



APPENDIX A

AIR QUALITY ACTION PLAN

2018 – 2023

(Cover art and document formatting to be completed once finalised through the design team)

Foreword

To be added

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 concentration of air pollution in Hammersmith and Fulham. 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 worked 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.
- Council transport planning and air pollution officers 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.
- Used 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.
- Worked closely with the Hammersmith Business Improvement District (BID) in MAQF funded Clean Air Better Business (CABB) and Low Emission Logistic (LEL) projects. The council worked with Hammersmith BID and had discussions with Westfield and Olympia encouraging and advising how they may consolidate and reduce their freight deliveries
- A MAQF dust suppression project was 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 Gyrotory, 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 150 on street electric charging points by the end of the 2017/2018 financial year with plans to more than double this.
- All approved major planning applications have been required to 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.
- Minimised the impact of fugitive emissions by requiring all major developments to produce and implement Air Quality Dust Management Plans.
- Required 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
- Increased the number of monitoring locations in our NO₂ Diffusion Tube air quality network from 15 to 35 locations across the borough focusing on monitoring near schools.
- Ensured that the Council's waste contractor fleet HGVs met 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^{1,2}.

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

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

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

in London, KCL, July 2015) has estimated that, based on 2010 data, approximately 203 early deaths are attributable to nitrogen dioxide (NO₂) and fine particulate matter (PM_{2.5}) 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_{2.5} 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 billion³. 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_x emissions across London so are important in affecting NO₂ 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 NO₂ 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 NO₂ 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.

³ Defra. Air Pollution: Action in a Changing Climate, March 2010

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 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 has been approved by:

Details to be inserted of high level Council members who have approved the AQAP e.g. Head of Transport Planning, Head of Public Health, with e-signatures.

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.

If you have any comments on this AQAP please send them to the Environmental Quality Manager at:

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Hammersmith & Fulham Council
5th Floor Town Hall Extension
King Street
Hammersmith
W6 9JU

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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
HGV	Heavy Goods Vehicle
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LGV	Light Goods Vehicle
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 ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	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.

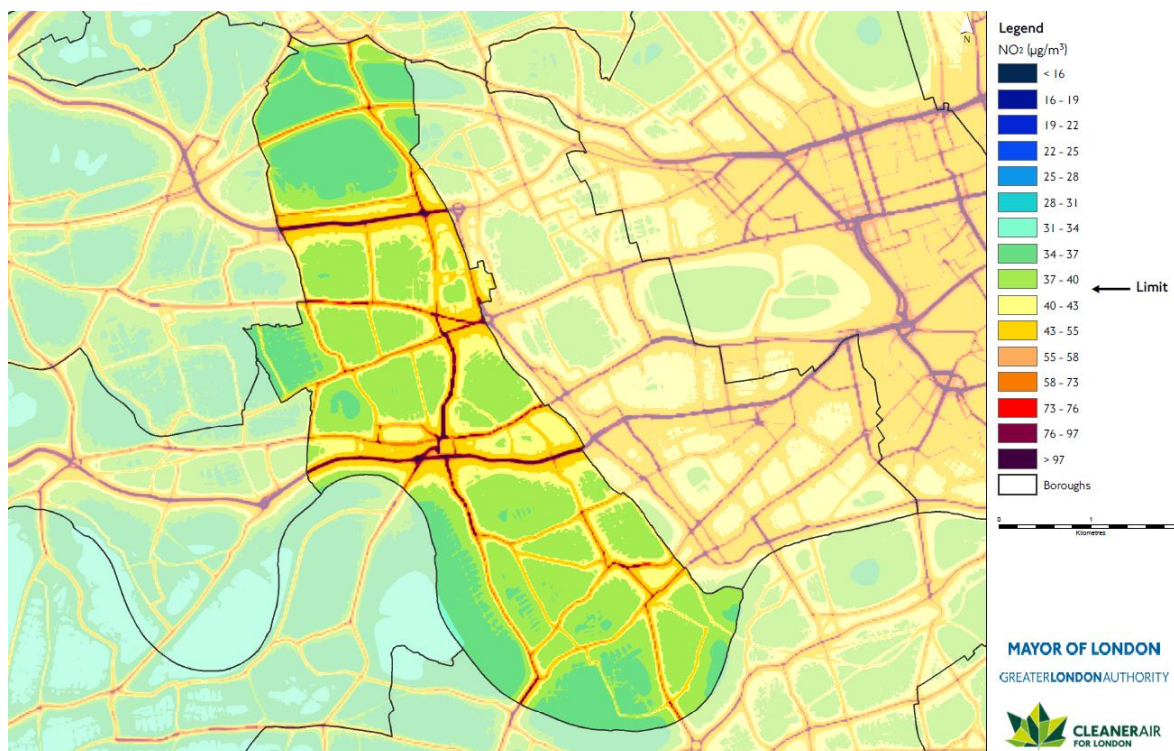
It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process⁴.

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 & Fulham Council is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO₂). Hammersmith & Fulham Council is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}) but as this pollutant is damaging to health at any level, this remains a pollutant of concern.

Figure 1 Modelled map of annual mean NO₂ concentrations (from the LAEI 2013)



⁴ 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 PM₁₀ (from the LAEI 2013)

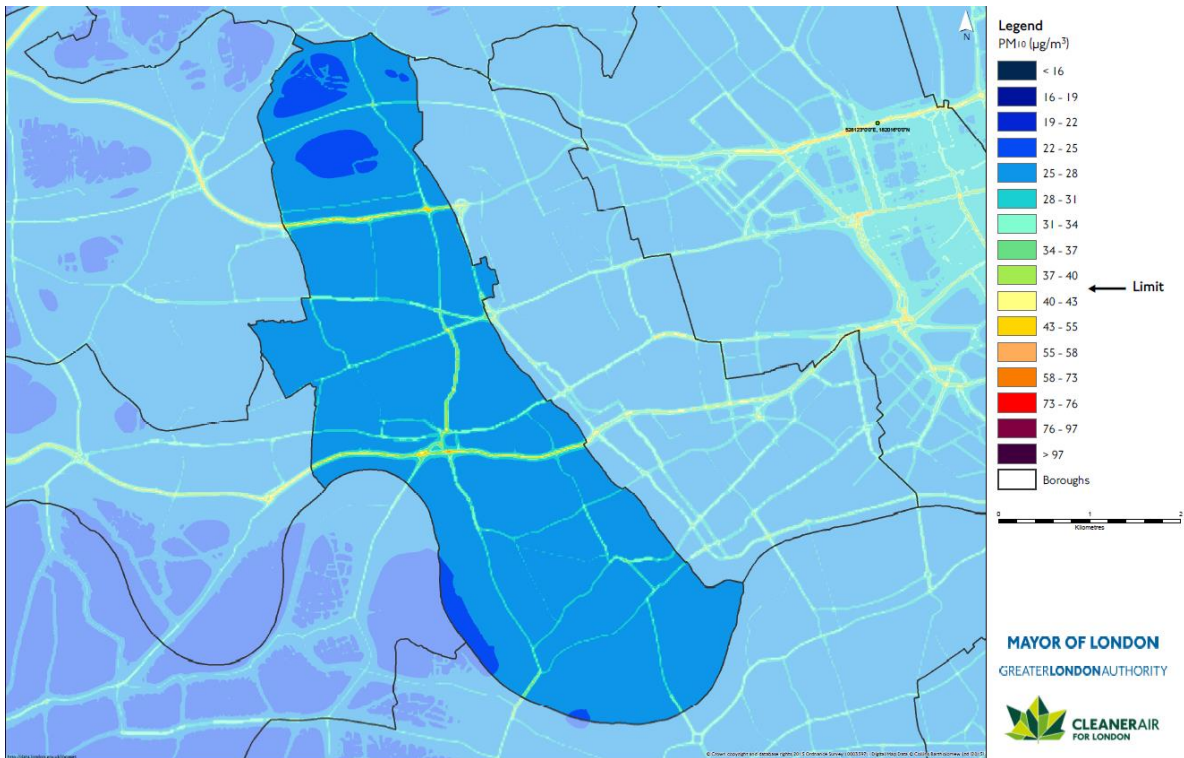
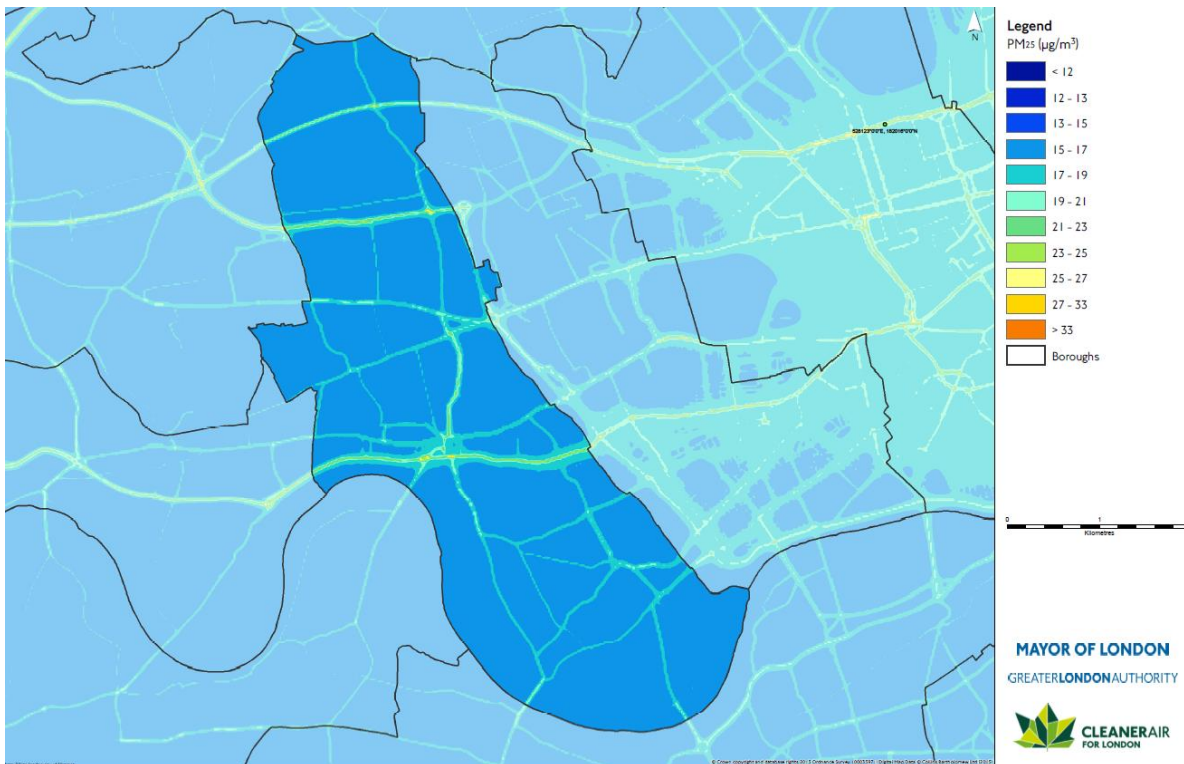


Figure 3 Modelled map of annual mean PM_{2.5} (from the LAEI 2013)



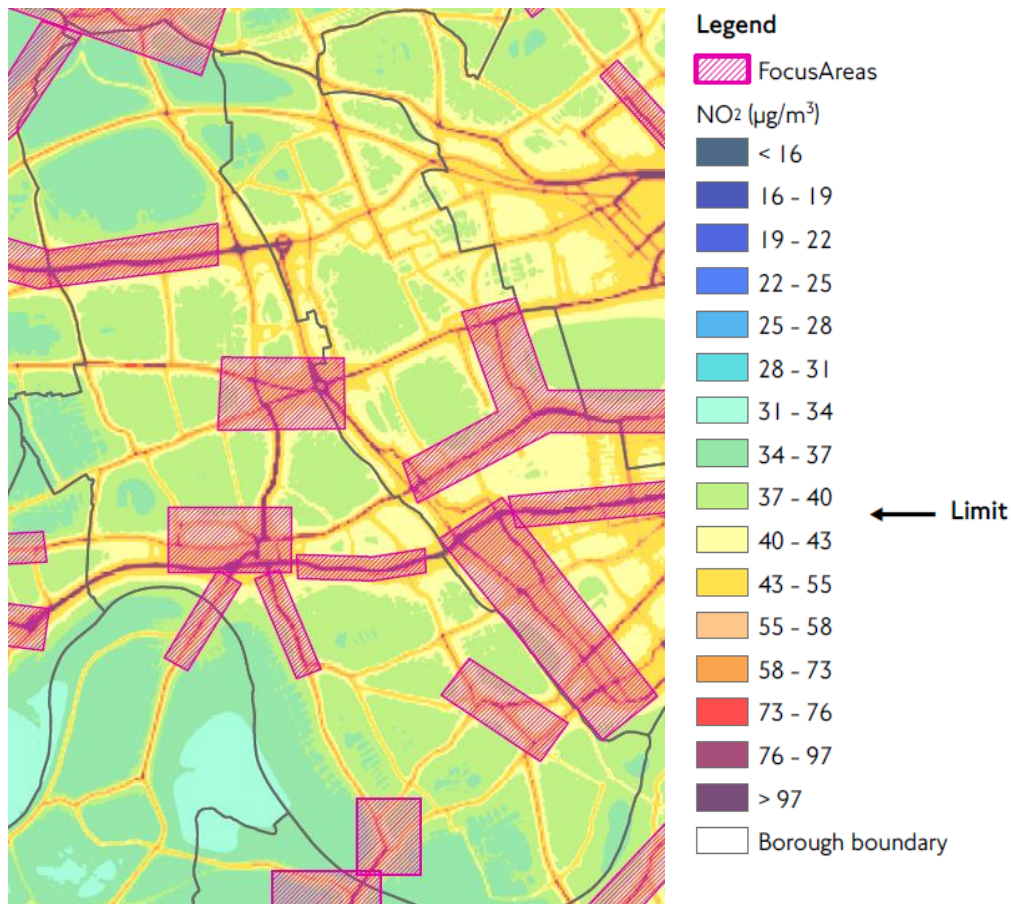
1.1 AQMAs and Focus areas

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 (NO₂) and Particulate Matter (PM₁₀). In respect to Nitrogen Dioxide, this is 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 in respect to Particulate Matter (PM₁₀) this is 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_{2.5}, which is a fraction of PM₁₀ and concentrations of PM_{2.5}

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, A217 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 the 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 (PM₁₀, PM_{2.5}), 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_x), including Nitrogen Dioxide (NO₂), 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_x Emissions by source (from the LAEI 2013)

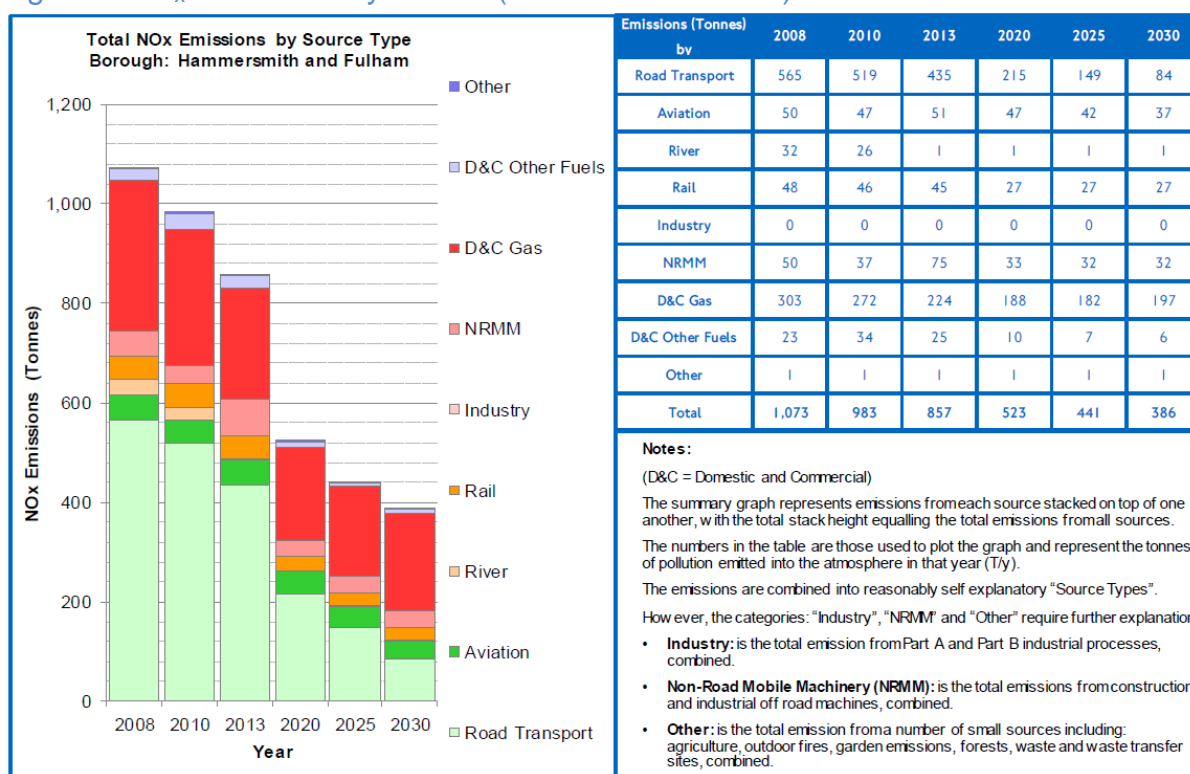


Figure 5 shows that for sources of NO_x within Hammersmith & Fulham currently (as represented by the most recent data from 2013): the largest contributor is road transport, followed by burning of domestic and commercial gas as the second largest source. However, Figure 5 shows that by 2020 emissions 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_x in the borough, with road transport falling to second largest source.

Figure 6 below details that 20.7% of NO_x 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_x Emissions by vehicle type (from the LAEI 2013)

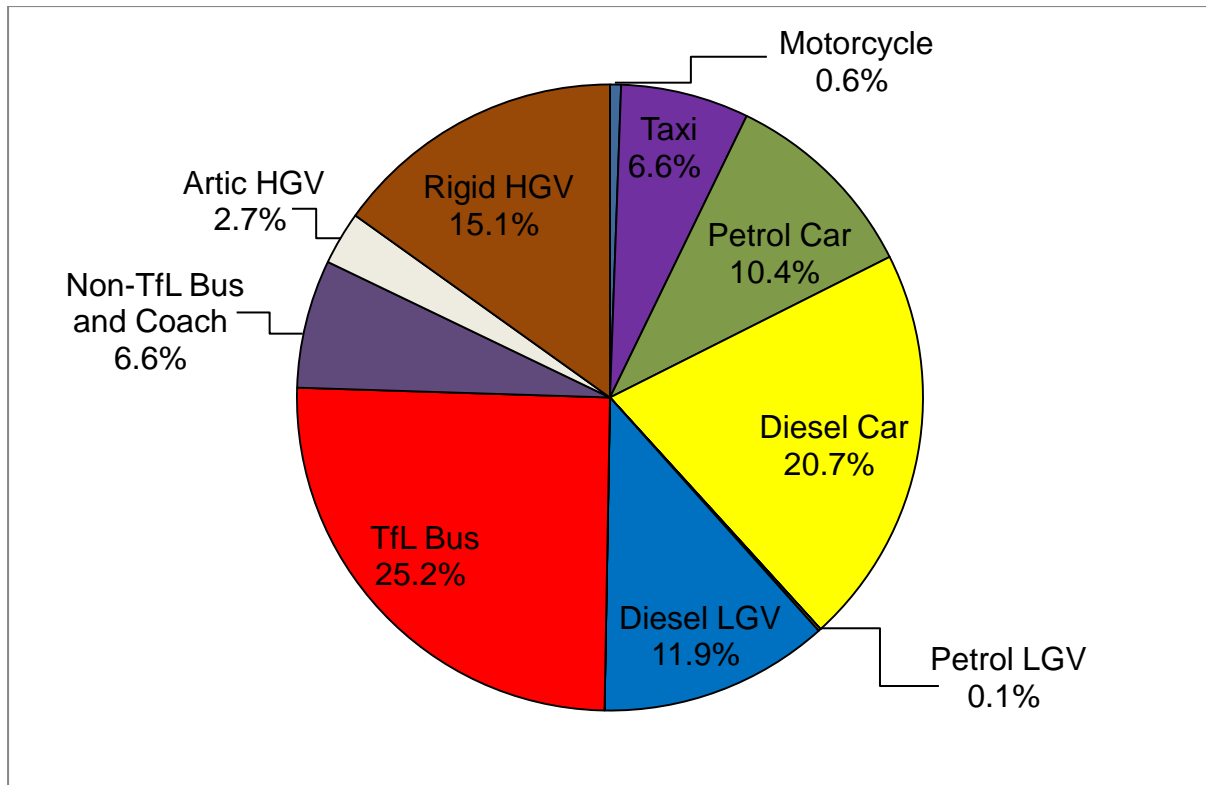
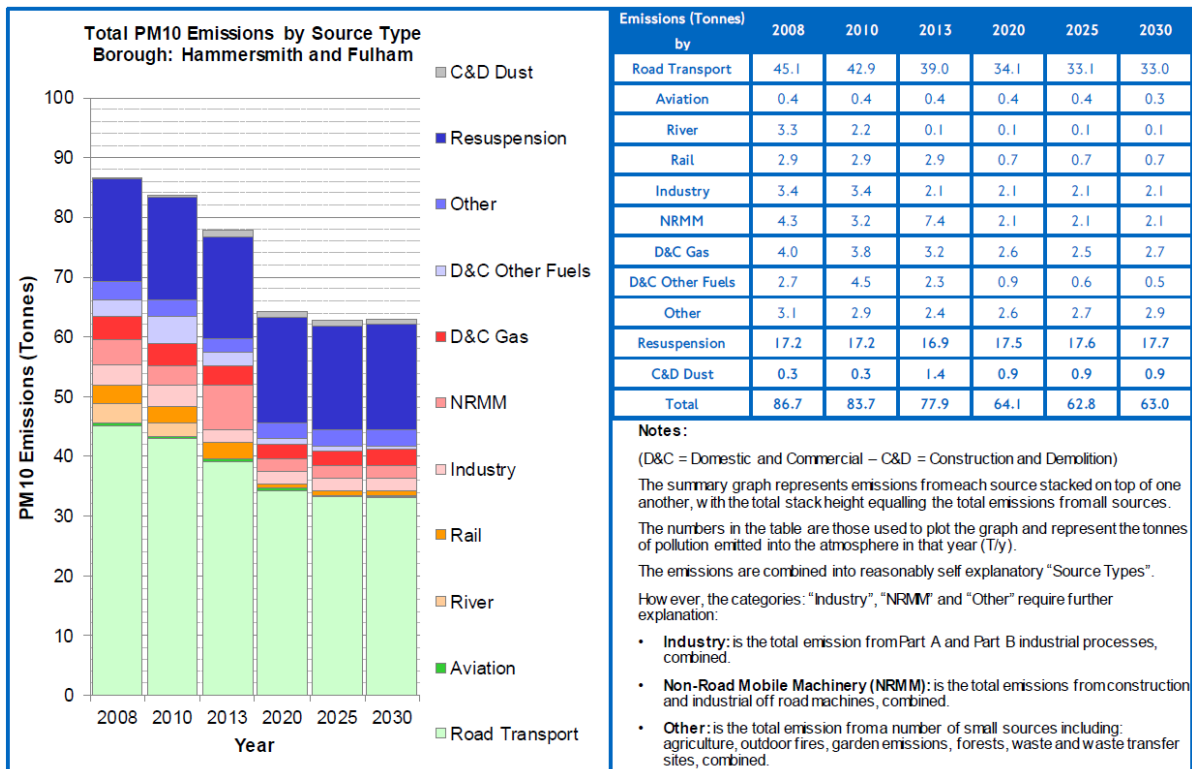
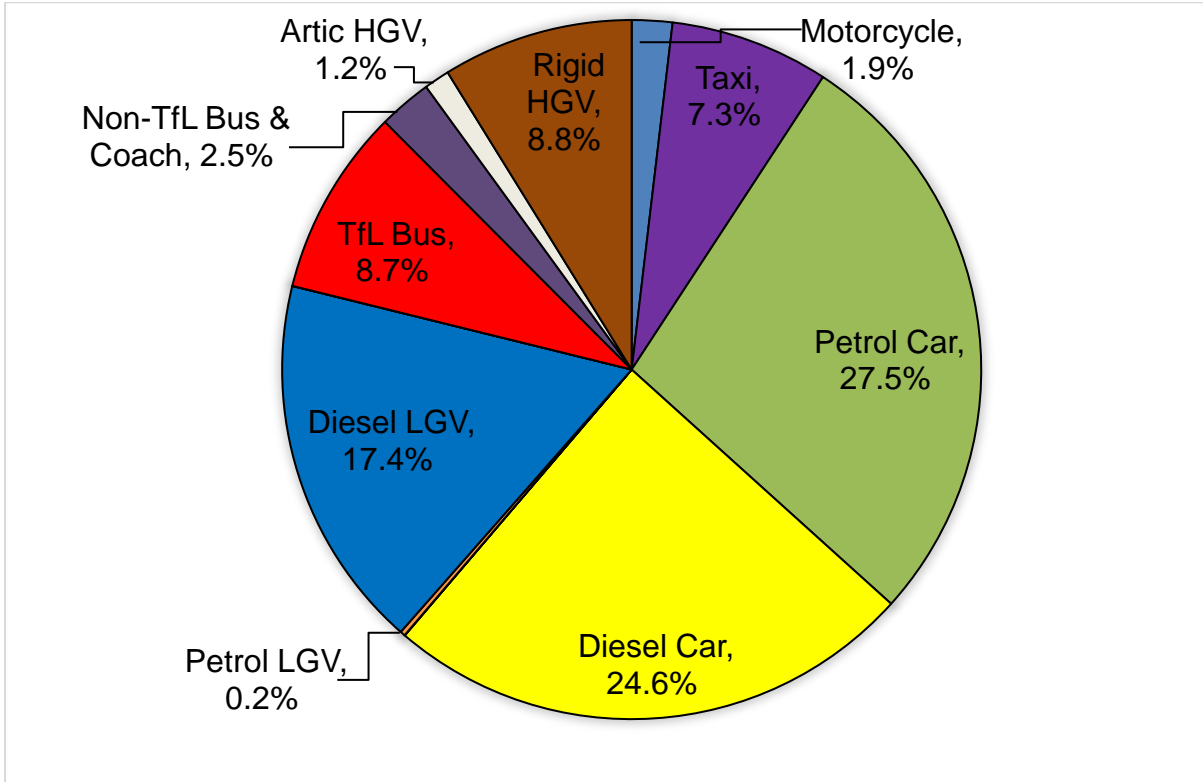


Figure 7 PM₁₀ Emissions by source (from the LAEI 2013)



The sources of PM₁₀ 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 PM₁₀ Emissions by vehicle type (from the LAEI 2013)



Splitting the road transport PM₁₀ emissions, the greatest contributor to road transport PM₁₀ are petrol cars (27.5 %) followed by diesel cars (24.6%) as shown in Figure 8. PM₁₀ 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 PM₁₀ emissions are generated from exhaust gases and from tyre and brake wear. In the London Borough of Hammersmith and Fulham 24% of road transport PM₁₀ emissions originate from the exhaust whereas 76% are generated from tyre and brake wear.

Figure 9 Split of road transport PM₁₀ emission from their source (LAEI 2013)

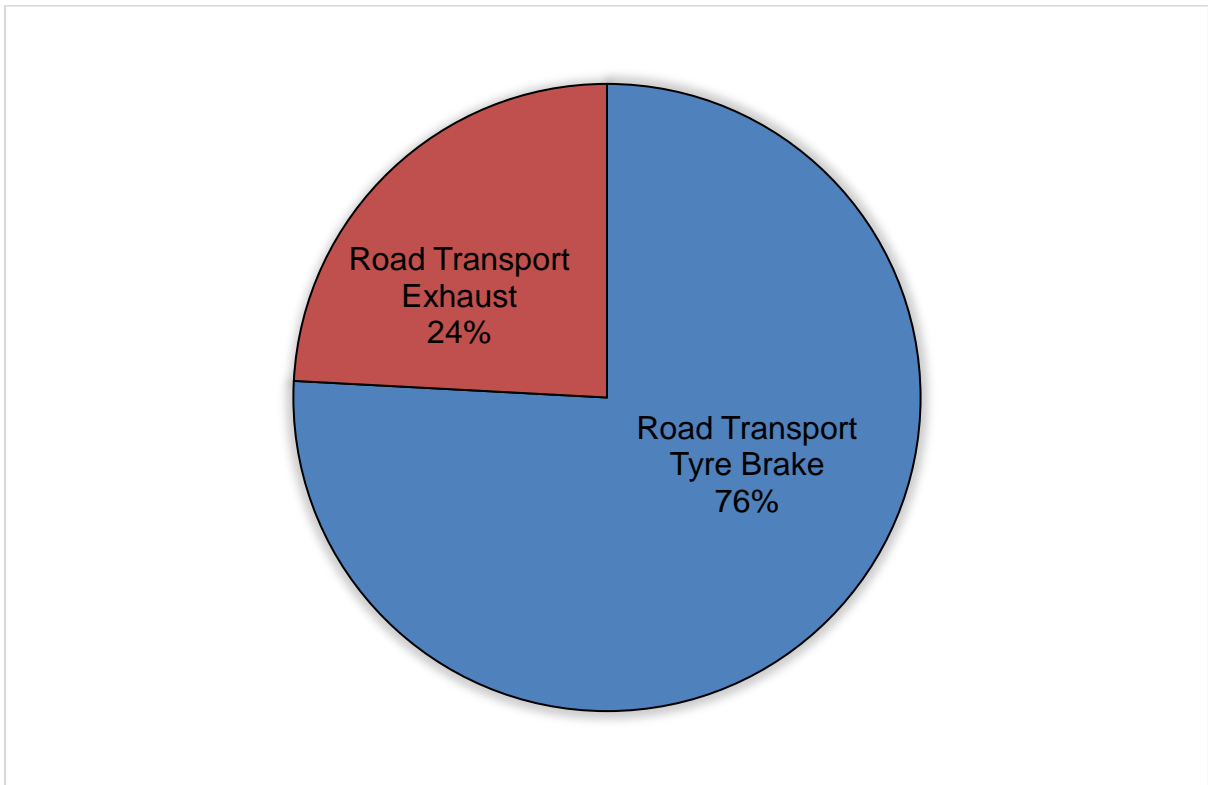
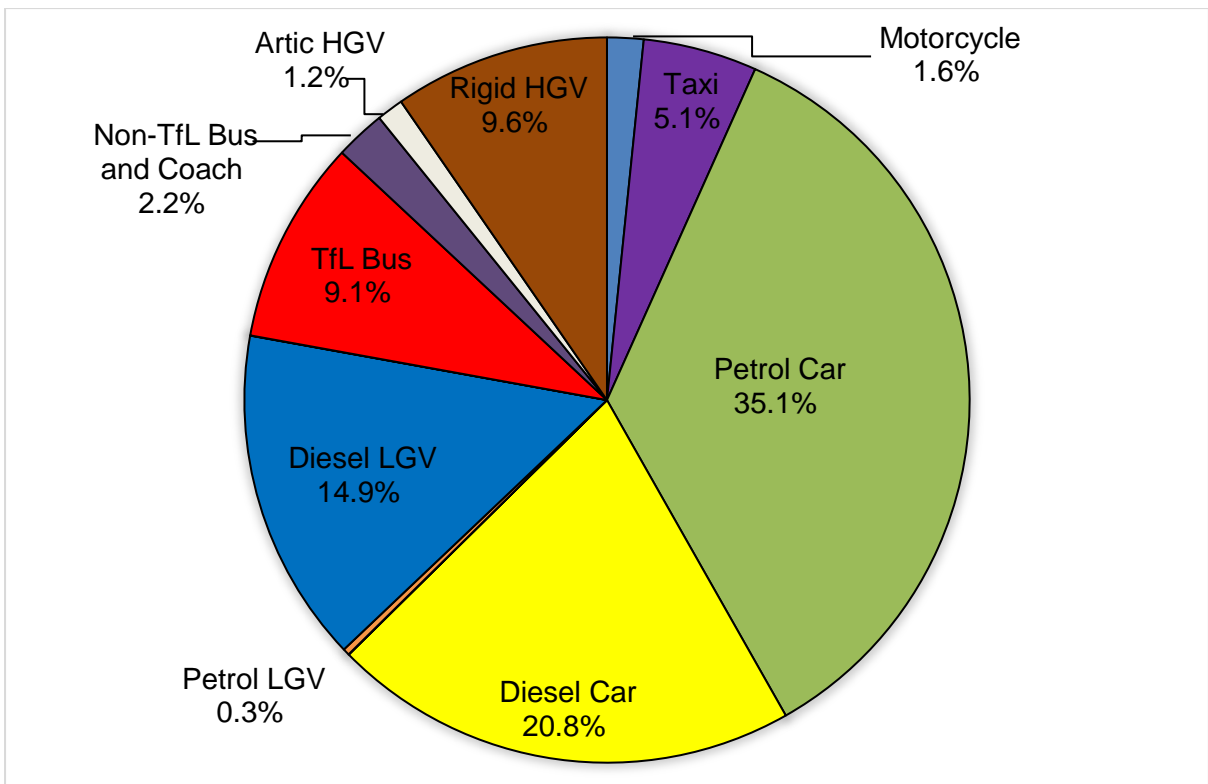
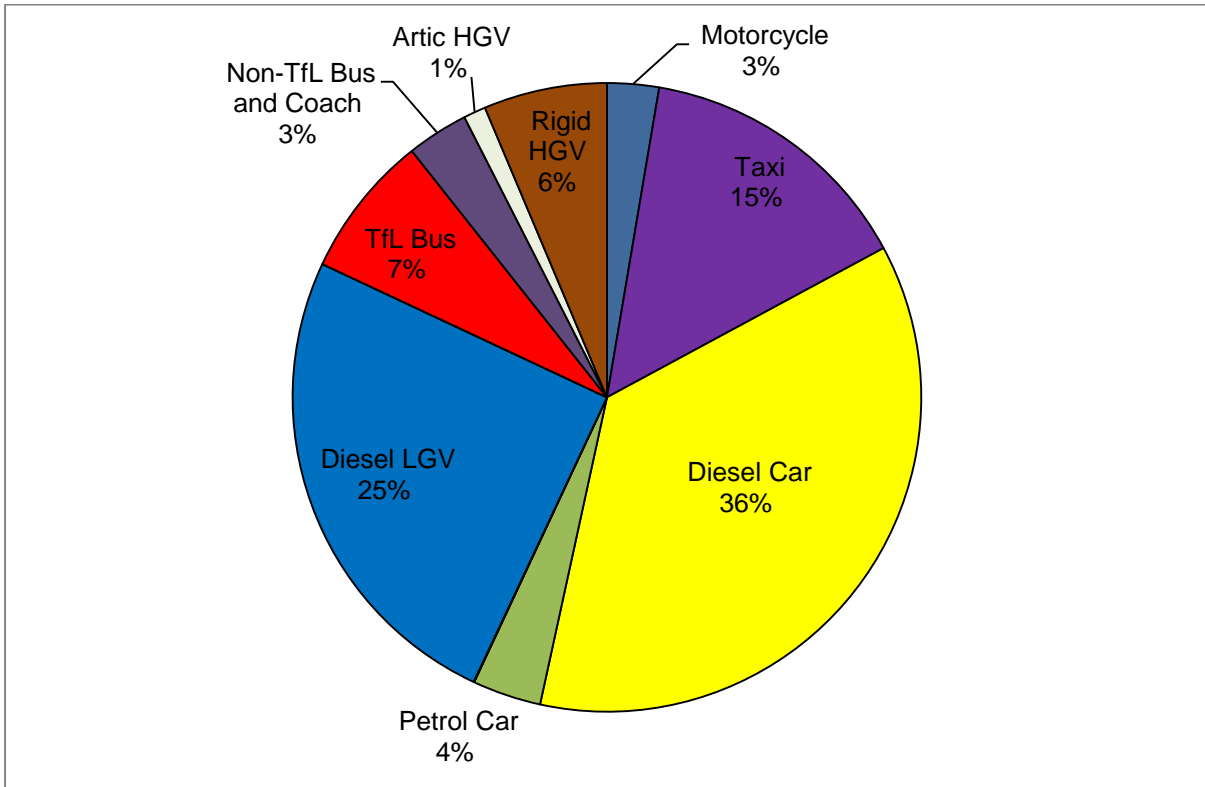


Figure 10 Sources of road transport tyre and brake wear PM₁₀ emissions



Breaking down the road transport PM₁₀ emissions, the greatest contributor to road transport PM₁₀ 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.

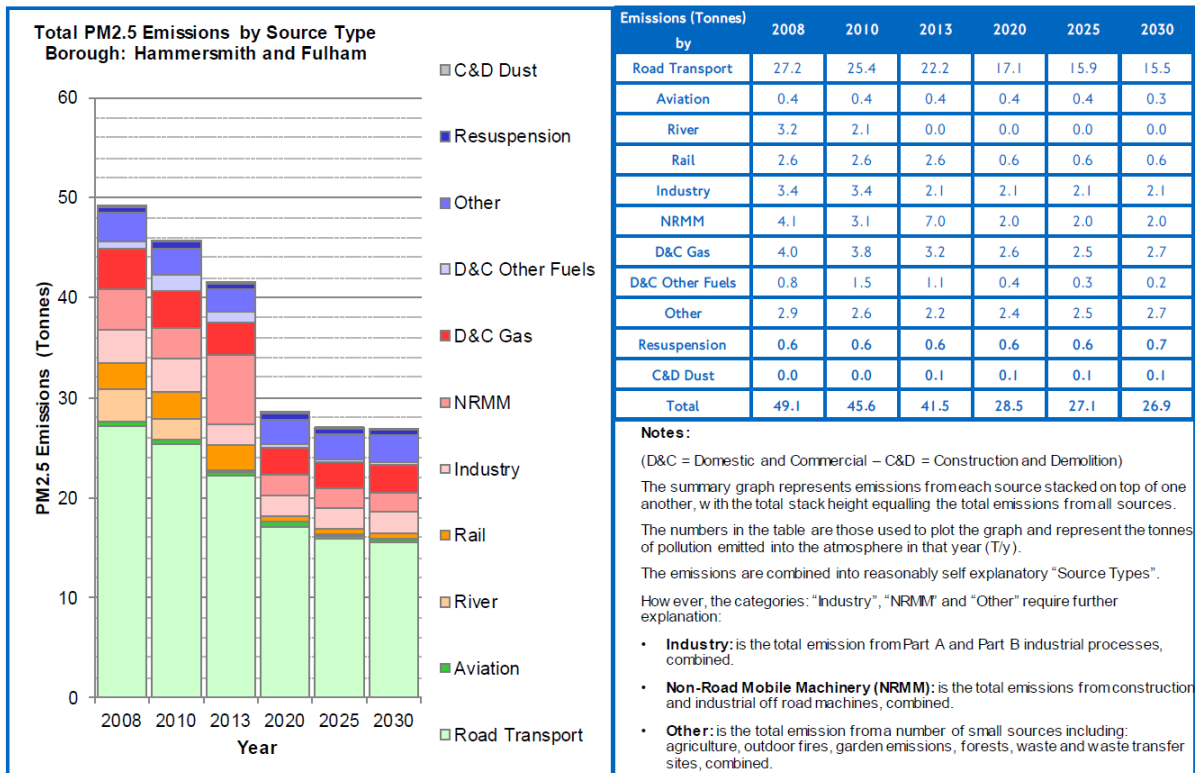
Figure 11 Sources of road transport exhaust PM₁₀ emissions



Breaking down the road transport PM₁₀ 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.

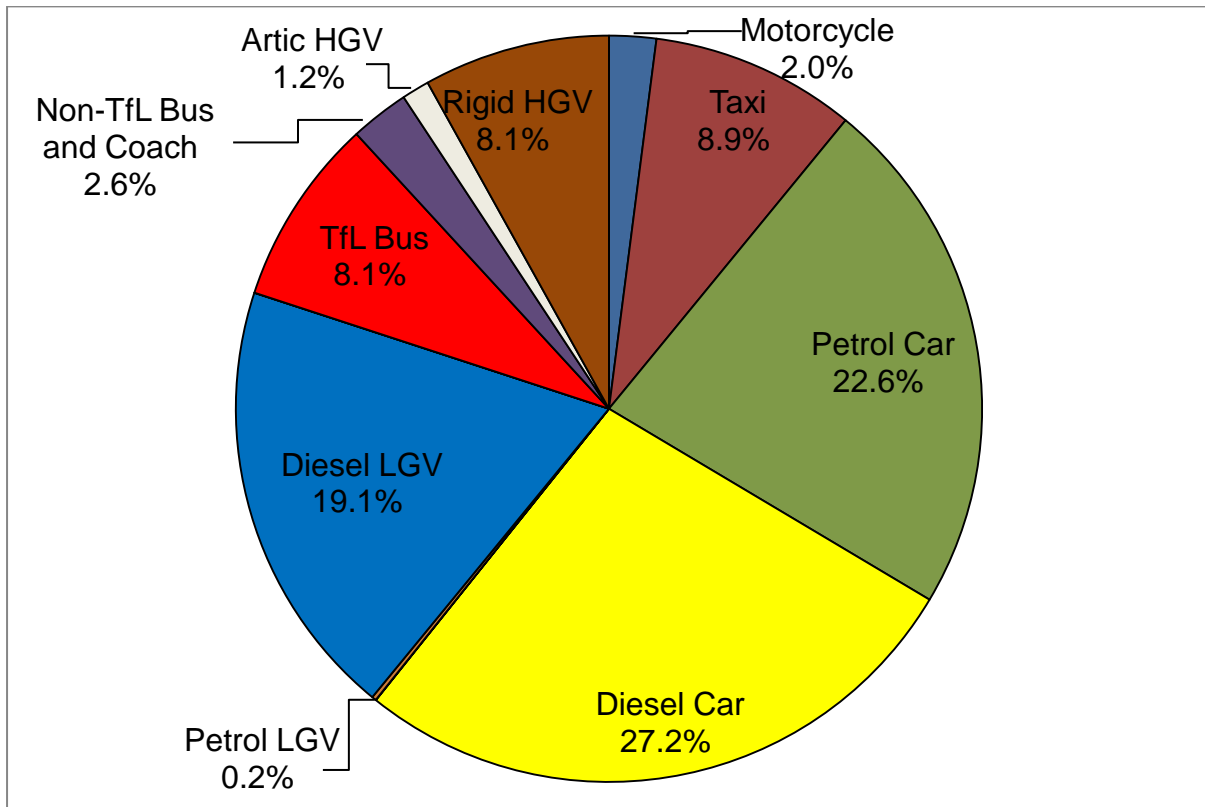
These graphs show that a high percentage of PM₁₀ road transport is from tyre and brake wear and that this is independent of vehicle type. This means that to reduce road transport PM₁₀, there would need to be a decrease in all vehicles travelling through the borough.

Figure 12 PM_{2.5} emissions by source and vehicle type (from the LAEI 2013)



The sources of PM_{2.5} 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_{2.5} Emissions per vehicle type (from the LAEI 2013)



Splitting the road transport PM_{2.5} emissions in Figure 13, the greatest contributor to road transport PM_{2.5} 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_{2.5} emissions are generated from exhaust gases and from tyre and brake wear. In Hammersmith & Fulham 40% of road transport PM_{2.5} emissions originate from the exhaust whereas 60% are generated from tyre and brake wear.

Figure 14 Split of road transport PM_{2.5} emissions from their source (LAEI 2013)

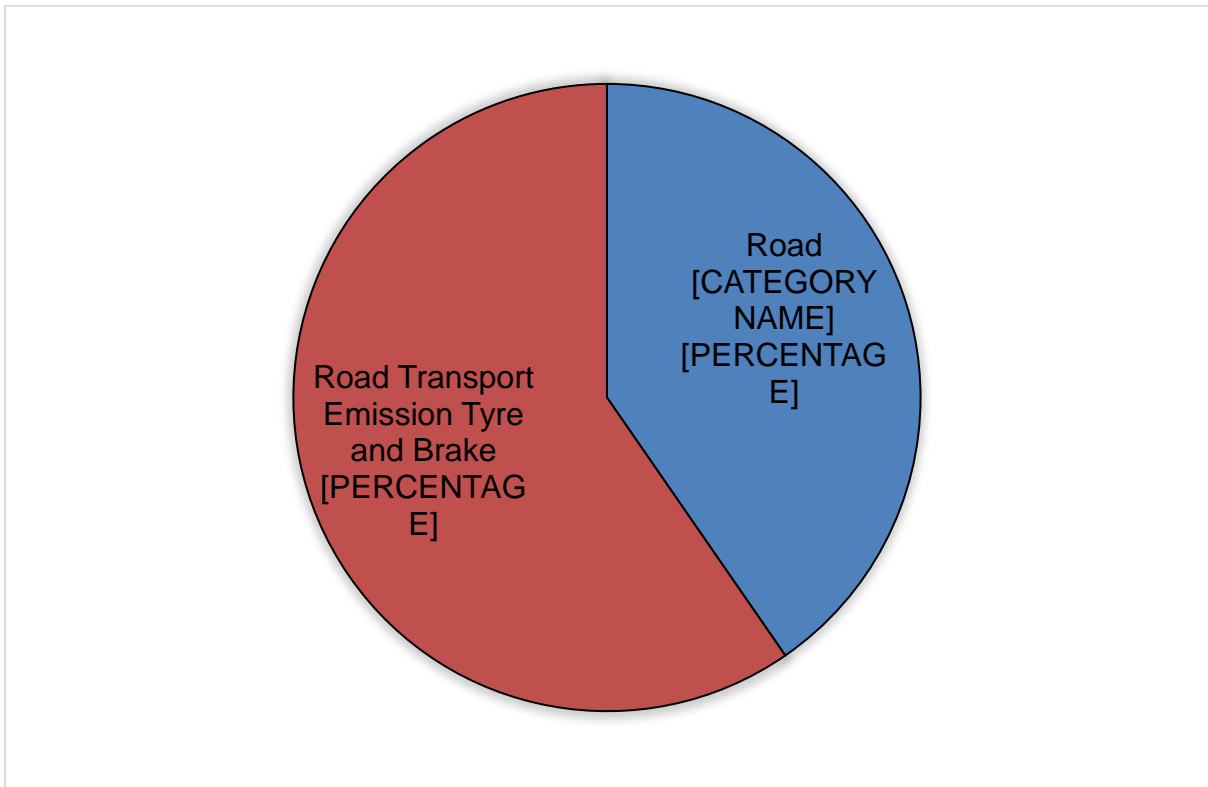
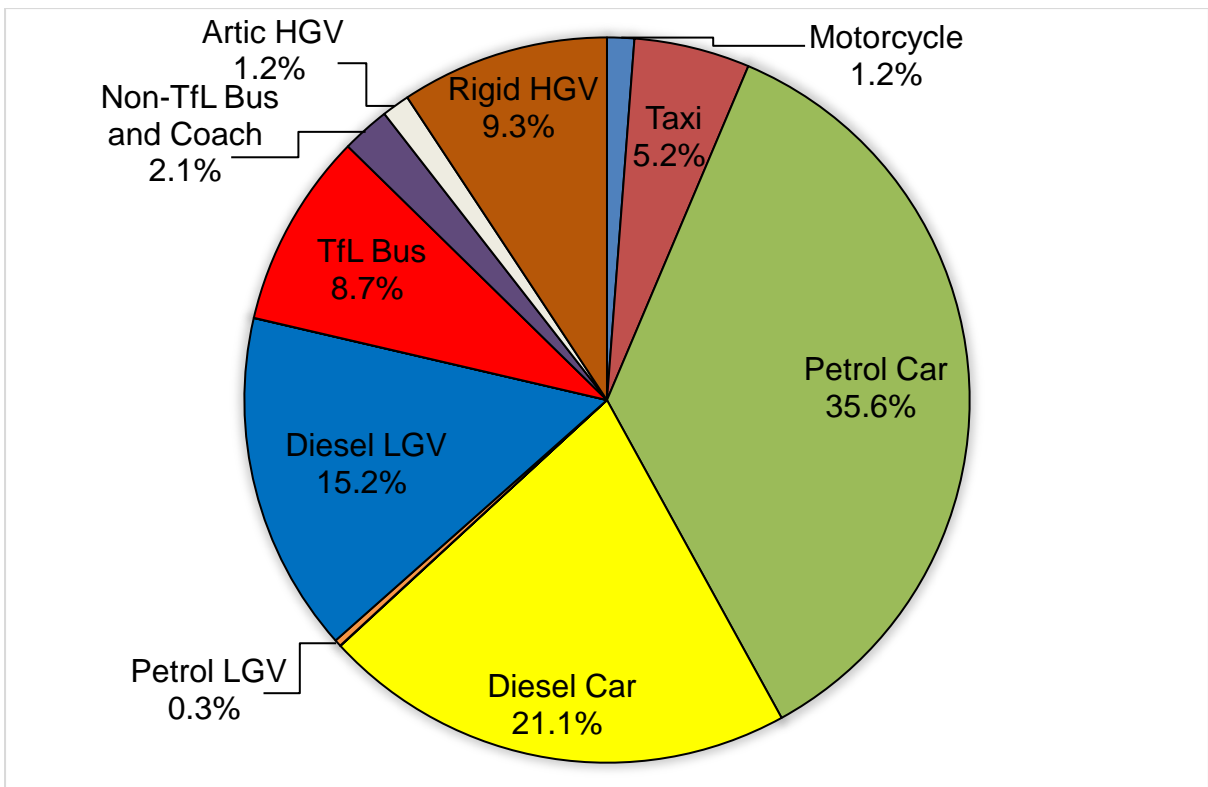
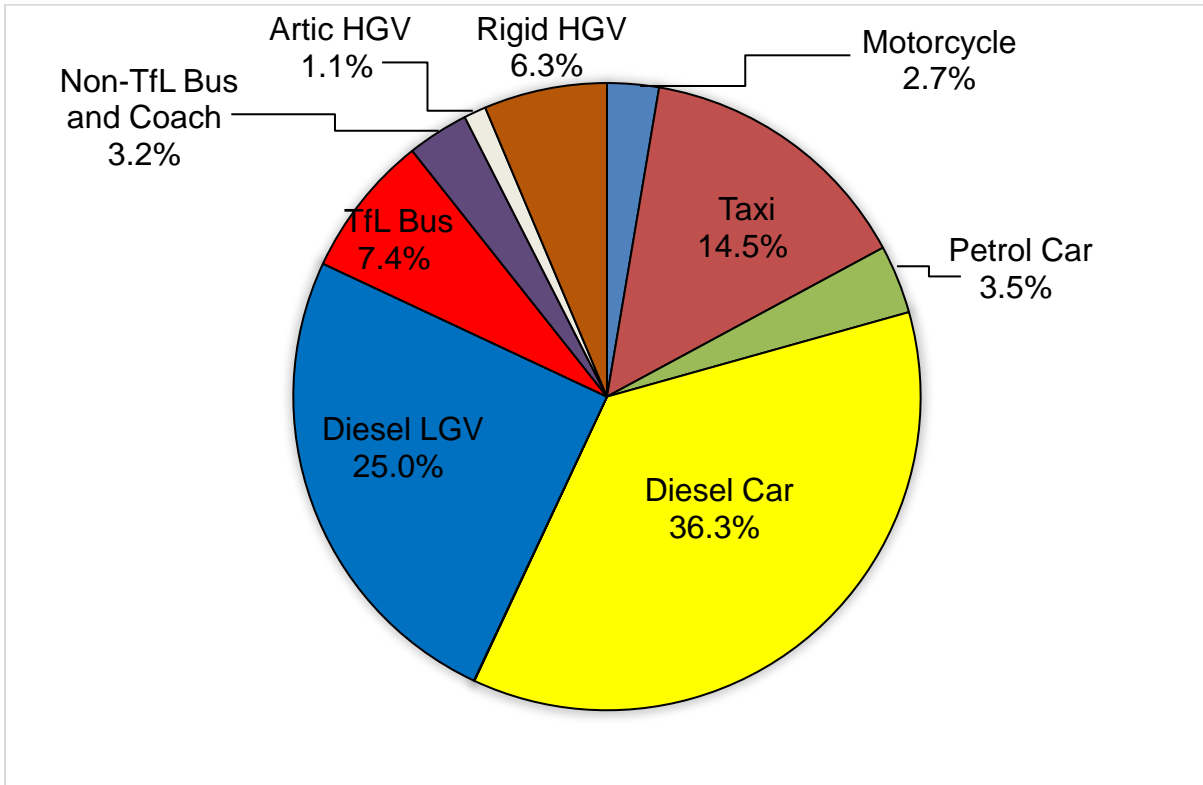


Figure 15 Sources of road transport tyre and brake wear PM_{2.5} emissions



Breaking down the road transport PM_{2.5} emissions in Figure 14, the greatest contributor to road transport PM_{2.5} 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_{2.5}.

Figure 16 Sources of road transport exhaust PM_{2.5} emissions



Breaking down the road transport PM_{2.5} emissions in Figure 16, the greatest contributor to road transport PM_{2.5} 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 aim of being the greenest local authority.

We have the following overarching goals:

- 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 polices, 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.
- Lobbying the government to make the changes needed to improve air quality across the Country
- Working with the GLA and TfL to make the improvements needed to reduce pollution in the borough and across London.

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

1. Provide the necessary infrastructure such as green spaces, the cycle superhighway and more widely available cycle hire to increase active travel like walking and cycling.
2. Increase the take up of electric vehicles in the borough by providing more electric vehicle charging points and promoting the electric vehicle hiring scheme.
3. Reduce building emissions by replacing older boilers with ultra-low nitrogen dioxide boilers, raising residents' and business' awareness of this air pollution source and how they may upgrade to cleaner heat and power sources, and using the planning system to regulate the installation of new energy plant.
4. Tackling pollution at schools, as well as journey's to and from, by making local improvements and raising awareness of cleaner walking routes.

3. Development and Implementation of the H&F AQAP

3.1 Consultation and Stakeholder Engagement

In developing/updating the action plan we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1. In addition, we have undertaken the following stakeholder engagement:

- Promotion of consultation on our website
- On-line survey to collect comments on draft AQAP
- Regular Tweets from the Council Twitter account
- Public meeting with residents

The response to our consultation stakeholder engagement is given in *AQAP Annex: Consultation Responses* document

Table 3.1 Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	Transport for London and the Mayor of London (who will provide a joint response)
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate
Yes	bodies representing local business interests and other organisations as appropriate

3.2 Steering Group

A steering group comprised of officers from around the council including transport, highways, planning, housing, public health, fleet management, procurement and communications will meet a minimum of twice a year to go over the actions in this plan to track its progress, to identify existing projects that could be augmented to address air quality concerns, and to plan out future actions and project as well as funding opportunities to make air quality improvements.

3.3 Resident Commissions

The actions in this plan have been substantially influenced and based upon recommendations made by the resident led H&F Air Quality Commission in their October 2016 report. Working to improve air quality has likewise been identified as a key recommendation by the resident led H&F Biodiversity Commission who state that it is essential to support the growth of biodiversity.

4. AQAP Progress

Table 4.1 shows Hammersmith & Fulham’s AQAP. The actions listed here will be constantly reviewed and updated at least annually as part of the council’s Annual Status Reports published on our website.

Table 4.1 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.

Below is a Key to reading the Action Plan.

Key for reading the Action Plan:

<p>Who: name of the council department responsible for this action</p>	<p>BF: Borough Fleet CP: Property Services EH: Environmental Health HS: Housing Services HW: Highway Maintenance and Projects PH: Public Health PL: Planning PR: Procurement TR: Transport Planning</p>
<p>Cost</p>	<p>If the cost to implement an action is already part of the council’s budget, then ‘Normal Business’ is entered here. Otherwise the funding sources and costs are listed.</p>
<p>Score: Expected Emissions Benefit</p>	<p>Magnitude of the expected Air Quality Benefits High=1 Medium=2 Low =3</p>
<p>NO₂, PM, CC</p>	<p>Tick marks indicate whether the action will have an impact on NO₂ (nitrogen dioxide), PM₁₀ and PM_{2.5} (particulate matter) or CC (Climate Change gasses).</p>
<p>When</p>	<p>What year (or month) this action will be implemented of completed or if this is ongoing and will be reported annually</p>
<p>How implementation will be monitored</p>	<p>All actions will be monitored by the responsible department, discussed and tracked during AQAP steering group meetings and reported yearly in the Annual Status Report; further specifics are mentioned here.</p>

Table 4.1 - 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	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
1	Ensuring emissions from construction are minimised	EH/PL	Normal business	1	✓	✓		This is on-going and reported annually	Number of planning applications for which planning condition for automatic air quality monitoring recommended reported in the Annual Status Report	In line with the Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance available to view at https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and
2	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies	EH/PL	£2,000 per year with additional funding from the GLA	1	✓	✓	✓	This is on-going and reported annually	Number of planning applications when a NRMM planning condition is recommended; reported in Annual	There is a website with further information on NRMM. At the website http://nrmm.london/nrmm/legislation In line with the Control of Dust and Emissions during

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
									Status Report	<p>Construction and Demolition SPG available to view at https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and</p> <p>Hammersmith & Fulham Council has been successful in a funding bid to the GLA, to pay for an officer to educate, raise awareness and ultimately enforce NRMM.</p>
3	Enforcing CHP and biomass air quality policies	EH/PL	Normal business	1	✓	✓	✓	This is on-going and reported annually	Number of sites for which planning condition for CHP or biomass is recommended; recorded in the Annual Status Report	In line with Sustainable Design and Construction SPG available to view at https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/sustainable-design-and

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
4	Enforcing Air Quality Neutral policies	EH/PL	Normal business	1	✓	✓	✓	This is on-going and reported annually	Number of air quality neutral assessments completed; reported in the Annual Status Report	Assessments must be in accordance with the Air Quality Neutral Planning Support Update commissioned by the GLA and available at http://www.aqconsultants.co.uk/getattachment/Resources/Download-Reports/GLA-AQ-Neutral-Policy-Final-Report-April-2014.pdf.aspx
5	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments	EH/PL	Normal business	2	✓	✓	✓	This is on-going and reported annually	Appropriate planning policy in place. Conditions securing policies will be addressed through planning. Annual Authority Monitoring Report will record: OS1 –Net change in total area of	The Proposed Submission Local Plan available to view at: https://www.lbhf.gov.uk/planning/planning-policy/local-plan , has a number of Borough wide policies on Green and Public Open Space: Policy OS1 on Protecting 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

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
									public open space OS4 - Net change to area of nature conservation interest- no net loss OS5 - Number of permissions granted for garden land development- no net loss of back, front and side gardens. All reported in Annual Status Report	council will protect, enhance, and increase provision of parks, open spaces and biodiversity in the borough.
6	The whole of the borough has been designated as a Smoke Control Area. The associated	EH	Normal business	2	✓	✓		Promotional campaign to be completed in 2018 on smoke control	The number of activities to enforce/promote the smoke control zone will be reported in the	Activities may include information provided to residents and businesses on smoke control (https://www.lbhf.gov.uk/environment/pollution/air-quality-and-

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
	restrictions will be fully promoted and enforced including a review of the air pollution impacts of approved appliances and fuels and potential local restrictions.							area. Review of further local restrictions 2020. Implement any suggested restrictions by 2022. This is on-going and will be reported annually	Annual Status Report.	monitoring) or enforcement activity by the council 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. Create register of new and approved appliances in the borough.
7	Promoting and delivering in the Council's own stock energy efficiency retrofitting projects in workplaces and homes (Including using the GLA RE:FIT	CP/HS	Normal business	1	✓	✓	✓	This is on-going and reported annually	Number of projects delivered reported in Annual Status Report.	The council has signed up to take part in Re-fit for the corporate estate (more information on RE:FIT is available at https://www.london.gov.uk/what-we-do/environment/energy/energy-

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
	programme) to replace old polluting heat and energy plant with new low emission plant (e.g. old boilers with new ultra low-NO _x boilers); and top-up lost insulation in combination with other energy conservation measures.									buildings/refit), Hammersmith & Fulham are currently benchmarking the properties and will come back with recommendations for energy conservation measures to the buildings. In 2014 the council changed the specification of the replacement boilers that will be installed into council housing stock to only use Ultra Low NO _x boilers.
8	The council to promote and deliver Blue/Green schemes like Sustainable Drainage Systems (SuDs) in homes and offices and private schemes via the development control planning process.	PL	Normal business	2	✓	✓	✓	This is on-going and reported annually	This information will be reported in the Annual Status Report.	Guidance available at the council website at https://www.lbhf.gov.uk/emergencies-and-safety/floods/living-rainwater

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
9	The council to encourage the use of prefabrication in construction works to reduce particulate matter.	PL	Normal business	3	✓	✓		This is on-going and reported annually	This is included in council planning policies. This information will be reported in the Annual Status Report.	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 construction. However, a minor amendment is proposed in the Local Plan 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	✓	✓	✓	This is on-going and reported annually	Included in council planning policies. This will be monitored and reported in the Annual Status Report. This is reported annually to TfL via the LIP process	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

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
										to travel. Planning Policy T3 specifically deals with increasing 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	✓	✓	✓	Included in council planning policies and standard planning conditions. This is on-going and will be reported annually	Planting on highways is reported annually to TFL via the LIP process. Compliance with conditions will be monitored. All relevant measures will be recorded in the Annual Status Report.	<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"> •seeking to prevent removal or mutilation of protected trees; •seeking retention of existing trees and provision of new trees on development sites; and •adding to the greening of streets and the public realm. <p>The council also sets out in the Proposed Submission Local Plan its vision of there being</p>

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
										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	This information will be reported in the Annual Status Report.	This issue is covered by a proposed minor amendment to Local Plan Planning Policy CC10 which has been changed to apply to all 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	✓		✓	This is on-going and reported annually	Number of residents to which advice provided. Number of efficiency measures installed will be reported in the Annual Status Report.	Further information is available on the council's webpages at https://www.lbhf.gov.uk/housing/private-housing/energy-efficiency-and-warm-homes

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
	visits by trained green experts.									
14	Arboricultural and greening policies to be promoted in the local plan and SPDs.	PL	Normal business	1	✓	✓	✓	This is on-going and will be reported annually	In council planning policies and this information will be reported in the Annual Status Report.	<p>The consultation of the draft Planning guidance SPD will consider the recommendations of Report of the Hammersmith & Fulham Biodiversity Commission' October 2017.</p> <p>The Proposed Submission Local Plan has many 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,</p>

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Emissions from developments and buildings										
										and biodiversity in the borough.
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	✓	✓	✓	This is on-going and reported annually	Number of activities completed will be reported in the Annual Status Report.	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.

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
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				This is on-going and reported annually	Minimum of one briefing provided per year. To be reported in Annual Status Report.	ASR's are passed through the Director of Public Health and regular liaison to take place as part of AQAP steering group.
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	EH/PH	Normal business	n/a	✓	✓		This is on-going and reported annually	Number of projects supported by public health team. To be reported in Annual Status Report.	Joint projects and initiatives to be discussed and developed as part of AQAP steering group

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
	the reach of public health services 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				This is on-going and reported annually	Annual check that information is up to date to be reported in Annual Status Report.	The council's JSNA is available at https://www.jsna.info/
19	Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade public health specialist	PH	Normal business	n/a				This is on-going and reported annually	In place. Annual check that this continues to be the case to be reported in Annual	

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
	within the borough has air quality responsibilities outlined in their job profile								Status Report.	
20	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	EH/PH	Normal business	n/a				This is on-going and reported annually	The Annual Status Reports are signed off annually including any changes to the Action Plan.	The council's ASRs are available at https://www.lbhf.gov.uk/environment/pollution/air-quality-and-monitoring
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	EH	Normal business	n/a	✓	✓		This is on-going and reported annually	Minimum one updated briefing provided per year and reported in the Annual Status Report.	ASR's are passed through the Head of Transport and regular liaison to take place as part of AQAP steering group.

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
	related to transport in the borough. Provide a briefing to be disseminated amongst the Transport team.									
22	Engagement with businesses to increase workplace travel plans and implement local air quality improvement measures	EH	Normal business	3	✓	✓	✓	This is ongoing and reported annually	Number of workplace travel plans in place to be reported in the Annual Status Report.	<p>The council engages with business through the Healthy Workplace Charter, detailed at https://www.lbhf.gov.uk/business/health-and-safety-work/london-healthy-workplace-charter The council will consider how information about air quality can be disseminated through this already established contact with local business.</p> <p>All employers in the borough must develop/have an up-to-date workplace travel plan before they can access further healthy workplace support to help them gain Healthy Workplace Charter accreditation (it is a requirement to qualify for the free</p>

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
										<p>support). This is being trailed.</p> <p>The council is part of the WestTrans partnership, more information is available at http://www.westtrans.org/wla/wt2.nsf</p> <p><u>Working with</u> CABB to roll out local air quality improvement measures that include:</p> <p>Click and Collect; Low Pollution Routes; and supporting Hammersmith BID in bidding for funding to produce a business low emission neighbourhood</p>
23	Promotion of availability of airTEXT and walkit.com.	EH/PH	£1000 per year	3	✓	✓	✓	This is ongoing and reported annually	The number of events attended to promote the services the number of social media posts and all other activities in which these tools promoted will be counted	<p>Both services promoted on relevant officers' email signatures</p> <p>Activities do include messages on the council's website and through social media channels and distribution of information at council events.</p> <p>Information is provided on the council's air quality webpages https://www.lbhf.gov.uk/environment/po</p>

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
									and reported in the Annual Status Report.	llution/air-quality-and-monitoring.
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	✓	✓	✓	This is ongoing and reported annually	Number of schools that are part of TfL STARS and Healthy School's programmes and what accreditation level achieved will be reported in the Annual Status Report.	Information on school travel plans is available at https://www.lbhf.gov.uk/transport-and-roads/travel-plans . The STARS programme webpages are at https://stars.tfl.gov.uk/ The Healthy Schools Programme is detailed at http://www.healthyschools.london.gov.uk/
25	Air quality at schools, such as The Mayor's School Air Quality Audits' Initiative Focus on air quality at schools- through delivery of air quality	EH/TR	Normal business and external funding including GLA	3	✓	✓	✓	Air quality audits are currently set to be completed by 2018 The number	Number of Schools receiving air quality audits and number of interactions with schools will be reported in the Annual Status	The Mayor's School Air Quality Audits' were announced here https://www.london.gov.uk/press-releases/mayoral/air-quality-audits-to-protect-school-kids funding has been obtained from The Mayor of London to undertake audits at 2 schools. Should further plans for further audits be

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
	teaching sessions with schools and air quality audits.							of interactions with schools will be ongoing and reported annually	Report.	<p>announced further bids will be made to roll out air quality auditing to other schools in the borough.</p> <p>Council officers attend Urbanwise.London events across the school year where local school children attend active travel sessions to ask questions about improving air quality.</p> <p>Healthy School Streets (HSS) trial to be implemented awaiting approval in 2018 with daily road closures to motor traffic from 07:30 - 08:30 and from 15:00-16:30 to be enforced by unattended CCTV cameras.</p>
26	Raise awareness of the impact of individual behaviour on air quality within the council and to the public including events such as National Clean Air Day.	EH	Normal business	3	✓	✓		This is ongoing and reported annually	The number of events attended, initiatives promoted, social media posts made and all other activities to promote air quality	<p>The national clean air day webpages are available at https://www.cleanairday.org.uk/</p> <p>The council will encourage its staff to use active travel and not to drive to work which are elements of the emerging H&F People Strategy.</p>

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
									will be counted and reported in the Annual Status Report.	
27	Public air pollution alerts and forecast to be made more widely available.	EH	Normal business	3	✓	✓		This is ongoing and reported annually	Number of messages and social media posts completed reported in the Annual Status Report.	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		✓	✓		This is ongoing and reported annually	Number of responses to consultations reported in the Annual Status Report.	
29	Lobby central government to meet World Health Organization (WHO) air quality guidelines	PH	Normal business		✓	✓		This is ongoing and reported annually	Number of responses to consultations reported in Annual Status Report.	This action was included in the NICE air quality guideline (2017) available at https://www.nice.org.uk/guidance/ng70

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Public health and awareness raising										
30	Lobby tyre, brake and clutch manufacturers to use materials which reduce small particles released through wear.	PH	Normal business			✓		This is ongoing and reported annually	Number of responses to consultations and other lobbying activities recorded in the Annual Status Report.	Officers meeting with car clubs and businesses take the opportunity to raise this issue and push for change

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Delivery Servicing and Freight										
31	Develop a procurement policy document for air quality to require that suppliers have Fleet Operator Recognition Scheme (FORS) accreditation	EH/ PR	Normal business	3	✓	✓	✓	Procurement policy document for air quality completed by 2021	The number of activities completed to work towards achieving this action will be reported in the Annual Status Report.	The fleet operator recognition scheme webpages are at https://www.fors-online.org.uk/cms/ 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	Develop a procurement policy document for air quality to require that suppliers have sustainable logistical measures in place (and include requirements for preferentially scoring bidders based on their sustainability criteria)	EH/ PR	Normal business	3	✓	✓	✓	Procurement policy document for air quality completed by April 2020.	The number of activities completed to work towards achieving this action will be reported in the Annual Status Report.	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.

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Delivery Servicing and Freight										
33	Re-organisation of freight to minimise, consolidate and re-time deliveries for the council and businesses in the borough	EH/TR	£12,000 per year plus funding from GLA and local business	3	✓	✓	✓	This is on-going and reported annually	The number of activities completed to work towards achieving this action will be reported in the Annual Status Report.	H&F joined a Low Emissions Logistics (LEL) project which is supported by the Mayor's Air Quality Fund whose aim is to work with the council and businesses in the borough to enable them to coordinate and minimise deliveries thereby reducing vehicle trips (particularly HGV and vans). The first stage of the business engagement part of the project for 2017/18 is to collect baseline data from around their delivery and servicing patterns. The data will be analysed to find the most appropriate interventions
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	✓	✓	✓	This is on-going and reported annually	The number of activities completed to work towards achieving this action will be reported in the Annual Status Report.	Transport for London Road Network (TLRN) is running a trial focusing on high-density loading 'hotspots' which we will be closely monitoring the results of this study and investigate the feasibility of adopting within equivalent measures within Hammersmith and Fulham

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Borough fleet actions										
35	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation	BF	Costs being assessed	2	✓	✓	✓	2019	Number of activities completed to work towards achieving this will be reported in the Annual Status Report.	The fleet operator recognition scheme webpages are at https://www.fors-online.org.uk/cms/
36	Increase the number of hydrogen, electric, hybrid, and cleaner vehicles in the borough's fleet	BF	Normal business	3	✓	✓	✓	This is ongoing and reported annually	The proportion of vehicles of these types in the borough's fleet, will be reported in the Annual Status Report.	
37	Accelerate uptake of new Euro VI larger vehicles (e.g. HGVs) in the borough's fleet	BF	Normal business	3	✓	✓	✓	This is ongoing and reported annually	The proportion of vehicles which are Euro VI in the borough's fleet, will be reported in the Annual Status	

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Borough fleet actions										
									Report.	
38	Smarter Driver Training for drivers of vehicles in Borough's Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff	BF	Normal business	3	✓	✓	✓	This is on-going and reported annually	The number of staff who have received training and retraining for that year and the percentage of staff that have current training each year, will be reported in the Annual Status Report.	

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Localised Solutions										
39	Green Infrastructure. The council to increase tree, hedge and grass planting on council-owned land and highways.	HW	£100,000 per year	2	✓	✓	✓	This is on-going and reported annually	Square Metres of additional greening installed will be reported in the Annual Status Report.	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 http://www.hammersmithtoday.co.uk/shared/hfcycling014.htm
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	✓	✓	✓	This is on-going and reported annually	The number of activities completed to work towards achieving this action. E.g. Applying for future funding opportunities will be reported in the Annual Status Report.	An example of a previous application for funding for a LEN is shown at https://www.lbhf.gov.uk/articles/news/2016/05/council-1m-bid-tackle-air-pollution-hammersmith We provided support to Hammersmith BID in 2017 for their application for a business Low Emission Neighbourhood.

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Localised Solutions										
41	The council will commit to modify the pruning regime of trees on main roads in the borough	HW	Normal business	1	✓	✓	✓	This is on-going and reported annually	The number of roads for which trees received reduced pruning will be reported in the Annual Status Report.	
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	✓	✓	✓	This is on-going and reported annually	In council planning policies will be reported in the Annual Status Report.	<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> <p>Planning Policy OS2 states that the council will seek to reduce open space</p>

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Localised Solutions										
										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	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Cleaner Transport										
43	Discouraging unnecessary idling by taxis, coaches and other vehicles through enforcement and awareness raising campaigns and carryout patrols in hotspot areas such as taxi ranks bus stands and schools	EH	Normal business and external funding from GLA and annual campaign cost of £10,000 per year	2	✓	✓	✓	This is ongoing and reported annually	Number of drivers told to shut off engines; number of drivers fined for not shutting off engines; number of awareness raising campaigns completed to be reported in the Annual Status Report.	Previous action days for idling are shown at https://www.lbhf.gov.uk/articles/news/2016/11/clean-air-champions-successful-action-day-stop-idling-motorists-hf Further press and publicity activity planned to raise awareness
44	Speed control measures e.g. lowering the speed limit to 20mph in built up residential areas	TR	Normal business	2	✓	✓	✓	2020	20mph installed in all built up residential areas and town centres except 'A' Roads. Implementation is being monitored; non-compliant areas will be identified and measures will be designed and	Information on 20mph speed limit is available at https://www.lbhf.gov.uk/articles/news/2016/02/majority-support-more-20mph-speed-limits-hammersmith-fulham

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Cleaner Transport										
									implemented to ensure compliance. Progress will be reported in the Annual Status Report	
45	Increase the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs	TR	External to Council funding	2	✓	✓	✓	This is ongoing and reported annually	The percentage increase in the proportion of non-diesel and hybrid electric vehicles in car clubs to be reported in the Annual Status Report.	<p>Currently this borough has the most Source London Electric charging points of any of the London Boroughs</p> <p>Partnership work by the council with Bluecity fully electric car club that is supplied with 100% renewable electricity the details can be found at https://www.lbhf.gov.uk/transport-and-roads/electric-vehicles</p> <p>The council are also working with other car club providers to pursue opportunities to increase the percentage of Ultra Low Emission Vehicles used within their fleet in our borough.</p>
46	To hold Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar	TR	Normal business	2	✓	✓	✓	This is ongoing and reported annually	Number of days completed to be reported in the Annual Status Report.	An example of a previous day held is shown at https://www.lbhf.gov.uk/articles/news/2015/06/unlimited-play-streets-children-shepherds-bush-road

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Cleaner Transport										
	initiatives per year									
47	Free or discounted residential parking permits for zero emission cars	TR	Normal business	3	✓	✓	✓	2018	Activities completed to work towards achieving this action to be reported in the Annual Status Report.	
48	Review of surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits	TR	Under review	3	✓	✓	✓	Review completed 2018 and implementation of changes in 2019.	Activities completed to work towards achieving this action to be reported in the Annual Status Report.	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	✓	✓	✓	An additional 200 by the end of 2020 then reviewed and set new targets	Number of electric charging points installed to be reported in the Annual Status Report.	This is being investigated through funding opportunities available from OLEV/EST and GULCS. There is a baseline of 150 on-street charging points already installed by the end of the 2017/2018 financial year. Work completed on street light charging points is detailed at https://www.lbhf.gov.uk/articles/news/2017/07/quick-and-easy-electric-car-

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Cleaner Transport										
										charging-points-unveiled-westcroft-square If this trial is successful and dependent on secured funding the number of these will be increased across the borough
50	Installation of rapid chargers to help enable the take up of electric private hire vehicles and commercial vehicles (in partnership with TfL and/or OLEV)	TR	External to Council funding	2	✓	✓	✓	10 by 2019 and 20 by 2020 dependent on securing further external funding	Number of rapid charging points installed to be reported in the Annual Status Report.	This is currently being progressed working with TfL. There will be 3 rapid charging points installed by the end of 2017 with additional 2 installed subject to planning process
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	✓	✓	✓	This is ongoing and reported annually	Number of activities completed to be reported in the Annual Status Report.	Examples of reallocation of parking spaces to create a parklet detailed at https://www.lbhf.gov.uk/articles/news/2017/04/new-bicycle-parklet-brings-party-brackenbury-village
52	Provision of	TR	Normal	1	✓	✓	✓	This is	Number of	Example of previous work related to

ID	Action description	Who	Cost	Score	NO ₂	PM	CC	When	How implementation will be monitored	Further information
Cleaner Transport										
	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.		business					ongoing and reported annually	activities completed to be reported in the Annual Status Report.	improving cycling infrastructure available at https://consultations.tfl.gov.uk/roads/hammersmith-gyratory/user_uploads/hammersmith-gyratory-report-final.pdf And https://www.lbhf.gov.uk/articles/news/2016/08/strong-support-safer-cycling-plans-hammersmith-gyratory
53	Work with and lobby the Mayor of London, GLA and TfL to take the necessary actions to improve air quality in the borough, e.g. by extending the ULEZ to include the borough	EQ	Normal business	1	✓	✓	✓	This is ongoing and reported annually	Number of consultation responses and letters submitted to be reported in the Annual Status Report.	The ULEZ is currently going to cover the Congestion Zone only starting in 2019 and the Mayor has identified that he plans to extend this across London for buses, coaches and lorries in 2020 and to the north and south circular for cars, buses and vans by 2021. Consultation on these extensions are currently awaited.

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	Anyone wishing to visit the borough may participate in our Blue City electric vehicle car club scheme and use the club's reserved parking bays. 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.