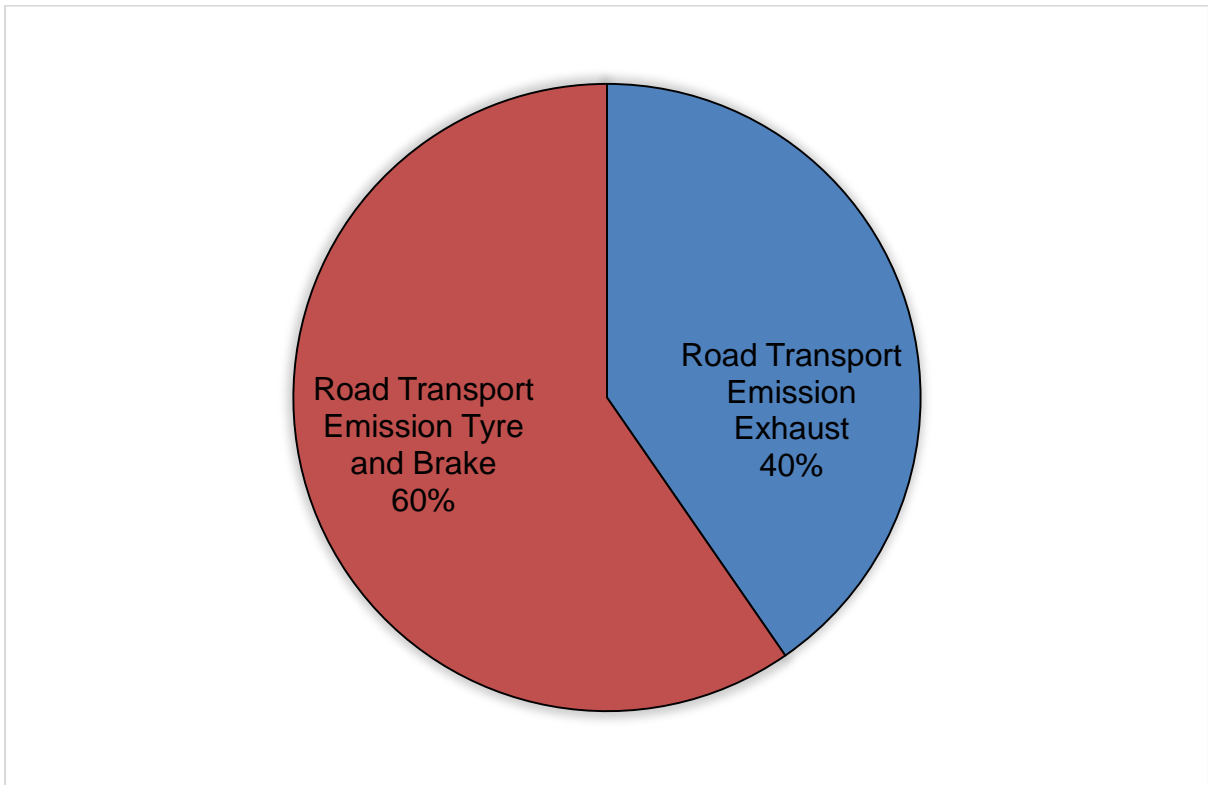
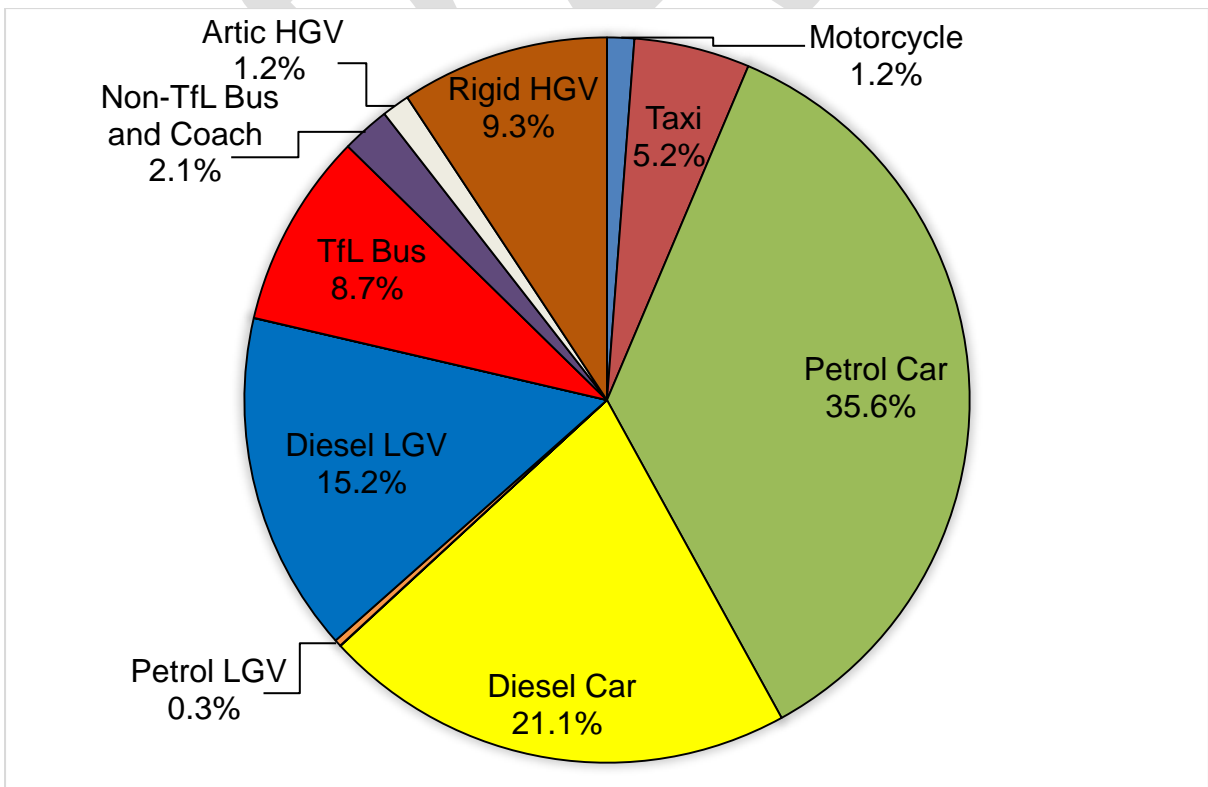
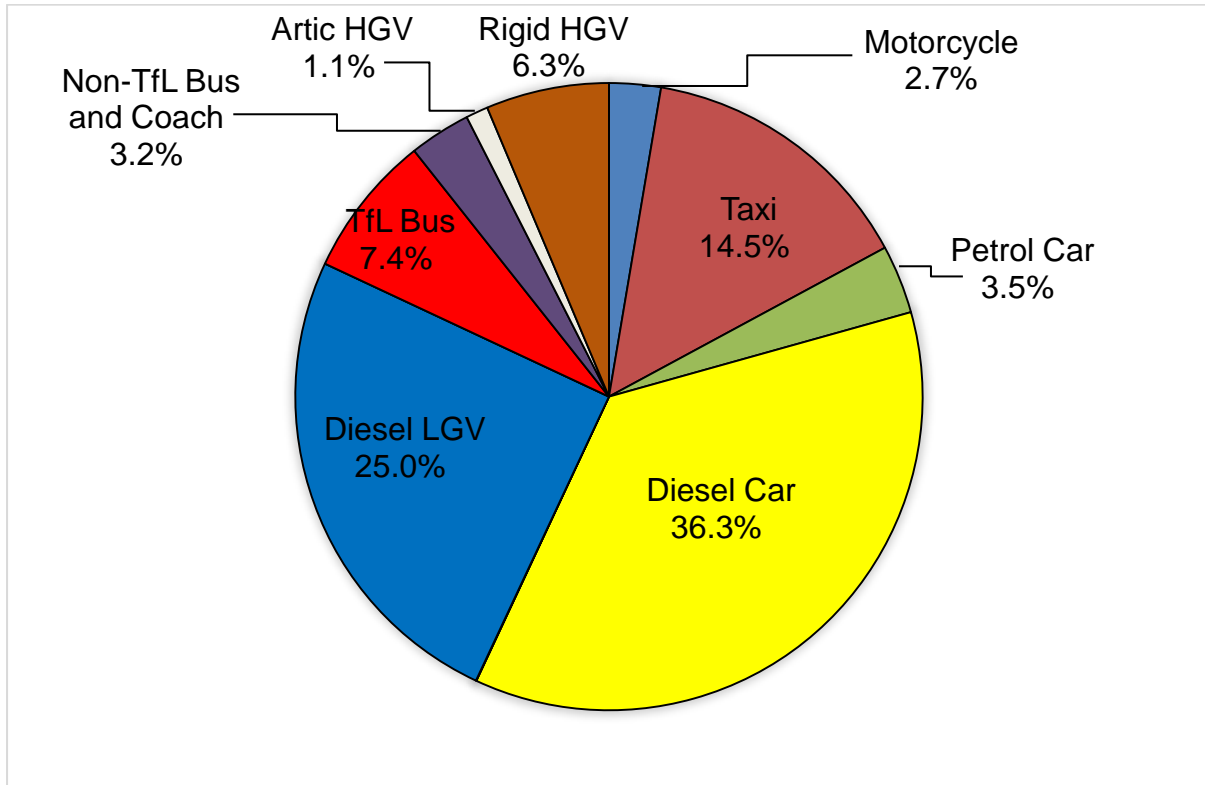


Figure 15 Sources of road transport tyre and brake wear PM<sub>2.5</sub> emissions



Breaking down the road transport PM<sub>2.5</sub> emissions in Figure 14, the greatest contributor to road transport PM<sub>2.5</sub> is tyre and brake wear. Figure 15 shows that petrol cars are the largest contributor (35.6%) and diesel cars the second largest contributor (21.1%) to non-exhaust emissions of PM<sub>2.5</sub>.

Figure 16 Sources of road transport exhaust PM<sub>2.5</sub> emissions



Breaking down the road transport PM<sub>2.5</sub> emissions in Figure 16, the greatest contributor to road transport PM<sub>2.5</sub> from the exhaust are diesel cars (36.3%) and Diesel LGV's are the second largest contributor (25.0%), despite there being fewer diesel cars than petrol cars in London.

## **2 Hammersmith & Fulham's Air Quality Priorities**

The purpose of this plan is to protect the health and wellbeing of the people who live, work in and visit the borough from the effects of air pollution.

We also have the goal of being the greenest local authority

In order to achieve this, we have the following priorities:

- **Tackling the sources of pollution that the council can control** – for example from our own properties and fleet and through our planning policies, our transport policies, highways works and maintenance
- **Raising residents' and businesses' awareness** of what they can do to reduce their own emissions and how to avoid exposing themselves to existing pollution.
- **Lobby** the government to make the changes needed to improve air quality across the Country
- **Work with the GLA and TfL** to make the improvements needed to reduce pollution in the borough and across London.

## **3 AQAP Progress**

Table 1 shows Hammersmith & Fulham's AQAP. It contains:

- a list of the actions that form part of the plan;
- the responsible individual and departments/organisations who will deliver this action;
- estimated cost to the council;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation; and
- how progress will be monitored.

**Key for reading the Action Plan:**

<b>Who: name of the council department responsible for this action</b>	<b>BF:</b> Borough Fleet <b>CP:</b> Property Services <b>EH:</b> Environmental Health <b>HS:</b> Housing Services <b>HW:</b> Highway Maintenance and Projects <b>PH:</b> Public Health <b>PL:</b> Planning <b>PR:</b> Procurement <b>TR:</b> Transport Planning
<b>Cost</b>	If the cost to implement an action is already part of the council's budget, then ' <b>Normal Business</b> ' is entered here. Otherwise the funding sources and costs are listed.
<b>Expected Emissions Benefit</b>	Magnitude of Air Quality Benefits High=1 Medium=2 Low =3
<b>NO<sub>2</sub>, PM, CC</b>	Symbols indicate whether the action will have an impact on <b>NO<sub>2</sub></b> (nitrogen dioxide), <b>PM<sub>10</sub></b> and <b>PM<sub>2.5</sub></b> (particulate matter) or <b>CC</b> (Climate Change gasses).
<b>When</b>	What <b>year</b> (or month) this action will be implemented of completed or if this is an <b>ongoing commitment</b>

**Table 1 - Air Quality Action Plan**

The actions have been grouped into six categories: Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport.

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
1	Ensuring emissions from construction are minimised	EH/PL	Normal business	1	*	*		2023	Number of planning applications for which planning condition for automatic air quality monitoring recommended. In line with SPG available to view at <a href="https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and">https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and</a>	This information is required and reported in the Annual Status Report (ASR)
2	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies	EH/PL	£2,000 per year with additional funding	1	*	*	*	2023	Number of planning applications for which NRMM planning condition recommended, In	This information is required and reported in the Annual Status Report (ASR). There is a website with further information on



ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
			from the GLA						line with SPG available to view at <a href="https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and">https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and</a>	NRMM. At the website <a href="http://nrmm.london.gov.uk/nrmm/legislation">http://nrmm.london.gov.uk/nrmm/legislation</a>
3	Enforcing CHP and biomass air quality policies	EH/PL	Normal business	1	*	*	*	2023	Number of sites for which planning condition for CHP or biomass recommended, in line with SPG. This guidance is available to view at <a href="https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/sustainable-design-and">https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/sustainable-design-and</a>	This information is required and reported in the Annual Status Report (ASR)

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
4	Enforcing Air Quality Neutral policies	EH/PL	Normal business	1	*	*	*	2023	Number of air quality neutral assessments completed, in accordance with guidance commissioned by the GLA available at <a href="http://www.aqconsultants.co.uk/getattachment/Resource/s/Download-Reports/GLA-AQ-Neutral-Policy-Final-Report-April-2014.pdf.aspx">http://www.aqconsultants.co.uk/getattachment/Resource/s/Download-Reports/GLA-AQ-Neutral-Policy-Final-Report-April-2014.pdf.aspx</a>	This information is required and reported in the Annual Status Report (ASR)
5	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments	EH/PL	Normal business	2	*	*	*	2023	Appropriate planning policy in place.	<a href="https://www.lbhf.gov.uk/planning/planning-policy/local-plan">The Proposed Submission Local Plan</a> available to view at: <a href="https://www.lbhf.gov.uk/planning/planning-policy/local-plan">https://www.lbhf.gov.uk/planning/planning-policy/local-plan</a> , has a number of Borough wide policies on Green and Public Open Space: Policy OS1 on Parks and

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
										Open Space; Policy OS2 on Access to Parks and Open Space; OS3 on Playspace for Children and Young People; OS4 on Nature Conservation and OS5 on Greening the Borough. These ensure that the council will protect, enhance, and increase provision of parks, open spaces and biodiversity in the borough.
6	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced including a review of the air pollution impacts of approved appliances and fuels and potential local restrictions.	EH	Normal business	2	*	*		2023	Number of activities to enforce/promote the smoke control zone.	This could include information provided to residents and businesses on smoke control ( <a href="https://www.lbhf.gov.uk/environment/pollution/air-quality-and-monitoring">https://www.lbhf.gov.uk/environment/pollution/air-quality-and-monitoring</a> ) or enforcement activity by the council

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
										of legislation. Particulate matter associated with wood burning has been a factor in pollution events in London which requires further review and potentially local measures to control them
7	Promoting and delivering in the Council's own stock energy efficiency retrofitting projects in workplaces and homes (Including using the GLA RE:FIT programme) to replace old polluting heat and energy plant with new low emission plant (e.g. old boilers with new ultra low-NO <sub>x</sub> boilers); and top-up lost insulation in combination with other energy conservation measures.	CP/HS	Normal business	1	*	*	*	2023	Number of projects delivered.	The council has signed up to take part in Re-fit for the corporate estate (more information on RE:FIT is available at <a href="https://www.london.gov.uk/what-we-do/environment/energy/energy-buildings/refit">https://www.london.gov.uk/what-we-do/environment/energy/energy-buildings/refit</a> ), Hammersmith & Fulham are currently benchmarking the properties and will come back with recommendations for energy conservation measures to the buildings.

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
										The council will investigate options to change the specification of the replacement boilers that will be installed into council housing stock to use ultra low NO <sub>x</sub> boilers.
8	The council to encourage residents and organisations to consider Blue Green schemes like Sustainable Drainage Systems (SuDs) in homes and offices.	PL	Normal business	2	*	*	*	On-going commitment	Guidance available at the council website at <a href="https://www.lbhf.gov.uk/emergencies-and-safety/floods/living-rainwater">https://www.lbhf.gov.uk/emergencies-and-safety/floods/living-rainwater</a>	
9	The council to encourage the use of prefabrication in construction works to reduce particulate matter.	PL	Normal business	3	*	*		On-going commitment	Included in council planning policies.	Encouraging the use of prefabrication in construction works is considered to be in line with the requirements of Planning Policy CC2, ensuring sustainable design and

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
										construction. However, a minor amendment is proposed to add a bullet point that promoting the use of prefabrication construction methods where appropriate.
10	The need to plan for walkability to be recognised in SPDs in local plan	PL	Normal business	3	*	*	*	On-going commitment	Included in council planning policies.	Strategic Objective 14 of the Proposed Submission Local Plan refers to the need to ensure the development of a safe, sustainable transport network that includes improvements to public transport, cycling and walking infrastructure which will improve transport accessibility and local air quality and reduce traffic congestion and the need to travel. Planning Policy T3 specifically deals with increasing

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
										and promoting opportunities for cycling and walking. Promotion of walking is also covered in the Planning Guidance SPD.
11	The council to exercise its enforcement powers to ensure that developers fulfil commitments in delivering tree planting plans; also to seek ways of maintaining mature tree cover when planning for new developments.	PL	Normal business	3	*	*	*	2023	Included in council planning policies.	<p>Planning Policy OS5 states that the council will seek to enhance biodiversity and green infrastructure in the borough, including by:</p> <ul style="list-style-type: none"> <li>• seeking to prevent removal or mutilation of protected trees;</li> <li>• seeking retention of existing trees and provision of new trees on development sites; and</li> <li>• adding to the greening of streets and the public realm.</li> </ul> <p>The council also sets out in the Proposed</p>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
										Submission Local Plan its vision of there being more street trees by 2035.
12	Local plan to specify the need to consider the impact of all new developments on air quality.	PL	Normal business	1	*	*		2018	Included in council planning policies.	This issue is covered by a proposed minor amendment to Local Plan Planning Policy CC10 which has been changed to apply to developments which may be impacted by local sources of poor air quality or may adversely contribute to local air quality.
13	Support residents by providing energy efficiency advice and by installing small and low-cost energy efficiency measures to combat climate change. Reduce their energy bills and carbon footprint through the Healthy (Healthier) Homes project and through home energy	EH	Normal business	1	*		*	2023	Number of residents to which advice provided. Number of efficiency measures installed.	Further information is available on the council's webpages at <a href="https://www.lbhf.gov.uk/housing/private-housing/energy-efficiency-and-warm-homes">https://www.lbhf.gov.uk/housing/private-housing/energy-efficiency-and-warm-homes</a>



ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
	visits by trained green experts.									
14	Aboricultural and greening policies to be promoted in the local plan and SPDs.	PL	Normal business	1	*	*	*	2023	In council planning policies.	The Proposed Submission Local Plan has a number of Borough wide planning policies on Green and Public Open Space: Policy OS1 on Parks and Open Space; Policy OS2 on Access to Parks and Open Space; OS3 on Playspace for Children and Young People; OS4 on Nature Conservation and OS5 on Greening the Borough. These ensure that the council will protect, enhance, and increase provision of parks, open spaces, and biodiversity in the borough.

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Emissions from developments and buildings</b>										
15	The council and other decision makers to keep under review new environmental initiatives and best practices as these come forward.	PL	Normal business	1	*	*	*	2023	Number of activities completed.	An example would be that as part of the drafted sustainability strategy for corporate assets there will be a requirement for innovation to be included in all decision making.

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ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Public health and awareness raising</b>										
16	Ensure that Director of Public Health and Deputy Director of Public Health for H&F have been fully briefed on the scale of the problem in your local authority area; what is being done, and what is needed. A briefing should be provided.	EH	Normal business	n/a				On-going commitment	Minimum of one briefing provided per year.	
17	Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for their support via the Deputy Director for Public Health for H&F when projects are being develop: utilising the reach of public health services	EH/PH	Normal business	n/a	*	*		On-going commitment	Number of projects supported by public health team.	

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Public health and awareness raising</b>										
	to this stakeholder group and developing the key public health messaging for stakeholders.									
18	Director of Public Health to have responsibility for ensuring their online Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population	PH	Normal business	n/a				Ongoing commitment	Annual check that information is up to date.	The council's JSNA is available at <a href="https://www.jsna.info/">https://www.jsna.info/</a>
19	Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade public health specialist within the borough has air quality responsibilities outlined in their job profile	PH	Normal business	n/a				On-going commitment	In place.	
20	Director of Public Health to sign off Statutory Annual Status Reports and all	EH/PH	Normal business	n/a				On-going commitment	Sign off undertaken.	The council's ASRs are available at <a href="https://www.lbhf.gov.uk/environment/pollu">https://www.lbhf.gov.uk/environment/pollu</a>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Public health and awareness raising</b>										
	new Air Quality Action Plans									<a href="#">tion/air-quality-and-monitoring</a>
21	Ensure that the Head of Transport has been fully briefed on the Public Health duties and the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough. Provide a briefing which can be disseminated amongst the Transport team.	EH	Normal business	n/a	*	*		Ongoing commitment	Minimum one updated briefing provided per year.	
22	Engagement with businesses	EH	Normal business	3	*	*	*	2023	Number of workplace travel plans in place.	The council engages with business through the Healthy Workplace Charter, detailed at <a href="https://www.lbhf.gov.uk/business/health-and-safety-">https://www.lbhf.gov.uk/business/health-and-safety-</a>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Public health and awareness raising</b>										
										<p><a href="#">work/london-healthy-workplace-charter</a></p> <p>The council will consider how information about air quality can be disseminated through this already established contact with local business.</p> <p>The council is part of the WestTrans partnership, more information is available at <a href="http://www.westtrans.org/wla/wt2.nsf">http://www.westtrans.org/wla/wt2.nsf</a></p>
23	Promotion of availability of airTEXT and walkit.	EH/PH	£1000 per year	3	*	*	*	2023	Number of activities in which these tools promoted.	Activities could include messages on the council's website and through social media channels or distribution of information at council events. Information can be provided on the

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Public health and awareness raising</b>										
										council's air quality webpages <a href="https://www.lbhf.gov.uk/environment/pollution/air-quality-and-monitoring">https://www.lbhf.gov.uk/environment/pollution/air-quality-and-monitoring</a> .
24	Encourage schools to join the TfL STARS accredited travel planning programme and GLA's Healthy Schools' London Programme by providing information on the benefits to schools and supporting the implementation of such programmes.	TR/PH	Normal business	2	*	*	*	2023	Number of schools that are part of TfL STARS and Healthy School's programmes.	Information on school travel plans is available at <a href="https://www.lbhf.gov.uk/transport-and-roads/travel-plans">https://www.lbhf.gov.uk/transport-and-roads/travel-plans</a> . The STARS programme webpages are at <a href="https://stars.tfl.gov.uk/">https://stars.tfl.gov.uk/</a> The Healthy Schools Programme is detailed at <a href="http://www.healthyschools.london.gov.uk/">http://www.healthyschools.london.gov.uk/</a>
25	Air quality at schools, such as The Mayor's School Air Quality Audits' Initiative.	EH/TR	Normal business and external funding including GLA	3	*	*	*	2023	Number of Schools receiving air quality and number of sessions air quality information delivered at	The Mayor's School Air Quality Audits' were announced here <a href="https://www.london.gov.uk/press-releases/mayoral/air">https://www.london.gov.uk/press-releases/mayoral/air</a>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Public health and awareness raising</b>										
									urbanwise sessions.	<a href="#">-quality-audits-to-protect-school-kids</a>
26	Raise awareness of the impact of individual behaviour on air quality during events such as National Clean Air Day.	EH	Normal business	3	*	*		2023	Number of related activities completed.	The national clean air day webpages are available at <a href="https://www.cleanairday.org.uk/">https://www.cleanairday.org.uk/</a>
27	Public air pollution alerts and forecast to be made more widely available.	EH	Normal business	3	*	*		2023	Number of messages completed.	The council will put messages on website and on twitter when notified of air pollution alert.
28	Lobby central government to retain air quality legislation after withdrawal from the European Union in 2019.	PH	Normal business		*	*		2023	Number of responses to consultations	
29	Lobby central government to meet World Health Organization (WHO) air quality guidelines	PH	Normal business		*	*		2023	Number of responses to consultations provided.	This action was included in the NICE air quality guideline (2017) available at <a href="https://www.nice.org.uk/guidance/ng70">https://www.nice.org.uk/guidance/ng70</a>



ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Public health and awareness raising</b>										
30	Lobby tyre,brake and clutch manufacturers to use materials which reduce small particles released through wear.	PH	Normal business			*		2023	Number of responses to consultations provided.	

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Delivery Servicing and Freight</b>										
31	Review council procurement policies with a view to requiring Fleet Operator Recognition Scheme (FORS) accreditation	EH/PR	Normal business	3	*	*	*	2023	Number of activities completed to work towards achieving this action.	The fleet operator recognition scheme webpages are at <a href="https://www.fors-online.org.uk/cms/">https://www.fors-online.org.uk/cms/</a>  Initial step would be to develop a procurement policy document for air quality that would be available on the council's intranet procurement pages. The document would provide advice to departments about to enter contracts for services.
32	Review council procurement policies with a view to requiring that sustainable logistical measures are implemented (and include requirements	EH/PR	Normal business	3	*	*	*	2023	Number of activities completed to work towards achieving this action.	Initial step would be to develop a procurement policy document for air quality that would be available on the council's intranet procurement pages.

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Delivery Servicing and Freight</b>										
	for preferentially scoring bidders based on their sustainability criteria)									The document would provide advice to departments about to enter contracts for services.
33	Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or requiring that council suppliers participate in these	EH/TR	£25,000 per year plus funding from GLA and local businesses	3	*	*	*	2023	Number of activities completed to work towards achieving this action.	Hammersmith & Fulham joined a Low Emissions Logistics (LEL), project, which was established in the four boroughs of Lambeth, Croydon, Wandsworth and Southwark in 2016/17, to reduce and consolidate deliveries. Hammersmith and Fulham joined with a group of other London boroughs in 2017. The action for 2017/18 is to collect baseline data for feasibility study into the setting up of an consolidation centre. The LEL is supported

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Delivery Servicing and Freight</b>										
										by the Mayor's Air Quality Fund.
34	Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles- Review research and trials being completed in London with a view to using in H&F in the future.	TR	Normal business	3	*	*	*	2023	Number of activities completed to work towards achieving this action.	Transport for London Road Network (TLRN) is running a trial in Wandsworth in 2017, focusing on high-density loading 'hotspots'

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Borough fleet actions</b>										
35	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation	BF	Costs being assessed	2	*	*	*	2023	Number of activities completed to work towards achieving this action.	The fleet operator recognition scheme webpages are at <a href="https://www.fors-online.org.uk/cms/">https://www.fors-online.org.uk/cms/</a>
36	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet	BF	Normal business	3	*	*	*	2023	Number of activities completed to work towards achieving this action.	
37	Accelerate uptake of new Euro VI vehicles in borough fleet	BF	Normal business	3	*	*	*	2023	Number of activities completed to work towards achieving this action.	
38	Smarter Driver Training for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff	BF	Normal business	3	*	*	*	2023	Number of activities completed to work towards achieving this action.	

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Localised Solutions</b>										
39	Green Infrastructure. The council to increase tree, hedge and grass planting on council-owned land and highways.	HW	£100,000 per year	2	*	*	*	2023	Square Metres of additional greening installed.	The first steps will be to identify locations that would benefit from increased green infrastructure and choose appropriate plants. Previous experience from green infrastructure project from Mayor's Air Quality Funding could be used, this is discussed at <a href="http://www.hammersmithtoday.co.uk/shared/hfcycling014.htm">http://www.hammersmithtoday.co.uk/shared/hfcycling014.htm</a>
40	Implement opportunities for small scale LENS (Low Emission Neighbourhoods) and investigate opportunities for funding of further LEN projects	TR	Normal business/ external funding secured	1	*	*	*	2023	Number of activities completed to work towards achieving this action. E.g Applying for future funding opportunities.	An example of previous application for funding for a LEN is shown at <a href="https://www.lbhf.gov.uk/articles/news/2016/05/council-1m-bid-tackle-air-pollution-hammersmith">https://www.lbhf.gov.uk/articles/news/2016/05/council-1m-bid-tackle-air-pollution-hammersmith</a>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Localised Solutions</b>										
41	The council will commit to modify the pruning regime of trees on main roads in the borough	HW	Normal business	1	*	*	*	2023	Number of roads for which trees received reduced pruning.	
42	The council to increase playing fields, pocket parks, and sporting facilities in the borough to enable residents to keep fit and active.	PI	Normal business	1	*	*	*	2023	In council planning policies.	<p>Strategic Objective 11 of the Proposed Submission Local Plan is to protect and enhance the borough's open green spaces and create new parks and open spaces where there is major regeneration, promote biodiversity and protect private gardens.</p> <p>Strategic Objective 15 is to maintain and improve health care provision in the borough and encourage and promote healthier lifestyles, for example through better sports facilities, to reduce health inequalities.</p>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Localised Solutions</b>										
										Planning Policy OS2 and OS2 states that the council will seek to reduce open space deficiency and to improve the quality of, and access to, existing open space (which includes play areas and school playing fields as well as sport, leisure, or recreational facilities).



ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Cleaner Transport</b>										
43	Discouraging unnecessary idling by taxis, coaches and other vehicles through enforcement and awareness raising campaigns	EH	Normal business and external funding from GLA and annual campaign cost of £10,000 per year	2	*	*	*	2023	Number of drivers told to shut off engines; number of drivers fined for not shutting off engines; number of awareness raising campaigns completed.	Previous action days for idling are shown at <a href="https://www.lbhf.gov.uk/articles/news/2016/11/clean-air-champions-successful-action-day-stop-idling-motorists-hf">https://www.lbhf.gov.uk/articles/news/2016/11/clean-air-champions-successful-action-day-stop-idling-motorists-hf</a>
44	Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas	TR	Normal business	2	*	*	*	2023	Number of activities related to maintaining or expanding 20mph roads in the boroughs.	Information on 20mph speed limit is available at <a href="https://www.lbhf.gov.uk/articles/news/2016/02/majority-support-more-20mph-speed-limits-hammersmith-fulham">https://www.lbhf.gov.uk/articles/news/2016/02/majority-support-more-20mph-speed-limits-hammersmith-fulham</a>
45	Increasing the proportion of electric, hydrogen and ultra low emission vehicles in Car Clubs	TR	External to Council funding	2	*	*	*	2023	Number of activities completed.	Partnership work by the council with Bluecity electric car club is detailed at <a href="https://www.lbhf.gov.uk/transport-and-">https://www.lbhf.gov.uk/transport-and-</a>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Cleaner Transport</b>										
										<a href="#">roads/electric-vehicles</a>
46	Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives	TR	Normal business	2	*	*	*	2023	Number of days completed.	An example of a previous day held is shown at <a href="https://www.lbhf.gov.uk/articles/news/2015/06/unlimited-play-streets-children-shepherds-bush-road">https://www.lbhf.gov.uk/articles/news/2015/06/unlimited-play-streets-children-shepherds-bush-road</a>
47	Free or discounted residential parking permits for zero emission cars	TR	Normal business	3	*	*	*	2023	Activities completed to work towards achieving this action.	
48	Review of surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits	TR	Under review	3	*	*	*	2023	Activities completed to work towards achieving this action.	Awaiting final ULEZ plans to assess financial implications to residents before final decision on surcharge
49	Installation of residential electric charge points	TR	External to Council funding	1	*	*	*	2023	Number of activities completed to work towards achieving this action.	This is being investigated through funding opportunities available from OLEV/EST and GULCS.

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Cleaner Transport</b>										
										Work completed on street light charging points is detailed at <a href="https://www.lbhf.gov.uk/articles/news/2017/07/quick-and-easy-electric-car-charging-points-unveiled-westcroft-square">https://www.lbhf.gov.uk/articles/news/2017/07/quick-and-easy-electric-car-charging-points-unveiled-westcroft-square</a>
50	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	TR	External to Council funding	2	*	*	*	2023	Number of activities completed to work towards achieving this action.	This is currently being progressed working with TfL.
51	Reprioritisation of road space; reducing parking at some destinations and or restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic	TR	Normal business	2	*	*	*	2023	Number of activities completed.	Examples of reallocation of parking spaces to create a parklet detailed at <a href="https://www.lbhf.gov.uk/articles/news/2017/04/new-bicycle-parklet-brings-party-brackenbury-village">https://www.lbhf.gov.uk/articles/news/2017/04/new-bicycle-parklet-brings-party-brackenbury-village</a>

ID	Action description	Who	Cost	Expected emissions benefit	NO <sub>2</sub>	PM	CC	When	How implementation will be monitored	Further information
<b>Cleaner Transport</b>										
52	Provision of infrastructure to support walking and cycling. To enable more people to take up cycling to travel around the borough and to allow children to walk to school more easily. More safer cycle routes will be developed by the council and TfL. The council together with its strategic partners such as TfL, to develop plans to increase pedestrianisation, cycling and greening in its town centres.	TR	Normal business	1	*	*	*	2023	Number of activities completed.	Example of previous work related to improving cycling infrastructure available at <a href="https://consultations.tfl.gov.uk/roads/hammersmith-gyratory/user_uploads/hammersmith-gyratory-report-final.pdf">https://consultations.tfl.gov.uk/roads/hammersmith-gyratory/user_uploads/hammersmith-gyratory-report-final.pdf</a> And <a href="https://www.lbhf.gov.uk/articles/news/2016/08/strong-support-safer-cycling-plans-hammersmith-gyratory">https://www.lbhf.gov.uk/articles/news/2016/08/strong-support-safer-cycling-plans-hammersmith-gyratory</a>

## Appendix A Reasons for Not Pursuing Action Plan Measures

**Table A.1 Action Plan Measures Not Pursued and the Reasons for that Decision**

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Emissions from developments and buildings		
Public health and awareness raising		
Delivery servicing and freight		
Borough fleet actions		
Localised solutions		
Cleaner transport	From GLA Action Plan Template: 32.Free or discounted parking charges at existing parking meters for zero emission cars	The council aims to increase active travel and travel by public transport. Implementing this measure would not fit with this aim so it is not being pursued.

## Consultation Questions

1. Do you agree with the council's priorities listed in section 2 of the consultation document? [2 Hammersmith & Fulham's Air Quality Priorities](#)

Yes

No

2. If 'No,' please let us know what we should change in the space below:

3. Do you agree that the council should be taking the actions listed in [Table 1](#) of the consultation document?

Yes

No

4. If 'No,' please let us know what you don't agree with in the space below; please include the action number in your response.

5. Do you think the council should be taking more actions than those listed in Table 1?

Yes

No

6. If 'Yes,' please let us know what we could add to this plan in the space below:

7. If you have any other comments on the Draft Air Quality Action Plan please provide them in the space below: