

AIR QUALITY

Air Quality Action Plan Progress Report 2015



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1. Introduction

This progress report provides information on progress with the implementation of the measures contained within the Air Quality Action Plan.

2 Purpose of the Action Plan Progress Report

At present, the London Borough of Wandsworth is in the process of implementing the actions designated within the action plan to achieve air quality improvements within the borough. This Progress Report provides information on the progress towards the completion of these actions.

3. Implementation of actions in the Air Quality Action Plan

A description of the actions to implement the plan, together with progress on the measures within the plan, is set out in Appendix 1.

The Air Quality Action Plan contains 32 separate actions to improve local air quality under the following 7 subject areas:-

- (a) measures aimed at reducing the use of cars;
- (b) measures aimed at reducing emissions from vehicles;
- (c) development control;
- (d) enforcement of regulatory powers;
- (e) energy use and heating;
- (f) education and promotional initiatives; and
- (g) encouraging businesses to have regard to air quality.

In order to provide a qualitative assessment of the costs and benefits of the actions a matrix was developed as part of the Air Quality Action Plan. Each action is rated as being high, medium or low by assessing their costs and air quality impacts against the definitions in Table 1 and Table 2 respectively.

Table 1. Cost rating definitions

Cost Rating	Definition
Low	Cost is covered by existing budget or by fees from polluter.
Medium	Additional funding is required, but can be incorporated with forward planning
High	Additional funding is required that cannot be incorporated into existing budget.

Table 2. Air Quality impact rating definitions

Air Quality Rating	Definition
Low	Impact is small and localised. Will be beneficial as part of wider package of measures
Medium	Impact is borough-wide
High	Impact is city-wide in partnership with other organisations

These ratings were used to determine the cost/impact shown in the air quality action plan table and Appendix 1. The existing Council budgets are able to meet the costs of most of the actions defined within the low cost rating definition. Those actions categorised as medium or high required additional funding. The action plan implementation table confirms whether additional funding has been identified and secured. A traffic light analysis system has now been applied to the action plan measures so that the costs and benefits can be easily seen.

The wide variety of measures in the Plan depends on implementation by a number of Council services. Environmental Services, which is part of Public Health within the Administration Department, co-ordinate and monitor progress of the measures in the Plan. The implementation of the actions in the plan will benefit local air quality, and in the most part will be of benefit in tackling climate change by reducing CO₂ and volatile organic compound (VOC) emissions. Of particular note this year have been the following developments:

- **Promoting the use of public transport**
- **Improving School Travel Plans**
- **Promote travel awareness campaigns**
- **Voluntary vehicle emissions testing**
- **Electric Vehicle Charge Points**

Some of the measures undertaken as part of the action plan, and progressed this year are as follows:

Promoting the use of public transport

The Council is continuing to lobby for the relief of overcrowding on local trains and at local stations through engagement with train operators, Network Rail and the Department for Transport (DfT). This includes lobbying for congestion relief at Clapham Junction, increasing capacity on all railway services and the bringing back into use of Waterloo International since its closure to Eurostar services. Consequently, some Southern trains are now operating with 10 coaches. Southern Services on the West London Line were lengthened from 4 to 5, with some trains doubled in length to 8 cars. South West Trains are just starting to introduce 10 car trains, albeit at a much slower rate than planned. Overground services also started to be lengthened towards the end of 2014 from 4 to 5 cars on the East London Line route, with 5 cars promised on the West London Line in 2015.

The Council has also continued to lobby for an increase in train services stopping at Clapham Junction, and for improvements to London Underground services. The latter has been rewarded by the start of a programme of new train delivery on District Line services to Edgware Road, and work being undertaken on detailed planning for the extension of the Northern Line to Battersea Power Station. Further improvements have been announced by TfL promoting the Crossrail 2 project via Clapham Junction and Tooting Broadway, and consulting on the form it should take. Lobbying has also continued for improved rail access to Heathrow and Gatwick Airports, following the development of the South London-Heathrow Railink project, which has been rewarded by the Government's Airport Commission requesting Network Rail to consider options for a southern rail link into Heathrow Airport.

Improvement works have continued at Putney Station to complete the new lifts, stairs and extended booking hall, and the Council's promotion of a proposed secondary entrance from Oxford Road has been rewarded by its inclusion in Network Rail's Wessex Route Study for consideration for funding in the period 2019-2024. The Council continues to work with TfL and the rail industry to develop plans for major improvements to Battersea Park Station and also Queenstown Road Station. Lobbying is now starting to secure an appropriate scheme for lifts at Barnes Station, to serve the residents of Wandsworth as well as Richmond, following the Government's announcement for funding for the period up to 2019.

The Council continues to assist bus operators, particularly to make as many bus stops fully accessible as practicable for those with mobility difficulties. The Council has also negotiated funding from local developments to secure improvements to bus services and infrastructure, including the provision of additional "Countdown" displays at bus stops. Plans are being developed with TfL for improvements in the bus network to serve Wandsworth Riverside Quarter, Battersea Power Station, and Roehampton.

Improving School Travel Plans

96 schools in Wandsworth (82%) had developed travel plans by the end of 2014. The Council continues to offer support to all schools running sustainable travel initiatives. The Council has a target for five schools to improve their TfL travel plan accreditation status (STARS – Sustainable Travel – Active, Responsible, Safe) each year. During the 2013/14 academic year, 31 schools achieved accreditation of which 17 improved their status. Two schools now hold gold accreditation. In addition to this during the walk to school weeks and walk one-day events the following number of schools took part:

- Walk to School Week May 2014: 27 schools took part
- Walk to School Month Oct 2014: 17 schools took part
- Walk Once a Week 2014-15: 25 schools took part

Promote travel awareness campaigns

Cycling promotion events held in summer 2014 in Balham Town Centre (Balham), Tooting Bec Common (Furzedown), King George's Park (Southfields) and Battersea Park (Queenstown), attracted hundreds of visitors. More than 160 bikes were safety checked by "Dr Bike". Public bike maintenance classes held in Balham (Bedford) were attended by 44 members of the public. Many schools also continue to take part in Walk to School Month and the WoW (Walk Once a Week) campaign.

Vehicle Emissions Testing

Voluntary vehicle emissions testing (VET) was arranged over two days at, ASDA at Clapham Junction (Shaftesbury Ward). The test was provided free of charge and is comparable to the emissions test standard required at an annual MOT.

The main aim of the testing was to emphasise the need to ensure every vehicle is regularly maintained so that pollutants emitted from vehicles are kept to an absolute minimum to improve air quality within the borough. It is important for residents and everyone driving into the borough by car to understand that vehicles cause the greatest percentage of air pollution within the area.

The checks took place in March 2014, and 10 vehicles failed to meet the emissions standards, showing the importance of undertaking this activity. The drivers of these vehicles were advised to have their car looked at by a competent mechanic and serviced, which is normally sufficient to clear up any problem. 56 vehicles were tested, of which 42 were petrol and 14 were diesel, of these 4 petrol vehicles and 6 diesel vehicles failed the test, i.e., approximately 17% of those vehicles tested failed the test.

Officers also took the opportunity to discuss air pollution issues with the public and received very positive responses about the work of the Council in raising awareness of air quality issues.

As well as providing the technical testing for car users on the day the engineer employed by the Council was able to discuss methods of improving the efficiency of the vehicles under test and in so reduce the emissions to the environment while saving on the running cost of the vehicle. While the testing took place officers also took the opportunity to give useful information concerning travel within the borough such as:

- a) The use of public transport where possible; and
- b) Walking or cycling on short journeys; and
- c) Electric/low carbon technologies and their uptake in Wandsworth

Putney High Street

In the autumn of 2011 a study was undertaken to determine the vehicle emission sources in Putney High Street. The report is available on the Council website at the following location: <http://www.wandsworth.gov.uk/airquality>, and showed that buses are responsible for 68% of NOx emissions in the high street whilst only accounting for 10% of the vehicle fleet. This study identified London buses as a major contributor to emissions of nitrogen dioxide on Putney High Street. It provided the evidence base for the Council to work with the Putney Society to lobby the Mayor and TfL for new investment in buses running down Putney High Street.

In October 2012 the Mayor and TfL started to upgrade the fleet that operated along Putney High Street.

In 2013 and the beginning of 2014, a study was undertaken by King's College London to assess the impacts of the programme to fit new technology to the exhaust systems of the local bus fleet. 93 buses had this technology fitted to their exhaust systems to reduce their emissions. 89 of the buses were in regular use along Putney High Street.

The report by King's College London was commissioned by Wandsworth Council and confirms the reductions in nitrogen dioxide coincided with new technology being fitted to the exhaust systems of the local bus fleet. A Council monitoring station located close to the kerb recorded 42 per cent fewer pollution episodes in the second half of 2013 compared to the second half of 2012, 2011 and 2010.

At the side of the pavement furthest from the traffic the fall was 72 per cent. The study ruled out other factors like weather conditions and changes in the number of vehicles. The drop was exceptionally high when compared to

results in other parts of London. The report 'Impacts of the bus retrofit programme on NO₂ concentrations along Putney High Street' can be found at:

http://www.wandsworth.gov.uk/downloads/file/10190/impacts_of_the_bus_retrofit_programme_on_no2_concentrations_along_putney_high_street

Electrical Vehicle Charging Points

In December 2013 Transport for London (TfL) announced that IER (through its subsidiary BluePointLondon Ltd) would, from summer 2014, be taking over responsibility for the Source London electric vehicle charging scheme (which allows members of the scheme to access electric charging points across London). Since the award of the contract, TfL and IER have been working together to develop detailed plans for the transfer of the scheme, with the primary objective of ensuring that the transition causes minimum disruption to Source London customers.

In order to formalise the transition of the scheme from TfL to BluePointLondon (BPL), all the agreements which originally joined parties, including the Council, to the Pan London Scheme have been novated from TfL to BPL Ltd, thereby confirming BPL as the appointed operator of the Pan London Scheme (formally, from 1st September 2014). This appointment allows all current charge points in Wandsworth to be maintained by BPL and ensures the continuation of the current charging infrastructure in Wandsworth. Further work is now being undertaken with BPL to secure a contract that will enable the electric vehicle charging point infrastructure to be enhanced in the borough.

6. Conclusions

Wandsworth Council is in the process of implementing the actions designated within the action plan to achieve air quality improvements within the borough. Progress has been made in implementing the various measures within the air quality action plan, a number of actions have been completed and more are planned. There are 32 actions within the action plan. The vast majority of these actions are not time limited and by their nature are continuous actions. Progress with these actions is reviewed annually.

Good progress has been made on implementing all of them. In particular, notable progress is being made on the 10 actions that were assessed as having a **High** benefit for local air quality not only within the borough, but across South London or London as a whole. Examples of these projects are the implementation of the London Low Emission Zone and work with the other South London Boroughs on projects such as airTEXT and the South London Freight Quality partnership. We benchmark/ compare ourselves against the other South London boroughs on Local Air Quality Management and the regulation of Industrial Installations so that we can learn from the successes of others, progress in areas where we could do better, and work to continually improve air quality across the region.

The Council is continuing to lobby for the relief of overcrowding on local trains and at local stations through engagement with train operators, Network Rail and the Department for Transport (DfT). This includes lobbying for congestion relief at Clapham Junction, increasing capacity on all railway services and the bringing back into use of Waterloo International since its closure to Eurostar services. Consequently, some Southern trains are now operating with 10 coaches. Southern Services on the West London Line were lengthened from 4 to 5, with some trains doubled in length to 8 cars. South West Trains are just starting to introduce 10 car trains, albeit at a much slower rate than planned. Overground services also started to be lengthened towards the end of 2014 from 4 to 5 cars on the East London Line route, with 5 cars promised on the West London Line in 2015.

Eight actions were identified as having a **Medium** benefit for local air quality, i.e. borough wide. Excellent progress has been made in implementing these actions. Examples of these successes are the requirement of 21 travel plans through planning conditions or agreements for new developments this year; and supporting development proposals that contribute to more sustainable transport alternatives. Some developers are now proposing car club spaces and electric vehicle charging point spaces, reducing numbers of other car parking spaces and offering residents incentives such as contributions to the purchase of a bicycle or oyster card. In addition, alternative modes of transport to the car are being promoted for journeys to and from work and for business related travel. A Council employee bicycle user group (BUG) has been set up and regular bike to work days encourage staff to cycle rather than use the car. There are also pool bikes available for Council staff and secure bike lockers.

Another action that will have a **Medium** benefit for local air quality is that of promoting and encouraging the development of a green fuelling infrastructure within the borough, and in particular the work on installing an electric vehicle charging point and securing partnership working with the new EVCP network provider BPL. This work is carried out across London in partnership with BPL and therefore our work in this area will contribute to providing a **High** benefit for London local air quality.

It is felt that the additional initiatives this year have developed interest and awareness and have encouraged further momentum for this important work. More still needs to be done to improve air quality within the borough and work towards the achievement of statutory air quality objectives, but progress is being made in reaching this goal.

Finally, the London Borough of Wandsworth's next course of action will be to submit an Updating and Screening Assessment in 2015 and a Progress report in 2016. The Air Quality Action Plan is being reviewed in 2014/15. Preparatory work has commenced on this process, which will involve a public consultation on proposed actions.

Glossary

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
BPL	BluePointLondon
CNG	Compressed Natural Gas
CO ₂	Carbon Dioxide
CO	Carbon Monoxide
CPZ	Controlled Parking Zone
CRC	CRC Energy Efficiency Scheme
CZ	Congestion Charge Zone
Defra	Department for the Environment, Food and Rural Affairs
DfT	Department for Transport
EVC	Electric Vehicle Charging
EVCP	Electric Vehicle Charging Point
GLA	Greater London Authority
HGVs	Heavy Goods Vehicles
LEZ	Low Emission Zone
LIP	Local Implementation Plan
LPG	Liquid Petroleum Gas
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen oxides (NO + NO ₂)
O ₃	Ozone
PM ₁₀	Particulate matter of 10 micrometres or less in diameter
SAP	Standard Assessment Procedures
SLFQP	South London Freight Quality Partnership

SO ₂	Sulphur Dioxide
TfL	Transport for London
ULEZ	Ultra Low Emission Zone
VOC	Volatile Organic Compound

Appendices

Appendix 1

**AIR QUALITY ACTION PLAN
PROGRESS ON IMPLEMENTING MEASURES
2014**

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
1.1 Continue to implement and review the Council Services Transport Plan (CSTP) - promoting alternative modes of transport to the car, for both journeys to work and business related journeys.	Re-launched in summer of 2003 with new staff information booklet and regular newsletter.	<i>Completed.</i> To be reviewed annually.	Most recent staff travel survey shows driving to work has fallen since the previous survey in 2006 (34% from 40%). Bicycle use was up from 7% to 10%. Pool bike scheme continues. Staff travel intranet pages and travel plan promoted via staff Green Champions network. Discounts for Council staff at bike shops updated.	SECTION /DEPT RESPONSIBLE Transport Planning, Environment and Community Services (ECS) COST/IMPACT Low / Medium FUNDING Using existing staff resources
1.2 Encourage and provide support to other major employers in the Borough to develop their own Transport Plans.	Travel Plans are requested for appropriate sites through the development control process. Voluntary travel plans encouraged through dissemination of information etc (e.g. St George's Hospital).	<i>Ongoing.</i> Implementation of Travel Plans Number of employer Travel Plans developed	21 travel plans required at developments through planning conditions or Section 106 agreements in 2014.	SECTION /DEPT RESPONSIBLE Transport Planning, ECS COST/IMPACT Low / Medium FUNDING Using existing staff resources

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
1.3 Provide public transport information on the Council website.	Travel planner available on Council website allowing routes to be planned by train and Underground	Travel planner implemented, further improvements ongoing. Number of website visits to the travel planner	Provision of separate travel planner on Wandsworth Council website discontinued in 2007 – licence fee not considered justified in the light of improvements to other generally available travel planners (e.g. TfL Journey Planner).	SECTION /DEPT RESPONSIBLE Transport Planning, ECS COST/IMPACT Low / Low FUNDING Using existing staff resources
1.4 Use transport and planning policies to promote and encourage walking.	Promotion of walking and provision of better on-street conditions for walking Local Implementation Plan (LIP) to include policies and projects to increase walking.	Walking scheme bids/implemented via Local Implementation Plan (LIP) submission to TfL Second LIP approved-Mayor of London Oct 2011. Revised LIP Delivery Plan and interim targets approved Dec 2013.	Walking promoted through travel plans, school travel plans and travel awareness campaigns. Specific walking infrastructure improvements included “Legible London” pedestrian Wayfinding schemes in Clapham Junction SW11 (Latchmere, Northcote, Shaftesbury) and Balham SW12 (Balham, Bedford, Nightingale) town centres. [see Action 1.6 for promotion of walking through school travel plans] Approved LIP includes policies and actions to promote and encourage walking and a target to increase the proportion of trips made on foot in the borough. London Travel Demand Survey data collected by TfL shows walking mode share has increased from 30% of all trips starting in the borough in 2007/08-2009/10 to 32% in 2011/12-2013/14.	SECTION /DEPT RESPONSIBLE Transport Planning, ECS COST/IMPACT Low / Medium FUNDING LIP, TFL revenue budget

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
1.5 On-street parking controls to reduce the number of people driving to stations in this Borough to continue their journey by rail into central London.	Implementation: Following the result of an assessment of the council's GIS system and highway layers, it has been accurately determined that controlled parking zones (CPZs) are in operation throughout more than 76.4% of the Borough, where such CPZs could be introduced. Generally the areas outside this network are those furthest away from stations. There is a process of continual evaluation and consultation where there is evidence of support for CPZs.	Reviewed annually.	<p>Requests continue to be received from residents to have a Controlled Parking Zone introduced in their road to alleviate parking problems as well as from those who live in roads where a CPZ is already in operation and would like the scheme amended in some way. A summary of the activity this year is below:</p> <p>Following a decision by the Strategic Planning and Transportation Overview and Scrutiny Committee/Executive, proposals to regulate parking for the businesses along Roehampton High Street were not progressed.</p> <p>In July 2014, following representations and a consultation with residents, the Strategic Planning and Transportation Overview and Scrutiny Committee approved a change to the hours of control from 9.30am-10.30am to 9.30am to 5.30pm in Gorst Road, Dents Road and Bolingbroke Grove. This change was programmed to take place in January 2015.</p> <p>Following representations from and consultations with residents, and considering all relevant factors, a new CPZ was introduced in Albert Drive and Kingsmere Road on 8 September 2014. In October 2014, residents living in Putney Heath, and the roads adjacent to the Roehampton R2 sub-zone were also asked for their views on whether they would support a CPZ. The outcome was programmed to be reported to the</p>	<p>SECTION /DEPT RESPONSIBLE Engineering Services, ECS</p> <p>COST/IMPACT Low / Low</p> <p>FUNDING Using existing staff resources</p>

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
1.5 On-street parking controls to reduce the number of people driving to stations in this Borough to continue their journey by rail into central London (continued).	Implementation: Following the result of an assessment of the council's GIS system and highway layers, it has been accurately determined that controlled parking zones (CPZs) are in operation throughout more than 76.4% of the Borough, where such CPZs could be introduced. Generally the areas outside this network are those furthest away from stations. There is a process of continual evaluation and consultation where there is evidence of support for CPZs.	Reviewed annually.	<p>Community Services Overview and Scrutiny Committee in February 2015.</p> <p>In September 2014, the Strategic Planning and Transportation Overview and Scrutiny /Executive approved an extension to parking controls to operate on a Saturday in Fishponds Road (between Ansell Road and Beechcroft Road) supported by the majority of respondents in Fishponds Road. This change is programmed to be implemented in 2015.</p> <p>In October 2014, residents living in several existing zones (R2, Q1 and W4) were also asked whether the CPZ was working effectively. Papers recommending that no changes should be made to the CPZ resulting from these reviews are programmed to be reported to the Community Services Overview and Scrutiny Committee in February 2015.</p> <p>In December 2014, residents and businesses in Burr Road and Kimber Road were asked for their views on whether they would support the introduction of a CPZ. The outcome is programmed to be reported to the Community Services Overview and Scrutiny Committee in June 2015.</p>	<p>SECTION /DEPT RESPONSIBLE Engineering Services, ECS</p> <p>COST/IMPACT Low / Low</p> <p>FUNDING Using existing staff resources</p>

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
1.6 Continue the School Travel Strategy – working with schools to implement packages of measures	All schools invited to develop travel plans. Participating schools carry out surveys to identify travel habits and to inform proposals for improvement	Programme on-going. Number of surveys conducted, development of school policy, facilities provided within schools, incorporation of school travel into the curriculum, number of 'walking buses'	<p>96 schools in Wandsworth (82%) had developed travel plans by the end of 2014. The Council continues to offer support to all schools running sustainable travel initiatives. The Council has a target for five schools to improve their TfL travel plan accreditation status (STARS – Sustainable Travel – Active, Responsible, Safe) each year. During the 2013/14 academic year, 31 schools achieved accreditation of which 17 improved their status. Two schools now hold gold accreditation.</p> <p>Walk to School Week May 2014: 27 schools took part</p> <p>Walk to School Month Oct 2014: 17 schools took part</p> <p>Walk Once a Week 2014-15: 25 schools took part</p>	<p>SECTION /DEPT RESPONSIBLE Transport Planning, ECS</p> <p>COST/IMPACT Medium / Low</p> <p>FUNDING Existing staff resources + funding from TFL</p>

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>1.7 Promote the use of public transport.</p> <p>The Council will continue to work with public transport undertakers (as listed below) to facilitate improvements to both the quantity and quality of public transport. This will include working with TfL London Buses, the bus operators, London Underground, London Overground, Network Rail and railway operators, and with sub-regional partnerships such as South London Partnership.</p>	<p>Work with TfL, the bus operators and adjoining boroughs to identify and promote additional or enhanced bus services and implement further bus measures. This will include:</p> <ul style="list-style-type: none"> • new or extended bus routes • additional or enhanced bus priority • improved facilities at bus stops including timetables, Countdown, etc. • increased service frequencies and hours of operation • improved buses • enforcement of bus lanes using both CCTV and bus cameras 	Ongoing.	<p>The Council is continuing to lobby for the relief of overcrowding on local trains and at local stations through engagement with train operators, Network Rail and the Department for Transport (DfT). This includes lobbying for congestion relief at Clapham Junction, increasing capacity on all railway services and the bringing back into use of Waterloo International since its closure to Eurostar services. Consequently, some Southern trains are now operating with 10 coaches. Southern Services on the West London Line were lengthened from 4 to 5 cars, with some trains doubled in length to 8 cars. South West Trains are just starting to introduce 10 car trains, albeit at a much slower rate than planned. Overground services also started to be lengthened towards the end of 2014 from 4 to 5 cars on the East London Line route, with 5 cars promised on the West London Line in 2015. The Council has also continued to lobby for an increase in train services stopping at Clapham Junction, and for improvements to London Underground services. The latter has been rewarded by the start of a programme of new train delivery on District Line services to Edgware Road, and work being undertaken on detailed planning for the extension of the Northern Line to Battersea Power Station. Further improvements have been announced by TfL including promoting the Crossrail 2 project via Clapham Junction and Tooting Broadway, and consulting on the form it should take. Lobbying has</p>	<p>SECTION /DEPT RESPONSIBLE Transport Planning, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Existing staff resources + funding from TFL (Transport for London)</p>

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>1.7 Promote the use of public transport (continued).</p> <p>The Council will continue to work with public transport undertakers (as listed below) to facilitate improvements to both the quantity and quality of public transport. This will include working with TfL London Buses, the bus operators, London Underground, Network Rail and railway operators, and with sub-regional partnerships such as SWELTRAC</p>	<p>Also working with train operators, Network Rail, TfL & London Underground to secure improvements to railway stations and access to stations</p>	<p>Ongoing.</p>	<p>also continued for improved rail access to Heathrow and Gatwick Airports, following the development of the South London-Heathrow Railink project, which has been rewarded by the Government's Airport Commission requesting Network Rail to consider options for a southern rail link into Heathrow Airport.</p> <p>Improvement works have continued at Putney Station to complete the new lifts, stairs and extended booking hall, and the Council's promotion of a proposed secondary entrance from Oxford Road has been rewarded by its inclusion in Network Rail's Wessex Route Study for consideration for funding in the period 2019-2024. The Council continues to work with TfL and the rail industry to develop plans for major improvements to Battersea Park Station and also Queenstown Road Station. Lobbying is now starting to secure an appropriate scheme for lifts at Barnes Station, to serve the residents of Wandsworth as well as Richmond, following the Government's announcement for funding for the period up to 2019.</p> <p>The Council continues to assist bus operators, particularly to make as many bus stops fully accessible as practicable for those with mobility difficulties. The Council has also negotiated funding from local developments to secure improvements to bus services and infrastructure, including the provision of additional</p>	<p>SECTION /DEPT RESPONSIBLE Transport Planning, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Existing staff resources + funding from TFL (Transport for London)</p>

1 MEASURES AIMED AT REDUCING THE USE OF CARS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>1.7 Promote the use of public transport (continued).</p> <p>The Council will continue to work with public transport undertakers (as listed below) to facilitate improvements to both the quantity and quality of public transport. This will include working with TfL London Buses, the bus operators, London Underground, Network Rail and railway operators, and with sub-regional partnerships such as SWELTRAC</p>	<p>Also working with train operators, Network Rail, TfL & London Underground to secure improvements to railway stations and access to stations</p>	<p>Ongoing</p>	<p>“Countdown” displays at bus stops. Plans are being developed with TfL for improvements in the bus network to serve Wandsworth Riverside Quarter, Battersea Power Station, and Roehampton.</p>	<p>SECTION /DEPT RESPONSIBLE Transport Planning, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Existing staff resources + funding from TFL (Transport for London)</p>

1 MEASURES AIMED AT REDUCING THE USE OF CARS

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>1.8 Use transport and planning policies to promote and encourage cycling.</p>	<p>Promotion of cycling and provision of better on-street conditions for cycling</p> <p>Local Implementation Plan (LIP) to include policies and projects to increase cycling.</p>	<p>Cycling scheme bids/implemented via Local Implementation Plan (LIP) submission to TfL</p> <p>Second LIP approved-Mayor of London Oct 2011. Revised LIP Delivery Plan and interim targets approved Dec 2013.</p>	<p>Cycling promoted through travel plans, school travel plans and travel awareness campaigns. Specific cycling projects funded through the LIP include a programme of public cycle parking provision; cycle training for children and adults; cycle route improvements including missing links on the local cycle network; and bicycle maintenance classes. Significant LIP and Council investment brought the Mayor’s Cycle Hire Scheme to the borough in 2013/14. In the calendar year 2014 there were more than 670,000 docks and hires using the borough’s 1,640 docking points sited at 59 docking stations.</p> <p>Approved LIP includes policies and actions to promote and encourage cycling and a target to increase the proportion of trips made by bicycle in the borough. London Travel Demand Survey data collected by TfL shows cycling mode share has increased from 3% of all trips starting in the borough in 2007/08-2009/10 to 4% in 2011/12-2013/14.</p>	<p>SECTION /DEPT RESPONSIBLE Transport Planning, ECS</p> <p>COST/IMPACT Low / Medium</p> <p>FUNDING LIP, TFL revenue budget</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>2.1 With other London Borough Councils, implement a London-wide low emission zone (LEZ).</p>	<p>Members were informed of the latest proposals with regards to the LEZ in Paper No. 07-13 (January 2007). The Council supports detailed consultation on the proposals.</p>	<p>Earliest implementation of LEZ February 2008</p>	<p>The scheme began operation on 4th February 2008 for heavy diesel-engined vehicles over 12 tonnes Gross Vehicle Weight. The LEZ emissions standard is Euro III for PM. Heavy diesel-engined vehicles between 3.5 and 12 tonnes Gross Vehicle Weight and buses and coaches were required to meet the Euro III standard by July 2008. Large vans and minibuses must now comply with the Euro III standard (as of 3 January 2012). All lorries over 3.5 tonnes Gross Vehicle Weight and buses and coaches must now meet a Euro IV standard for PM, as of January 2012. These standards will apply to all Council Fleet vehicles within the stipulated categories. In 2011 an awareness raising campaign explaining the forthcoming next phase of the LEZ was undertaken by TfL. Environmental Services helped make borough residents aware of the changes through speaking to individuals when undertaking vehicle emissions testing. See also Action 2.4. Information was also displayed on the air quality pages of the Council website explaining the changes.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT High / High</p> <p>FUNDING Not applicable</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>2.1 With other London Borough Councils, implement a London-wide low emission zone (LEZ). (Continued)</p>	<p>Members were informed of the latest proposals with regards to the LEZ in Paper No. 07-13 (January 2007). The Council supports detailed consultation on the proposals.</p>	<p>Earliest implementation of LEZ February 2008</p>	<p>The Mayor announced on 13 February 2013 that the next phase of the LEZ will only apply to TfL-operated buses in 2015. Operators of diesel lorries and coaches do not need to take any action. Previously it was proposed that all buses, coaches and lorries would need to meet a London-wide standard for emissions of oxides of nitrogen (NOx) in 2015. Applying this standard to TfL buses only will still deliver 75% of the benefits of the original proposal while saving operators £350m in avoided costs which would have been required to clean up their vehicles under the original proposal.</p> <p>Following a public consultation, the Mayor has confirmed the introduction of the Ultra Low Emission Zone (ULEZ) in the Capital on 7 September 2020. The ULEZ will operate 24 hours a day, 7 days a week in the same area as the current Congestion Charging zone (CCZ). All cars, motorcycles, vans, minibuses and Heavy Goods Vehicles (HGVs) will need to meet exhaust emission standards (ULEZ standards) or pay an additional daily charge to travel within the zone. More information regarding the LEZ and ULEZ is contained on the TfL website.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT High / High</p> <p>FUNDING Not applicable</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
2.2 Continue to pursue Council fleet 'greening' strategy.	<p>Maintain and monitor the register of fleet vehicles including emissions information.</p> <p>Continue acquisition and replacement programme for Council vehicles to maximise use of 'green' fuels.</p>	Ongoing Fleet vehicle register updated and monitored regularly.	<p>The database is updated and monitored regularly. Due to the financial restrictions, investment is also restricted in the acquisition of highly costly technology without significant financial rewards, however new developments in production of lower emitting fossil fuel engines have allowed us to achieve emission benefits within our financial constraints.</p> <p>Actions are taking place to reduce emissions from the vehicle fleet. These include driver training and the trial of in-cab telematics. The records from the telematics equipment provide information about how a vehicle is being driven. The information can immediately be displayed to the driver (to encourage appropriate modification to driving behaviour) and can also be used as a management tool to monitor driving style and identify training needs.</p>	<p>SECTION /DEPT RESPONSIBLE Fleet Management, ECS</p> <p>COST/IMPACT Medium / Low</p> <p>FUNDING Using existing staff resources and some funding from Defra for actions to reduce emissions from the vehicle fleet.</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
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<p>2.2 Continue to pursue Council fleet 'greening' strategy. (Continued)</p>	<p>Continue acquisition and replacement programme for Council vehicles to maximise use of 'green' fuels.</p>	<p>% vehicles using green fuels</p>	<p>Wandsworth still retain the same vehicles as with 2013- 2014 with an addition of twenty diesel vehicles all of Euro 4 standard. The consultation on the revised Air Quality Action Plan proposes that every new vehicle purchased weighing under 1.205 tonnes unladen gross vehicle weight does not operate on diesel.</p> <p>There are very few alternatively fuelled vehicles used within the Fleet but all vehicles are LEZ compliant. There are 6 battery buggy vehicles used in Battersea Park and 3 battery buggy vehicles used at Bradstow School.</p> <p>Between 2013-14 the LPG vehicles were replaced with new diesel vehicles running on a 5% biodiesel blend. In the summer of 2013 the Council were able to commence the lease of two Nissan Leaf electric cars through the Low Carbon London Programme, led by UK Power Networks, bringing new Nissan LEAF electric vehicles to London for 2 years. The cars are being used within Environmental Services and On-street services of the Council. The lease of these vehicles was funded via a Defra Air Quality Grant. Wandsworth are in the process of acquiring 4 Nissan NV200E electronic vans these have the same running gear as the Nissan Leaf. Although these are above 1.205 tonnes and would not be required to be purchased in petrol they have been purchased in battery format.</p>	<p>SECTION /DEPT RESPONSIBLE Fleet Management, ECS</p> <p>COST/IMPACT Medium / Low</p> <p>FUNDING</p> <p>Using existing staff resources and some funding from Defra for actions to reduce emissions from the vehicle fleet.</p>
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2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>2.2 Continue to pursue Council fleet 'greening' strategy. (Continued)</p>	<p>Continue driver education and training to discourage drivers from revving/idling engines.</p> <p>All waste and recycling contract vehicles to comply with minimum of Euro 3 standard.</p>	<p>% drivers trained</p> <p>Completed</p>	<p>100% of drivers have had 2 hours of initial vehicle training regarding Eco methods of driving including discouraging unnecessary mileage.</p> <p>Education of drivers on environmental issues and monitoring of the results is ongoing. Excessive fuel usage is a good indicator for effectiveness of training.</p> <p>22 drivers were given one day cycle awareness training in September 2014 that gives HGV drivers a glimpse of what cyclist experience on the roads of Wandsworth.</p> <p>During 2014, 88 drivers were assessed and trained, 15 of which required additional training, environmental issues were raised with drivers who would other wise have not switched off vehicles when waiting for various reasons. High revving of engine when changing gears was a common problem.</p> <p>All contract vehicles comply with the Euro 3 standard. The minimum requirement for new vehicle lease contracts is LPG or a minimum of EURO IV, with some at EURO V.</p>	<p>SECTION /DEPT RESPONSIBLE Fleet Management, ECS</p> <p>COST/IMPACT Medium / Low</p> <p>FUNDING Using existing staff resources</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
2.3 Lobby Government to bring about improvements in fuel composition, e.g. further reduction of sulphur level in fuel to 10mg/l from 50mg/l.	To support proposals in Mayor's Strategy encouraging the Government to provide incentives for cleaner fuels and follow up with representation to Government from Wandsworth Council.	Completed.	On 1st September 2004, the Government introduced a new rate of duty for sulphur-free petrol and diesel, set at 0.5 pence per litre relative to the rate for ultra-low sulphur fuels. This will encourage the early introduction and take up of these fuels.	SECTION /DEPT RESPONSIBLE Environmental Services, ECS COST/IMPACT Low / High FUNDING Using existing staff resources

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
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<p>2.4 Continue to support the Vehicle Emission Testing Group.</p>	<p>Continue to participate in the London-wide programme of vehicle emission testing in 2003/4. Consider further action when evaluation of the 2003/4 programme completed.</p>	<p>Completed.</p>	<p>The London-wide emissions testing programme has been completed and the testing programme evaluated. Individual formal testing by the Council would be prohibitively expensive but funding to carry out voluntary testing continues through Local Implementation Plan funding.</p> <p>In March 2014 free emissions checks were carried out on 56 vehicles owned by members of the public, who attended two testing sessions in the car park of Asda in Clapham Junction (Shaftesbury). The owners of the ten vehicles with emissions failing the test were advised to have their cars serviced by a reputable mechanic and to have the underlying problems cleared up before they developed into a more serious fault. These free testing sessions are carried out on a regular basis to help raise awareness of air pollution and the steps drivers can take to reduce their emissions. Council officers spoke to hundreds of motorists and handed out the Council's "Smarter Driving Tips" leaflet which contains practical information on how to cut local air pollution while saving money on fuel. Measures include removing unnecessary weight, switching off air conditioning and pumping tyres to the correct pressure. Free tyre pressure gauges were also handed out so motorists can ensure they keep tyres at the correct level.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT High / High</p> <p>FUNDING Existing staff resources + funding from TFL (Transport for London)</p>
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2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>2.5 Investigate the use of water-diesel emulsion instead of conventional diesel for the Council's vehicles</p> <p>Investigate the use of cleaner fuel options for the Council's vehicle fleet.</p>	<p>Awaiting sample requested from manufacturer for trial in Council vehicles.</p> <p>Investigate the potential of biodiesel and compressed natural gas (CNG) fuels.</p>	<p>Ongoing – initially dependent on supply of sample by manufacturer; number of vehicles successfully using water-diesel emulsion</p>	<p>The water-diesel emulsion option is no longer being progressed by Fleet Management, ECS, as cost/benefit analysis indicates it is not a viable option.</p> <p>One minibus currently operates on CNG.</p> <p>5% bio-diesel is being used across the fleet. There are no plans to use CNG further at present.</p> <p>Actions are taking place to reduce emissions from the vehicle fleet. These include driver training and the trial of in-cab telematics.</p>	<p>SECTION /DEPT RESPONSIBLE Fleet Management, ECS</p> <p>COST/IMPACT Low / Medium</p> <p>FUNDING Using existing staff resources</p>
<p>2.7 Promote and encourage the development of a 'green fuelling' infrastructure within the Borough. (existing)</p>	<p>Review the potential for the installation of cleaner fuel refuelling sites, including natural gas, and the provision of electric vehicle charging points throughout the Borough.</p>	<p>Number of cleaner fuel refuelling sites (EVC) Ongoing.</p>	<p>The Council is committed to providing an electric vehicle recharging infrastructure within the Borough and has obtained grant funding to install electric vehicle charging points. Two electric vehicle charging points have been installed off-street (and are available for public use), in the Wandle Leisure Centre Car park (Southfields) and the Putney Leisure Centre Car Park (West Putney).</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / Medium</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>2.7 Promote and encourage the development of a 'green fuelling' infrastructure within the Borough. (existing) (Continued)</p>	<p>Review the potential for the installation of cleaner fuel refuelling sites, including natural gas, and the provision of electric vehicle charging points throughout the Borough.</p> <p>Publicise cleaner fuel refuelling sites within the Borough</p>	<p>Number of cleaner fuel refuelling sites (EVC) Ongoing.</p>	<p>In 2010 suitable locations for 4 on-street electric vehicle charging points were identified. Works to install the points were undertaken in 2010 and 2011 and they began operation in 2012. The 4 locations were in town centres within areas of low parking pressure within controlled parking zones in St Johns Avenue (East Putney), Coverton Road (Tooting), Grant Road (Latchmere) and Spencer Park (Wandsworth Common). It should be noted that the Spencer Park charging point has had to be removed due to a major infrastructure project taking place. An alternative location will be identified to replace this site.</p> <p>In February 2012 Wandsworth became a member of "Source London" charging network run by Transport for London, https://www.sourcelondon.net/ This enabled all electric vehicle owners across London to have access to the electric vehicle charging points operated by the Council and our residents to have access to all those within London that are part of the scheme via a secure card.</p> <p>In December 2013 Transport for London (TfL) announced that IER (through its subsidiary BluePointLondon Ltd) would, from summer 2014, be taking over responsibility for the Source London electric vehicle charging scheme (which allows electric user members of the scheme to access electric charging points across London).</p>	<p>FUNDING Existing staff resources + funding from TFL (Transport for London), SWELTRAC & Defra</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
2.7 Promote and encourage the development of a 'green fuelling' infrastructure within the Borough. (existing) (Continued)	Review the potential for the installation of cleaner fuel refuelling sites, including natural gas, and the provision of electric vehicle charging points throughout the Borough.	Number of cleaner fuel refuelling sites (EVC) Ongoing.	<p>Since the award of the contract, TfL and IER have been working together to develop detailed plans for the transfer of the scheme, with the primary objective of ensuring that the transition causes minimum disruption to Source London customers.</p> <p>In order to formalise the transition of the scheme from TfL to BluePointLondon, all the agreements which originally joined parties, including the Council, to the Pan London Scheme have been novated from TfL to BluePointLondon Ltd, thereby confirming BluePointLondon as the appointed operator of the Pan London Scheme (formally, from 1st September 2014). This appointment allows all current charge points in Wandsworth to be maintained by BPL and ensures the continuation of the current charging infrastructure in Wandsworth. The Council are currently working on a contract with BluePointLondon to further enhance the electric vehicle charging point infrastructure in the Borough.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / Medium</p> <p>FUNDING Existing staff resources + funding from TFL (Transport for London), SWELTRAC & Defra</p>

2. MEASURES AIMED AT REDUCING EMISSIONS FROM VEHICLES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
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<p>2.7 Promote and encourage the development of a 'green fuelling' infrastructure within the Borough. (continued)</p>	<p>Review the potential for the installation of cleaner fuel refuelling sites, including natural gas, and the provision of electric vehicle charging points throughout the Borough.</p>	<p>Number of cleaner fuel refuelling sites (LPG)</p>	<p>There are 2 liquefied petroleum gas (LPG) refuelling sites within the Borough. The locations of these are provided on the Council website. Electric charging points are proposed to be made available on a number of new sustainable developments within the borough. The provision of electric vehicle charging points will be an important part of the low emission strategies proposed for new major developments. See actions 3.2 and 3.3</p> <p>Information on cleaner fuels and cleaner fuels refuelling sites within the borough is included on the Council website (http://www.wandsworth.gov.uk/info/200334/air_quality/1586/vehicle_fumes/2), together with specific information on electric vehicles and charging points (www.wandsworth.gov.uk/driveelectric). General information explaining that, on average, diesel vehicles emit more local air pollutants, NO₂ and PM₁₀, than petrol vehicles is also included on the website.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / Medium</p> <p>FUNDING Existing staff resources + funding from TFL (Transport for London), SWELTRAC & Defra</p>
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3. DEVELOPMENT CONTROL				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
3.1 The Local Plan (formerly Local Development Framework (LDF) includes policies to promote a sustainable relationship between development and transport and includes maximum parking levels. Policies will be implemented largely through the consideration of planning applications.	The Council will support development proposals that contribute to a safe, accessible and integrated transport system, improve facilities that encourage greater use of public transport, cycling and walking, and enable bulk freight to be moved by water or rail rather than by road.	Core Strategy Adopted 2010 Development Management Policies Document (DMPD) Adopted 2012 Site Specific Allocations Document (SSAD) Adopted 2012	All adopted Local Plan documents are currently being reviewed - consultation took place in May/June 2013 and October 2014. The Local Plan was submitted for examination in March 2015. Car parking at a number of residential and mixed-use developments has been permitted below the maximum standards in an attempt to reduce the use of the private car by residents. This is often permitted in association with exclusion of the development from the adjacent controlled parking zone and provision of car club parking to help residents forego car ownership.	SECTION /DEPT RESPONSIBLE Planning, ECS COST/IMPACT Low / Medium FUNDING Using existing staff resources

3. DEVELOPMENT CONTROL				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>3.2 In dealing with planning applications, the Council will take into account a proposed development's likely effect on air quality, both in terms of any air pollution it may cause directly and in terms of traffic generation.</p>	<p>Implementation arises in response to the submission of planning applications. The Council will require the submission of an environmental impact assessment for developments which may give rise to air pollution. Where a development is likely to generate a significant level of traffic, a Transport Assessment is required. Mitigation measures may be required as planning conditions or as obligations within a Section 106 planning agreement.</p>	<p>Ongoing</p>	<p>This Action is being implemented as stated.</p> <p>Air Quality assessments are required to be undertaken as part of Environmental Impact Assessments and for other sites where there is a concern regarding the effect of the development on air quality or exposure of individuals to poor air quality. Mitigation measures may be required as planning conditions or as obligations within a Section 106 planning agreement.</p> <p>A number of major planning applications, particularly in the Nine Elms opportunity area, have been assessed for their impact on air quality and the potential for introducing exposure in areas of poor air quality. Planning permission has been given for a number of large scale developments in the Nine Elms area including: Battersea Power Station and Tideway Industrial Estate, South London Mail Centre, Market Towers, Marco Polo House, New Covent Garden Market site [3000 residential units plus new market site, offices etc.]; Sleaford street Industrial Estate, SW8 [294 residential units plus commercial space]; Battersea Gas Holders site [large scale demolition and infill of four gasometers]; Northern Line Extension [very large station excavation and build and tunnelling work]; Embassy Gardens and for the American Embassy.</p>	<p>SECTION /DEPT RESPONSIBLE Planning, ECS</p> <p>COST/IMPACT Low / Low</p> <p>FUNDING Using existing staff resources</p>

3. DEVELOPMENT CONTROL				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
3.2 In dealing with planning applications, the Council will take into account a proposed development's likely effect on air quality, both in terms of any air pollution it may cause directly and in terms of traffic generation. (continued)	Implementation arises in response to the submission of planning applications. The Council will require the submission of an environmental impact assessment for developments which may give rise to air pollution. Where a development is likely to generate a significant level of traffic, a Transport Assessment is required. Mitigation measures may be required as planning conditions or as obligations within a Section 106 planning agreement.	Ongoing	In addition large scale developments have been given permission in other parts of the borough, including: Two office sites at 84-88 & 131 Upper Richmond Road, SW15 [approx 400 residential units]; Roehampton Town Centre, SW15 [Shops, amenities, utilities, etc], Ransomes Wharf, SW8 [approx 130 residential units, shops, entertainment, etc]; Ram Brewery & Cockpen House, SW18; enterprise way industrial estate, SW18; 'Battersea Park Village', Queenstown Road, SW8 [325 residential units plus commercial space]; Ark Academy site, SW15 [155 residential units plus new school buildings]; John Paul II School site, SW19 [122 residential units plus commercial space]; Thames tideway Tunnel [7 storm sewer interception sites plus main drive site for the whole tunnel project]; Knaresborough Drive [193 residential units]; 40-42 Ponton Road [510 residential units]; Parkgate/Elcho Street [118 residential units]; 77-83 Upper Richmond Rd [104 residential units]; Peabody Estate, St Johns Hill [527 residential units]; 1-20 Enterprise Way [418 residential units]; Eltringham St Depot [139 residential units].	<p>SECTION /DEPT RESPONSIBLE Planning, ECS</p> <p>COST/IMPACT Low / Low</p> <p>FUNDING Using existing staff resources</p>

3. DEVELOPMENT CONTROL				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
3.3 UDP supplementary planning guidance on air quality.	Consider the need to produce supplementary planning guidance.	Original target date June 2004, revised target date April 2014	<p>Officers contributed to the London Councils' guidance on Air Quality and Planning through membership and participation in the London working group on Air Pollution, Planning and the Environment (APPLE). This guidance is issued to developers of large sites as guidance to follow within the Borough. This guidance provides sufficient advice on air quality and planning for developers to follow.</p> <p>The need for supplementary planning guidance was reviewed further as a result of the Local Development Framework and Low Emission Strategy Work via the Low Emission Strategy Development Programme. However, a specific supplementary planning document was not produced as in 2013 the Mayor of London consulted on his draft supplementary planning guidance (SPG) on Sustainable Design and Construction. This document provides further guidance on what constitutes an air quality neutral development.</p> <p>This document was published in April 2014. The air quality provisions contained within the guidance are being implemented.</p> <p>It is proposed to adopt the air quality provisions of this document in to Planning Policy, including air quality neutral, so that a consistent approach with other London Boroughs is adopted. All adopted Local Plan documents are currently being reviewed - consultation took place in May/June 2013 and October 2014. The Local Plan was submitted for examination in March 2015.</p>	<p>SECTION /DEPT RESPONSIBLE Planning, ECS</p> <p>COST/IMPACT Medium / Low</p> <p>FUNDING Using existing staff resources + funding from Defra for LES development programme work</p>

4. ENFORCEMENT OF REGULATORY POWERS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
4.1 Continue to enforce the Pollution Prevention and Control Act, and regulations made under it, in relation to Part B and part A(2) processes.	Inspect all prescribed processes in accordance with Defra's guidance to ensure compliance with the conditions of the permit, and act upon complaints and suspected or actual breaches of conditions in a timely manner. Monitor the Borough to ensure that all prescribed processes are permitted and take action where such processes are not permitted.	Ongoing Compliance with legal requirements	Implementation as stated. As of 31 st December 2014 there were 92 industrial activities regulated by the Council through Environmental Permits. During 2014, all required inspections were carried out to ensure that the installations were complying with their permits. In 2014, some permits were subject to variations to take account of changes to the activities, statutory guidance documents, and/or upgrading requirements. Permits are reviewed periodically in line with statutory guidance and varied as necessary. The activities that are currently regulated are concrete batchers, mobile concrete crushers, crematoria, dry cleaners, vehicle re-sprayers, petrol stations and waste oil burners.	SECTION /DEPT RESPONSIBLE Environmental Services, ECS COST/IMPACT Low / Low FUNDING Using existing staff resources
4.2 Continue the thorough investigation and resolution of nuisance complaints with an air pollution component, such as bonfires and from demolition and building works dust	Investigate and resolve complaints, where necessary, by the enforcement of Section 80 of the Environment Protection Act 1990. Give advice and distribute leaflets on request.	Ongoing Compliance with response targets	Being implemented as stated. Response target requires same day response for complaints of bonfires, dust and fumes - achieved in 99% of cases in 2014.	SECTION /DEPT RESPONSIBLE Environmental Services, ECS COST/IMPACT Low / Low FUNDING Using existing staff resources

4. ENFORCEMENT OF REGULATORY POWERS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
4.3 Develop a proactive response to demolition and construction work.	Develop an Environmental Construction Code of Practice that will contain advice to developers on how dust, particle emissions and other environmental impacts can be kept to a minimum.	March 2005 Code produced and ongoing review	<p>A Code of Practice for the Control of Pollution and Noise from Demolition and Construction Sites is produced and distributed to developers within the Borough, the Housing Department and Business Development team. The document was updated in May in 2008 and copies are regularly distributed to developers and contractors within the Borough and its provisions are explained. This Code of Practice is also available on the Council's website.</p> <p>In addition, the Supplementary Planning Guidance 'The Control of Dust and Emissions during Construction and Demolition', Greater London Authority, July 2014, is aimed at major construction sites such as the large developments taking place in the Nine Elms Opportunity Area. The first version of this document (Best practice Guidance) was produced in partnership with the Greater London Authority and London Councils. Developers are advised to follow this guidance, with the level of action required dependent on the result of specific risk assessment. For the highest risk-assessed sites, monitoring of fine particles (PM₁₀) is required.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Using existing staff resources</p>
	Work with other departments towards developing a Considerate Contractor Scheme to encourage best practice.	March 2005 Scheme adopted	Replaced by the national Considerate Constructors Scheme, an independent organisation founded by the industry, with a Code of Considerate Practice which commits contractors in the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable.	

4. ENFORCEMENT OF REGULATORY POWERS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>4.5 Promote a greater awareness that the whole Borough is covered by Smoke Control Orders, and that the use of some solid fuels is prohibited to prevent emission of dark smoke.</p>	<p>Produce advice leaflet on smoke control for new and existing residents.</p> <p>Enhance the information on the Council's website.</p>	<p>June 2004 Advice leaflet produced.</p> <p>March 2004 Website updated</p>	<p>Completed. Advice leaflet produced.</p> <p>Information on smoke control is on the Council's website, including an electronic version of the advice leaflet available for downloading from the website. A link to the UK Smoke Control areas website is available on the Council's website. This contains updated lists of exempt appliances and smokeless fuels.</p> <p>In 2011 work was undertaken to identify the existing smoke control orders (21 were identified in total) so that they could be replaced with a single order covering the whole of the Borough which takes into account boundary changes and consolidates the somewhat patchwork approach of the existing orders into one single order that is more transparent and simple to enforce. The draft order and publication notice was approved by the Executive in January 2012 and was subsequently been approved by Defra. The new smoke control order covering the whole Borough came into operation on 1st November 2012. This was publicised via press releases and the council website.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / Medium</p> <p>FUNDING Using existing staff resources</p>

4. ENFORCEMENT OF REGULATORY POWERS				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
4.6 Consider how best to utilise the powers under the Road Transport (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 to require drivers to switch off their engines when parked.	Investigate the most appropriate way to implement the regulations to control idling engines.	March 2004	Complaints of idling engines are investigated and action taken to resolve the problem. A warning notice has been produced to hand to people who are unnecessarily leaving their engines idling to warn them of the existence of the regulations. If vehicles are found idling unnecessarily, fixed penalty notices for non-compliance may be served. A fixed penalty notice will only be served if a driver refuses to turn off their engine when asked to do so.	SECTION /DEPT RESPONSIBLE Environmental Services, ECS COST/IMPACT High / Low TARGETED PROJECT COST/IMPACT Medium/Medium FUNDING External funding, Defra
	Work with transport operators and companies to educate their drivers and ensure they are aware of the enforcement powers.	Ongoing	An initiative to raise awareness of the air quality impacts of engine idling aimed specifically at primary schools in the Borough was undertaken in 2009. All primary schools (except those on red routes) now have signage asking drivers to turn off their engines when dropping off or collecting children from school. This was followed up by a lesson plan aimed at key stage 2 pupils (in particular eight and nine year olds) that was very well received by teachers and pupils alike. A smarter driving tips leaflet was also produced for wider dissemination, providing advice on simple steps that can be taken to reduce emissions. This initiative was cited as an excellent example of a Borough campaign encouraging the general public to take action to improve air quality in the Mayor of London's Air Quality Strategy. See also Action 7.3	

5. ENERGY USE AND HEATING				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>5.1 In 2009 the Council agreed two new targets: a 10% Carbon reduction by 2015 and 20% by 2025 compared to a new base year of 2008/09.</p> <p>Original target: The Council will reduce carbon dioxide emissions from Council premises by 10% below the 1990 level.</p> <p>Revised 2006 to 18% below the 1990 level, and then revised 2008 to 25% below the 1990 level.</p> <p>The Council is committed to increase the proportion of energy generated from renewables to 10% The Governments CRC Energy Efficiency Scheme requires the Council to purchase allowances for each tonne of Carbon emitted.</p>	<p>A Carbon Management Plan and governance was developed out of the Council's participation of the Carbon Trust's Local Authority Carbon Management Programme. Governance is provided through the workings of the Carbon Reduction Team and Board. Compliant with the requirements of the CRC</p> <p>The Councils adopted spatial planning policy supports measures to improve energy conservation & efficiency & contribution to renewable energy generation.</p>	<p>Targets to reduce Carbon emissions by 10% by 2015 and by 20% by 2025 from a 2008/09 baseline. Commitment to increase the proportion of energy generated from renewables to 10%</p>	<p>Carbon emissions: A reduction of 8.92% towards the target of 10% by the end of 2014/15.</p> <p>A number of projects identified in the Carbon Management Plan have been implemented with further ongoing or identified as pipeline projects.</p> <p>Salix funded projects valued at £75,879.59 were committed during 2014/15 and fully utilised funds available. The regeneration of the fund will achieve £73,028 by April 2015 for new projects.</p> <p>The potential use of renewable energy sources by the Council has been reported and the promotion of awareness of renewables to residents is ongoing. The application of renewables is being considered on an individual project/building basis.</p> <p>Photovoltaic Panels are installed on Reed House and the Town Hall and received £39,440 in Feed-in-tariffs during 2014/2015.</p> <p>The Council submitted a CRC annual report for 2013/14 which demonstrated emissions of 28,437 tonnes of CO2 and equated to cost of £341,244.00 for allowances.</p> <p>The Green Champion scheme continues to operate.</p>	<p>SECTION /DEPT RESPONSIBLE Energy Management, ECS</p> <p>COST/IMPACT Low / Low</p> <p>FUNDING Using existing staff resources</p>

5. ENERGY USE AND HEATING

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>5.2 The Council will encourage energy efficiency measures and insulation in domestic dwellings to reduce energy use, including use of standard assessment procedures (SAP), the Government’s recommended method for home energy rating.</p>	<p>Assistance for low income householders for energy efficient measures including advice and referral system for renewable energy sources Funding available from under various schemes</p> <p>RE:NEW project from the Mayor of London where energy efficient measures are retro-fitted into domestic premises.</p>	<p>2011 Home Energy Conservation Act target to improve energy efficiency of residential housing stock by 30% over 15 year period from 1996.</p>	<p>Replacement of heating and domestic hot water boilers and controls to reduce energy usage is being implemented in Council housing stock. Ongoing programme including cavity wall insulation. Home Energy Conservation Act 1996 report required for March 2013 now published and actions on going.</p> <p>The Mayor of London’s office provided further funding for the RE:NEW project to retro-fit energy efficient measures in domestic properties across the Borough. The project was run by Climate Energy Networks across two target wards of Graveney and Furzedown</p> <p>RE:NEW provided residents with:</p> <ul style="list-style-type: none"> • A free energy assessment of their home • A series of easy-to-install measures worth approximately £30 that will help them save from their utility bills • Advice from a qualified energy assessor about how simple changes to their behaviour could save energy • A free home energy report informing them of how they could make further energy efficiency improvements to their home. 	<p>SECTION /DEPT RESPONSIBLE Private Housing and Disability Adaptations Team, Housing Department</p> <p>COST/IMPACT Medium / Low</p> <p>FUNDING Using existing staff resources + funding from central government for energy efficient measures for householders</p>

5. ENERGY USE AND HEATING				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>(5.2 Cont) The Council will encourage energy efficiency measures and insulation in domestic dwellings to reduce energy use, including use of standard assessment procedures (SAP), the Government's recommended method for home energy rating</p>	<p>Warmer Homes Healthy People Fund from Department of Health available for energy efficient measures in residential properties, and energy advice visits.</p> <p>Green Deal implemented nationally to enable households to obtain funding for energy efficient and insulation works. ECO (Energy Company's Obligation) funding available for families on low incomes via Coldbusters Affordable Warmth.</p>	<p>Annual report to Government. Comparison of SAP from House Condition Surveys. SAP rating in public sector housing targeted at 60 by 2006.</p>	<p>100 homes visited before March 2013 under Warmer Homes Healthy People fund.</p> <p>Energy efficiency measures installed for 54 older people and a total of 97 energy efficiency jobs were carried out. This included draught-proofing of doors, windows and letterboxes, boiler checks, radiator foils, bleeding radiators, energy efficiency light bulbs, hot water cylinder jackets.</p> <p>Coldbusters Affordable Warmth mailing to all eligible households regarding funding and measures available under affordable warmth element of ECO.</p> <p>A mail out was sent to 5,260 older people in Wandsworth with two Age UK leaflets. Winter Wrapped Up and Save Energy Pay Less. The Winter Wrapped up leaflet contains practical tips on how to keep warm and well in winter.</p> <p>SAP rating of 71 achieved in public sector housing as of November 2007.</p>	<p>SECTION /DEPT RESPONSIBLE Private Housing and Disability Adaptations Team, Housing Department</p> <p>COST/IMPACT Medium / Low</p> <p>FUNDING Using existing staff resources /funding from central government for energy efficient measures for householders</p>

5. ENERGY USE AND HEATING				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
5.3 The Council will encourage energy efficient measures and energy efficient design in new buildings and redevelopment within the Borough.	UDP objectives can be encouraged through the development control process. Implementation and control relies on the Building Regulations	Ongoing Report on inclusion of energy efficient design and measures in planning approvals and construction.	Ongoing process. Part L of the Building Regulations was updated and extended in April 2014 and covers the efficiency of heating installations and minimisation of heat loss, including insulation requirements. Standards of insulation in new build and alterations were strengthened. The 2010 requirements were around 25% higher than the 2006 standards. Consequential improvements to properties that are being altered are also required. New standards have been raised in order to reduce carbon emissions. These require a 6% improvement on the 2010 standard for domestic and 9% for non domestic properties.	SECTION /DEPT RESPONSIBLE Planning and Building Control ECS COST/IMPACT Low / Medium FUNDING Using existing staff resources

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
6.1 Continue to monitor air quality and maintain air quality monitoring sites in association with the Environment Research Group, Kings College London.	Measure nitrogen dioxide (NO ₂), particles (PM ₁₀) and other pollutants including sulphur dioxide (SO ₂), carbon monoxide (CO) ozone (O ₃) and benzene.	Ongoing Annual report to Committee	The following pollutants are monitored using automatic continuous monitors within the Borough: Nitrogen Dioxide (NO ₂), Fine Particles (PM ₁₀), Sulphur Dioxide (SO ₂), Carbon Monoxide (CO), and Ozone (O ₃). The background air quality monitoring station at the Town Hall, Wandsworth High Street, Wandsworth 2 (SW18, Fairfield) continues to operate and measure CO, NO ₂ , O ₃ and SO ₂ . A further background air quality monitoring station in Felsham Road, Putney (Thamesfield) began operation in January 2011 and continues to operate and measure NO ₂ and PM ₁₀ . CO was monitored at this site between January 2011 and August 2012 before the analyser stopped working and could not be repaired. CO is no longer monitored at this site as concentrations are well below the air quality objective and discussions with King's College, London, who operate the London air quality network, have indicated that there is little benefit in continuing to monitor CO at this location. A temporary air quality monitoring station began operation in Putney initially for one year on 1 August 2009. This monitoring station is located on Putney High Street at the kerbside and measures nitrogen dioxide and fine particles (PM ₁₀). A second temporary air quality monitoring station began operation in Putney High Street at the roadside initially for one year on 1 May 2010. This monitoring station measures nitrogen dioxide. Funding has been secured via TfL (Local Implementation Plan funding) to operate these two monitoring stations until 30 April 2016.	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / Low</p> <p>FUNDING Through divisional budget and grant funding</p>

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
6.1 Continue to monitor air quality and maintain air quality monitoring sites in association with the Environment Research Group, Kings College London (continued)	<p>Measure nitrogen dioxide (NO₂), particles (PM₁₀) and other pollutants including sulphur dioxide (SO₂), ozone and benzene.</p> <p>Disseminate information through the Council Website and the Air Quality hotline.</p> <p>Continue to support London's Air Quality Network.</p>	Ongoing Annual report to Committee	<p>A further temporary air quality monitoring station (initially for 1 year) began operation in the Nine Elms area (in Thessaly Road at the junction with Battersea Park Road, Queenstown) in June 2012 and measures nitrogen dioxide and fine particles (PM₁₀). This monitoring station will continue operating until 30 April 2016 so that 3 full years of monitoring data are achieved.</p> <p>NO₂ is also measured using passive diffusion tubes at 14 locations within the Borough; and benzene is measured using a diffusion tube at one site within the Borough. In 2012 additional sites were added in Clapham Junction. A further 11 passive diffusion tubes measure NO₂ in the vicinity of the temporary real-time air quality monitoring stations in Putney High Street to give a more informed picture of air pollution levels in this location. Diffusion tubes are located in the centre of the pavement and at first, second and third floors of a building adjacent to the pavement. An additional diffusion tube survey commenced in the Clapham Junction area in August 2014.</p> <p>Air quality information on the Council's website has been updated in 2014 and further information is available to individuals who sign up to the free airTEXT service. Alerts have also been sent out as part of the Breathe Better together Campaign, including tweets being sent by the Council. The air quality hotline has been maintained. Data continues to be provided on the London Air Quality Network operated by King's College London and this service is supported.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / Low</p> <p>FUNDING Through divisional budget and using existing staff resources</p>

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
6.2 Promote travel awareness campaigns, including initiatives with TfL	Bike Week	Annual campaigns Number of people participating in and/or reached by campaigns. Number of leaflets distributed.	Cycling promotion events held in summer 2014 in Balham Town Centre (Balham), Tooting Bec Common (Furzedown), King George's Park (Southfields) and Battersea Park (Queenstown), attracted hundreds of visitors. More than 160 bikes were safety checked by "Dr Bike". Public bike maintenance classes held in Balham (Bedford) were attended by 44 members of the public. Many schools continue to take part in Walk to School Month and the WoW (Walk Once a Week) campaign.	SECTION /DEPT RESPONSIBLE Transport Planning, ECS COST/IMPACT Low / Low FUNDING Using existing staff resources
	Walk to School Week	Number of schools and children participating in May and October Walk to School Weeks.	Walk to School Week May 2014: 27 schools took part Walk to School Month Oct 2014: 17 schools took part Walk Once a Week 2014-15: 25 schools took part	
	Other transport campaigns/events		Also see initiative 6.3	

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
6.3 Encourage and promote the benefits of cleaner road vehicles. (existing)	School programme of visits promoting environmentally friendly vehicles and alternative fuels	2005 % schools visited	Fleet Management is no longer carrying out this programme. However, Environmental Services has arranged for an environmental theatre company to tour primary schools in the Borough each year since 2006; in total 75 performances have been provided in primary schools (87% of primary schools have been visited). In 2014, schools were visited in March. The Big Wheel Theatre company gave a further ten performances to primary schools across the Borough showing children what they can do to help prevent air pollution. The children were encouraged to think about all the benefits of walking to school, including improvements to air quality. This programme was funded by Local Implementation Plan (LIP) allocation from Transport for London (TfL). The programme will continue next year through the LIP allocation from TfL	SECTION /DEPT RESPONSIBLE Environmental Services, ECS COST/IMPACT Low / Low TARGETED PROJECT COST/IMPACT Medium/Medium FUNDING Using existing staff resources + funding from LIP (from TfL)
6.4 Promote the collection and composting of garden refuse to reduce the incidence of garden bonfires. Promote home composting (existing)	Regular garden waste collection Distribute home composting units	Implemented Ongoing Number of units distributed	Completed Composting units are available at a discounted price via the website: http://www.wandsworth.getcomposting.com/ 70 home composting containers were supplied to residents during 2014 via the Council's special discount offer, down from 81 during 2013. This brings the total number of containers supplied to residents under various Wandsworth Council offers over the last 17 years to 10,892. The sales during 2014 included 35 x 220 litre Compost Converters, 25 x 330 litre Compost Converters, 3 Kitchen Composter kits and 3 wormeries .	SECTION /DEPT RESPONSIBLE Waste Management, ECS COST/IMPACT Low / High FUNDING Using existing staff resources

6. EDUCATION AND PROMOTIONAL INITIATIVES

ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>6.5 Promote a greater awareness of air quality issues, including air quality data, the sources of pollution, its effects and how individuals and organisations can bring about improvements.</p>	<p>Develop a strategy to raise awareness of air quality issues: work with local environmental groups to raise awareness of air quality issues among schools, businesses, health authorities and the public;</p>	<p>June 2004 Meet with local environmental groups December 2004 Awareness Strategy produced March 2004</p>	<p>Completed. An awareness strategy has been produced and is used as an active working document to work towards raising awareness among stakeholder groups. Grant funding is applied for every year via many sources to help to fund the development and awareness of air quality issues and help to improve the air quality within the borough through community involvement. In 2012 a project of business engagement in Putney High Street commenced. To date over 50 businesses have been contacted and potential actions to improve air quality have been recommended by the consultant undertaking the work. Following on from this a piece of work was undertaken in 2013 relating to supply chains and deliveries taking place to premises on Putney High Street. A consultation took place with Businesses and Residents of Putney High Street in August / September 2014 regarding the possibility of introducing loading/ unloading restrictions with a view to improving air quality and a further consultation was undertaken with businesses and residents of the high street in late Jan / early Feb 2015. The findings of this work are being considered and will be reported to committee later in 2015.</p> <p>During 2013 work was undertaken to develop an air quality website for South London to provide consistent information on air quality across South London with the intention of raising awareness of air quality and the actions that are being taken to improve air quality.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, Transport Planning, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Some internal, some external e.g. Defra, Transport for London</p>

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>6.5 Promote a greater awareness of air quality issues, including air quality data, the sources of pollution, its effects and how individuals and organisations can bring about improvements. (continued)</p>	<p>Develop a strategy to raise awareness of air quality issues: work with local environmental groups to raise awareness of air quality issues among schools, businesses, health authorities and the public;</p> <p>Officer group to consider recommendations from the London Sustainable Distribution Partnership;</p> <p>Consider developing Freight Quality Partnerships; assess the scope for the use of priority lanes by freight vehicles and the implications for other road users;</p>	<p>June 2004 Meet with local environmental groups December 2004 Awareness Strategy produced March 2004</p> <p>Officer monitoring group formed and objectives set for next 2 years</p>	<p>The website was officially launched at an event held at Lewisham People's Day on Saturday 12th July 2014, in Mountsfield Park Lewisham with associated publicity including sending out press releases from all participating boroughs. In addition the website was further publicised at a Cycle Corner event in Battersea Park in July 2014 and at an Air Quality Stall in Putney in November 2014 (Putney Christmas lights & market event); and during business engagement undertaken in Putney High Street. Printed materials, including travel card wallets, snap bands and pens, were given to members of the public and businesses.</p> <p>The website (www.lovecleanair.org) is interactive and has information targeted at different age ranges and in particular children (including an educational game). This website is sign posted from the Council website.</p> <p>The London Sustainable Distribution Partnership initiatives are being taken forward via the Local Implementation Plan (LIP). Many initiatives have been being carried out through the South London Freight Quality Partnership (SLFQP). The South London Freight Quality Partnership (SLFQP) was set up in the autumn of 2005, covering the Boroughs of Croydon, Merton, Bromley, Sutton, Lewisham and Wandsworth. The SLFQP was funded by Transport for London and is a delivery arm of the London Freight Plan.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, Transport Planning, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Some internal, some external e.g. Defra, Transport for London</p>

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
<p>6.5 Promote a greater awareness of air quality issues, including air quality data, the sources of pollution, its effects and how individuals and organisations can bring about improvements. (continued)</p>	<p>Officer group to consider recommendations from the London Sustainable Distribution Partnership;</p> <p>Consider developing Freight Quality Partnerships; assess the scope for the use of priority lanes by freight vehicles and the implications for other road users;</p>		<p>The main aims of this freight quality partnership were to improve air quality, safety, reduce noise and increase operational efficiency of the freight transport industry. In November 2010 Freight observation studies were undertaken in Putney High Street via the SLFQP as part of our research in to the factors that may be influencing pollution levels in Putney High Street. The report was published in February 2011. The SLFQP no longer meets and so the freight activities are undertaken either individually by boroughs or through other working groups such as the South London Partnership http://www.southlondonpartnership.co.uk/</p> <p>In the autumn of 2011 a study was undertaken to determine the vehicle emission sources in Putney High Street. The report is available on the Council website at the following location: http://www.wandsworth.gov.uk/airquality, and showed that buses are responsible for 68% of NOx emissions in the high street whilst only accounting for 10% of the vehicle fleet. This study identified London buses as a major contributor to emissions of nitrogen dioxide on Putney High Street and provided the evidence base for the council to work with the Putney Society to lobby the Mayor and TfL for new investment in buses running down Putney High Street. In October 2012 the Mayor and TfL started to upgrade the Putney fleet.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, Transport Planning, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Some internal, some external e.g. Defra, Transport for London</p>

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
6.5 Promote a greater awareness of air quality issues, including air quality data, the sources of pollution, its effects and how individuals and organisations can bring about improvements. (continued)	Consider developing Freight Quality Partnerships; assess the scope for the use of priority lanes by freight vehicles and the implications for other road users;		<p>In 2013 and the beginning of 2014, a study was undertaken to assess the impacts of a programme to fit new technology to the exhaust systems of the local bus fleet. 93 buses had this technology fitted to their exhaust systems to reduce their emissions. 89 of the buses were in regular use along Putney High Street.</p> <p>The report by King's College London, commissioned by Wandsworth Council, confirms the reduction coincided with new technology being fitted to the exhaust systems of the local bus fleet. A council monitoring station located close to the kerb recorded 42 per cent fewer pollution episodes in the second half of 2013 compared to the second half of 2012, 2011 and 2010. At the side of the pavement furthest from the traffic the fall was 72 per cent.</p> <p>The study ruled out other factors like weather conditions and changes in the number of vehicles. The drop was exceptionally high when compared to results in other parts of London. The report 'Impacts of the bus retrofit programme on NO₂ concentrations along Putney High Street' can be found at: http://www.wandsworth.gov.uk/downloads/file/10190/impacts_of_the_bus_retrofit_programme_on_no2_concentrations_along_putney_high_street</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, Transport Planning, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Some internal, some external e.g. Defra, Transport for London</p>

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
6.5 Promote a greater awareness of air quality issues, including air quality data, the sources of pollution, its effects and how individuals and organisations can bring about improvements. (continued)	<p>Consider clear zones;</p> <p>Consider the contribution made by trees to reducing air pollution.</p> <p>Provision of an Air Quality alert service to inform residents of the borough when there are raised levels of air pollution</p>	<p>Launch service by March 2007</p> <p>Number of subscribers</p> <p>Variety of media used to promote the service.</p>	<p>No further progress has been made in considering Clear Zones – Completed.</p> <p>The evidence relating to the contribution made by trees to reducing air pollution is inconclusive. However, it is considered that trees have benefits in reducing certain pollutants and the Council, through the Arboricultural Section, continues its annual tree planting programme. The number planted depends upon time, funding and the allocation of green space for tree planting. In 2012 a further 5 trees were planted in Putney High Street.</p> <p>The AirTEXT messaging service was launched on 28 March 2007 at a GLA press event. Wandsworth was a founder member of the AirTEXT consortium. The AirTEXT messaging service provides free pollution alerts and health advice by text message, voice message or e-mail. People with asthma, emphysema, bronchitis and other chronic breathing problems, as well as people with heart disease and angina are more at risk from high levels of air pollution and are encouraged to join although the service is freely available to all.</p> <p>At the end of December 2014 there were at least 317 active subscribers signed up to receive alerts for Wandsworth. The current number of active subscribers receiving Wandsworth alerts is 495.</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Some internal, some external i.e. Defra</p>

6. EDUCATION AND PROMOTIONAL INITIATIVES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
6.5 Promote a greater awareness of air quality issues, including air quality data, the sources of pollution, its effects and how individuals and organisations can bring about improvements. (continued)	Provision of an Air Quality alert service to inform residents of the borough when there are raised levels of air pollution	Launch service by March 2007 Number of subscribers Variety of media used to promote the service.	As of the end of December 2014 there were 7,887 users signed up to the service within the London boroughs and Slough. This figure includes people that have signed up to the service via text message, whose address is not known to the airTEXT consortium, and therefore these users have not been attributed to any particular borough. There is no way of obtaining the number of subscribers receiving text alerts through the twitter delivery channel. The service is publicised on the Council website, Awareness of airTEXT was also raised at a Cycle Corner event in Battersea Park in July 2014, an Air Quality Stall in Putney in November 2014 (Putney Christmas lights & market event) and at the vehicle emissions testing days in March 2015. The service has also been promoted with Public Health Colleagues including the Clinical Commissioning Group. Alerts have also been sent out as part of the Breathe Better together Campaign, including tweets being sent by the Council.	SECTION /DEPT RESPONSIBLE Environmental Services, ECS COST/IMPACT Low / High FUNDING Some internal, some external i.e. Defra

Air Quality Action Plan Update 2014

7 ENCOURAGING BUSINESSES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
7.1 Encourage businesses to switch to the most efficient vehicles and encourage companies to make use of funds available through Powershift, Clean-up and Motorvate schemes.	Develop information and education programmes for businesses	December 2004 Number of businesses contacted	Information on cleaner fuels and cleaner vehicles and electric vehicles is available on the Council's website and has been updated in 2014 (www.wandsworth.gov.uk/airquality). Information on electric vehicles is available via the following link: http://www.wandsworth.gov.uk/driveelectric Advice and information for businesses has also provided through the work of the South London Freight Quality Partnership. See also action 6.5. As part of the Greener Borough initiative, small businesses based in Wandsworth have had access to free support and information from the Greening Business Programme to become more sustainable and save money. Greening Business Advisers have been working with businesses by undertaking environmental audits of their premises followed by the completion and implementation of an action plan which would reduce costs associated with energy, water and/or waste. The Greening Business Programme is a free service (funded from the European Regional Development Fund) that offers companies an intense support, mentoring and advice service focused on the six essentials to "Greening": Energy, Waste, Recycling, Transport, Water and Purchasing. Information on the service was promoted on the Council website via the sustainability pages. By the end of December 2014, detailed one-to-one reviews and action plans had been developed for 71 companies in Wandsworth. (47 businesses supported during the 2014 calendar year). Funding for the Greening Business Programme has now ended.	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Using existing staff resources</p>

7. ENCOURAGING BUSINESSES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT
7.2 Provide advice to businesses in the Borough on energy use, reducing emissions, improving indoor air quality and environmental management schemes	Develop information and education programmes for businesses	Number of businesses contacted	<p>Information on cleaner fuels and cleaner vehicles and electric vehicles is available on the Council's website. Information on electric vehicles is available via the following link: http://www.wandsworth.gov.uk/driveelectric</p> <p>Advice and information for businesses has been provided through the work of the South London Freight Quality Partnership and is now provided through the work of other groups such as the South London Partnership http://www.southlondonpartnership.co.uk and Cross River Partnership. http://crossriverpartnership.org</p> <p>Wandsworth is working with the Cross River Partnership as part of the Clean Air Better Business project to improve air quality in the borough, with actions targeted in the Clapham Junction area.</p> <p>See also action 6.5, particularly in relation to the Greener Borough Initiative. There is also further advice and information on the website on reducing energy use and environmental management schemes (accessed via the sustainability pages). Also see Action 7.1</p>	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Using existing staff resources</p>

7. ENCOURAGING BUSINESSES				
ACTION	IMPLEMENTATION	TARGET DATE & INDICATORS	PROGRESS DECEMBER 2014	RESOURCE & IMPACT

7.3 Work with businesses to discourage unnecessary idling of vehicles, for example, delivery vehicles. (existing)	Develop information and education programmes for businesses	December 2004 Number of businesses contacted and implementing driver programmes	Completed. Publicity was produced in 2004, including an article for the Wandsworth Business magazine encouraging businesses to contact the Council for further advice. We have also responded to complaints regarding vehicle idling from commercial vehicles and worked with the business to help them reduce the problem. We work with TfL and the GLA on this issue.	<p>SECTION /DEPT RESPONSIBLE Environmental Services, ECS</p> <p>COST/IMPACT Low / High</p> <p>FUNDING Using existing staff resources</p>
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