

April 2009

Local Air Quality Management

Air Quality Action Plan Update 2009

In fulfillment of Part IV of the Environment Act 1995
Local Air Quality Management



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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1. Introduction

This report provides an update on the Council's actions to work towards improving air quality contained in the Council's first Air Quality Action Plan published in 2003. This report sets out the steps the Council is taking to work towards meeting air quality objectives. A new action plan has now been widely consulted and is due to be published in summer 2009; therefore this will be the last update for the 2003 action plan. Good progress has been made with these actions with the majority completed. Many of the original objectives have been met, and in most cases, exceeded. A summary table covering all of the Council's 25 actions is included at the end of this report. Below we describe in more detail some of our actions.

2. Update of Actions

a) Green Travel Plans (Actions 6, 8i, 8ii)

The Council has two officers working specifically on travel plans for schools, council staff, and businesses.

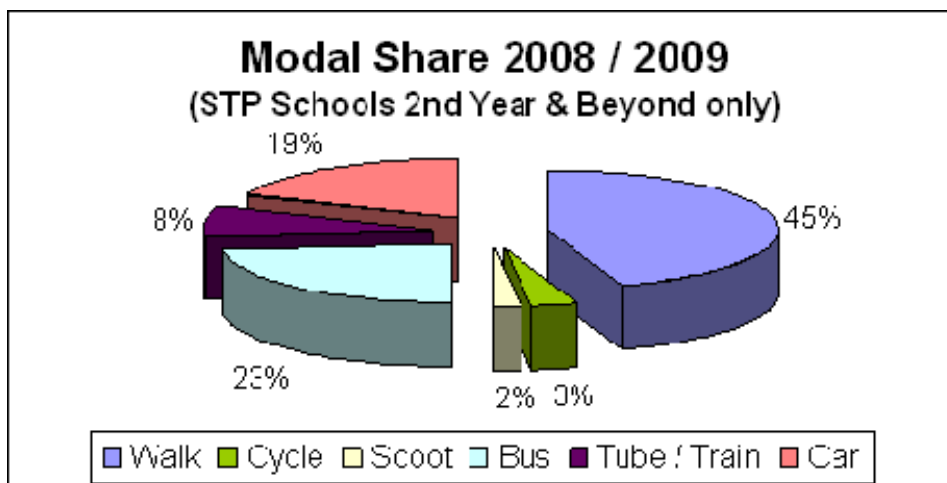
i) Schools: The Council's innovative school travel plan website is a well established site helping schools develop green travel plans. 22 school travel plans (STPs) were submitted in 2008/09. All Local Education Authority (LEA) schools in the borough have travel plans in place and 78 per cent of independent schools have plans in place. There are eight Independent Schools remaining to submit their school travel plans.



The schools benefit from sustainable transport training and promotion. For example, the Council has also undertaken practical pedestrian skills training at ten schools, and a scooter training pilot project.

The latest information indicates that within the Royal Borough there has been an 11.56 per cent reduction in the number of children travelling to school by car. This is compared to a London wide average of just 6 per cent (I-Trace data provided by Transport for London, November 2008). The graph on the following page shows the modal share for STP schools in their second year and beyond.

Previous calculations on the impact of the changes in transport mode identified from the 'before and after' surveys estimated that nitrogen oxide (NO_x), particulate matter (PM₁₀) and carbon dioxide (CO₂) could be reduced by between 37-39 per cent. The increase in children and adults walking and cycling to school helps not only to reduce emissions but may also help to reduce personal exposure to pollution and increase fitness levels.



ii) Council travel plan: The Council have developed a staff travel plan to look at the ways in which people travel to and from work and whilst at work, the problems that are faced and the alternative options available. The plan looks at a package of measures to encourage and promote sustainable travel including cycling and walking. The Council is promoting a number of the initiatives including Walk to Work Week, the London Workplace Cycle Challenge, and the Bicycle Salary Sacrifice Scheme.

Walk to Work Week: The Royal Borough of Kensington and Chelsea provided a number of free pedometers to staff for use during Walk to Work Week. In return, staff recorded the number of steps taken each day. This year the council offered prizes for the 'best' walkers for the week. The Council highlighted the potential benefits, including improving health, reduced impact on the environment (air pollution and CO₂) and savings on fuel and bus fares.



This has been followed up by a promotion of the **London Workplace Cycle Challenge** which is taking place in June 2009. This is a fun, free competition organised by Transport for London (TfL) that encourages organisations to compete against each other and see who can get the most staff cycling. Staff can join the Council 'Team' by going to the TfL website.

The Bicycle Salary Sacrifice Scheme is now open to employees. It lets staff lease a new bicycle through the Council with an option to buy it at the end of the leasing period. In addition, all members of staff (and anyone else who works, lives or studies in the Borough) are entitled to free individual cycle training. Both Kensington Town Hall and the Council Offices at Pembroke Road have facilities for cyclists with cycle parking, showers and lockers. Also, a free Dr Bike service was launched in January 2009, and will be trialled for a six month period. This service performs health checks for bikes at green events and workplaces in the Borough.

b) Car Club (Action 9)

The car club scheme has been developed far beyond the original target. The scheme is now borough wide and has been expanded to 97 spaces on-street (with 27 additional bays off-street with public access). Approximately 3700 residents are members of a car club. Ninety eight per cent of residents are now within a five minutes walk of a car club bay.

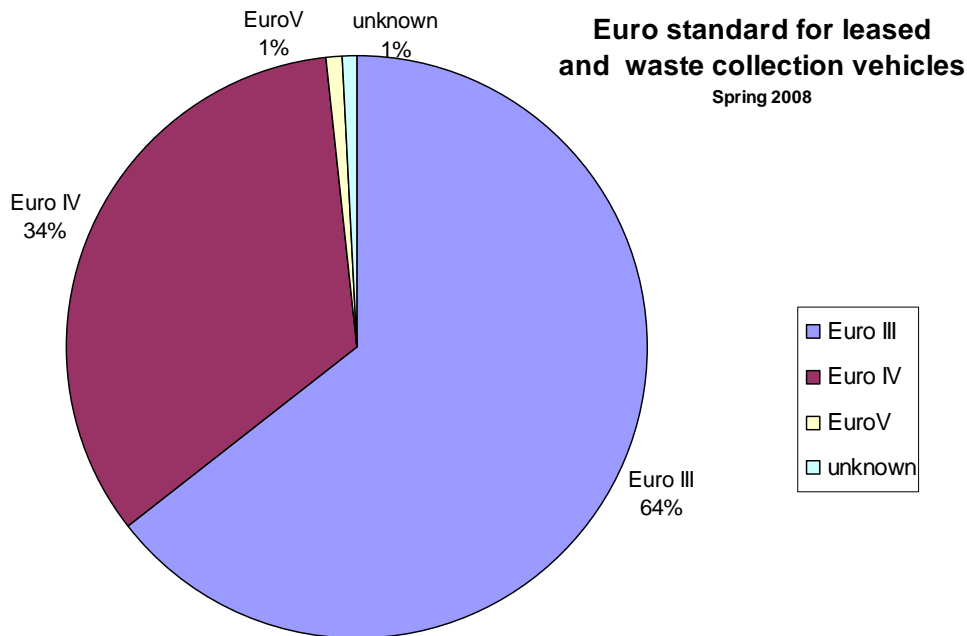
Analysis of this data indicates that 11 per cent of members disposed of a car as a result of joining a car club, a reduction of 366 cars. Fifty five per cent of members stated that they cancelled a planned purchase of a car as a result of joining a car club. If these statistics are both considered the number of vehicles taken off-street has been approximately 2000.

Estimated emissions generated and saved (tonnes per year)

	NO_x	PM₁₀	CO₂
Without car club	1.55	0.068	10635
With car club	0.08	0.002	219
Emissions reduction	1.47	0.066	834
Percentage reduction	95%	97%	79%

c) Vehicle Fleet (Action 4)

The Council has a register of vehicles used for Council services, including those used, for example, by libraries, social services, pest control, and also vehicles used by waste management services. This database will provide the baseline data of the transport component of the air quality performance indicator (N194) for NO₂ and PM₁₀ and the CO₂ indicator NI 185, as well as the Carbon Footprint Project. The Euro standard of 124 vehicles is summarised in the following chart.



d) Working with Businesses to Green their Fleet (Action 6)

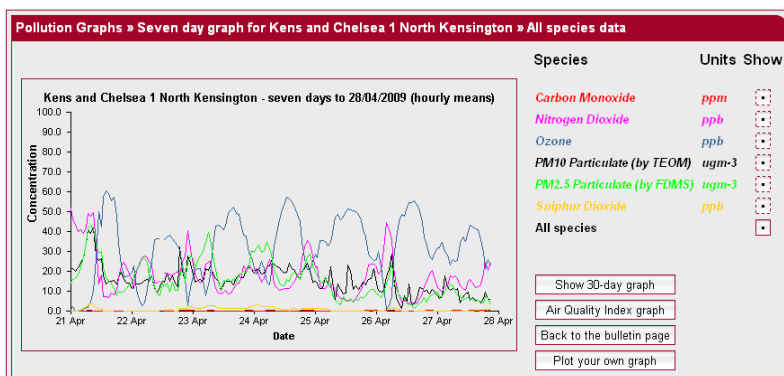
The Council has convened a Green Partners Group, made up of local business, organisations and institutions. At the first meeting presentations were given on staff travel plans and commercial waste recycling with discussion around other issues as well. The Council also offers training for businesses in environmental awareness.

For organisations that employ over 250 persons, a grant of up to £20 000 is available to develop a staff travel plan and implement some measures to encourage sustainable travel choices, for example, secure cycle storage and showering facilities. For organisations that employ less than 250, the Council can provide a package of expert advice and support including the free design of travel surveys.

A further development linking with this action is the production of a new Draft Transportation Supplementary Planning Document, which was issued in 2008. This includes advice that the Council will look to applicants to innovate, and suggests the following incentives could be offered as part of a travel plan for new developments: the provision of travel cards/car club membership, ground floor bicycle parking, free grants for the purchase of bicycles, on-site car club bays, and electric car charging points.

e) Commitment to Monitoring (Action 25)

The Council continues to maintain a high quality monitoring network for the main strategy pollutants. We produce high quality data enabling us to identify the long term pollution trends as well as helping assess whether the borough is meeting its objectives and to undertake Local Air Quality Management (LAQM) reviews and assessments.



Monitoring data is easily accessible to all with an interest in air quality through the London Air Quality Network website- londonair.org.uk. Data can be downloaded in a variety of ways and thus the website is suitable for an interested resident or an air quality researcher.

In February 2008 the particulate monitor at our Automatic Urban and Rural Network (AURN) affiliated background site in North Kensington was replaced to bring it in line with developments for monitoring PM₁₀. This means that the data will not need to be corrected and will use the same technique as measurements for particulate matter (PM_{2.5}). Funding for the replacement was obtained from a Department for Environment, Food and Rural Affairs (Defra) air quality grant.



f) Other Air Quality Activities

The Council has been active in supporting projects such as airTEXT, which we continue to promote. We have 141 current users receiving alerts for the borough either as text, voicemail or e-mail alerts. Further development of the scheme is planned through the GENESIS project, a European Commission funded information technology (IT) integration project, which includes air quality. Tools for the London project include modelling contour plots for airTEXT and STEMS, a European Commission funded exposure assessment tool, which enables health impact to be predicted, ultimately based on near real-time concentrations. It can also be used to compare exposure with different modes of transport (for example, walking versus car use) and could assess changes in mortality

and morbidity if reductions in pollution were brought about. It will be validated by personal exposure monitoring and global positioning system (GPS).

3) Funding

Funding is sought from a variety of sources including TfL (Local Implementation Plan), Defra (air quality grant funding) and London Councils; however, not all schemes are supported. Other sources of funding are also considered.

The funding committed from TfL for 2008/09 and 2009/10 is detailed in the following table.

Funding committed from TfL for 2008/09 and 2009/10

Action plan no.	Action	£ 08/09	£ 09/10
6	Promoting workplace travel plans	10,000	10,000
	Walk to Work Week		5,000
8 ii	National Walk to School Weeks	5,000	5,000
	Developing and implementing school travel plans, school travel grants	55,000	70,000
	Walk Once a Week (WOW)/Walk to School Week	15,000	20,000
	Practical pedestrian skills training	30,000	30,000
11	Bus stop accessibility	25,000	20,000
	Local bus priority measures	15,000	15,000
12	Improved pedestrian facilities	70,000	100,000
	Improved lighting for pedestrians	75,000	-
	Exhibition Road scheme -streets for people	174,000	550,000
13	Bicycle parking (including visitor attractions), cyclist training (non London cycle network)	55,000	95,000
	London cycle network, usage surveys, route improvements, design and implementation, two way cycling in one way streets.	148,000	140,000
25	Air quality monitoring for congestion charging/PM _{2.5}	9,000	10,000

4) Costs and Benefits

The Council has undertaken a brief appraisal of the air quality benefits, costs and cost effectiveness of the individual plans, along with whether other impacts (for example, on climate change) are likely to occur. The table on the following page contains this information. It also shows what priority has been assigned to the actions this year. It is based on officers' best estimates rather than the results of a detailed study.

Whilst all actions work towards meeting the air quality objectives, hence their inclusion in the plan, it is impossible to know the improvement in terms of concentrations each individual action has resulted in. Many of the actions are being delivered for reasons in addition to the improvement of air quality.

Costs, Benefits and Priorities of Actions in the Air Quality Action Plan

No	Action	Relative air quality benefit	Extent of impact	Costs Low:<10K Medium 10-100K High >100K	Other benefits	Priority	Main partners
1	Low emission zone (LEZ)	Predicted low	London wide	Predicted High		Medium	Greater London Authority (GLA)
2	Emission testing	Low-medium	Borough	Low	Climate change	Low/Medium	London Councils
3	Idling engines	Medium	Local	Low	Noise	Medium	Coach operators, TfL
4	Cleaner council and contractor vehicles	Medium	Borough	Medium	Climate change	Medium	Council contractors/London Councils
5i	Improved cleaner fuel infrastructure	Medium	Borough	Medium		Medium	Sita/GoBioFuels
5ii	Electric charging points in car park	Medium	Borough	Low		Medium	Council contractors
6	Working with local fleet operators	Low-medium	Borough	Low		Medium	Local fleet operators
7.	Graduated parking permits	Low	Borough	Low	Climate change	Medium	
8i	Green travel plan within the Council	Low-medium	Local	Low	Climate change	Low	TfL
8ii	School travel plans	Medium	Local	Low	Climate change	High	Schools
9	City Car Club	Medium	Borough	Low	Climate change	High	Streetcar, ZipCar, CityCarClub
10	Supplementary Planning Guidance	Medium	Borough	Low		Medium	
11	Public transport improvements	Medium	Borough	Medium		Medium	TfL, Strategic Rail Authority (SRA), Railtrack.
12	Encouraging walking	Medium	Local	High	Climate change, noise	High	TfL
13	Encouraging cycling	Medium	Local	Low	Climate change, noise	Medium	TfL
14	Parking charges	Low	Local	Low		Low	

No	Action	Relative air quality benefit	Extent of impact	Costs Low:<10K Medium 10-100K High >100K	Other benefits	Priority	Main partners
15	Permit free housing	Medium	Local	Low	Climate change	Medium	
16	Taxi ranks	Low	Local	Low		Low	TfL
17	Traffic signals to smooth traffic flow	Medium	Local	Low		Low	TfL
18	Review coach parking	Low	Local	Low		Low	TfL
19	Freight	Low	Borough	Low	Noise	Low	Central London Freight Partnership
20	Green Building Site code of practice	Medium	London-wide	Low	Noise	High	Building Research Establishment (BRE), GLA
21	Composting	Low	Local	Low		Medium	Network Recycling, SITA, Ealing Community Transport
22	Smoke control zone	Low	Borough	Low		Medium	Defra
23	Regulating industrial emissions	Medium	Borough	Low		High	Defra, London Fire Brigade and Emergency Planning Authority (LFEPA)
24	Energy efficiency	Medium	Local	Low	Climate Change	Medium	Other Local Authorities (LAs), Powergen
25	Air quality monitoring	Low	Borough	Medium		High	Defra

5) Air Quality Action Plan Update Summary Table

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
1	<p>We will push for a London wide LEZ as soon as is practicable, and ideally by the end of 2006. If there is no support for a London wide scheme, we will investigate the possibility of introducing a local or sub-regional LEZ in the Royal Borough.</p> <p>Action On-going</p>	End of 2006	<p>Since the publication of the 2003 GLA/Association of London Government (ALG) (now London Councils) feasibility study, the Council has voiced its concerns about the effectiveness of the exact scheme proposed by the Mayor of London.</p> <p>The Council has responded to every consultation issued by the Mayor on this topic, the most recent came to a close last year.</p>	The Mayor began the first phase of the LEZ in February 2008, with further implementation dates to follow.	<p>The Council continues to find it difficult to support the LEZ scheme. The predicted marginal benefits in air quality with the scheme compared with the improvements predicted without it make it impossible to justify the significant costs to vehicle operators.</p> <p>In February 2009, the Mayor of London announced his intention to suspend the third phase of the LEZ, which was due to affect vans and minibuses from October 2010. The proposed changes to the scheme will be subject to public consultation.</p>	Environmental Health and Transportation Department
2	We will work with the Association of London Government, neighbouring authorities, the Metropolitan Police and others to operate a vehicle emission-testing scheme in the Royal Borough from	April 2003	<p>Ten days testing were completed between Aug 2003 and March 2004 at the 'Bull Ring' on Chelsea Embankment and Warwick Avenue.</p> <p>Further testing was planned using a new remote system. However the Council's bid on behalf of a group of Central</p>	A review of the scheme, including the publicity it attracted, was undertaken by an independent consultant and published in October 2004. It concluded that the scheme had been successful and that the publicity had been effective.	Officers explored the possibility of carrying out testing in the Borough with the Vehicle and Operator Services Agency (VOSA). VOSA carried out the testing at Chelsea Barracks. They were unable to use roadside sites in the	Environmental Health

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
	April 2003. Completed April 2004		London Boroughs to undertake remote emissions testing was not successful.		borough since a bus stop was placed in the 'Bull Ring' on Chelsea Embankment.	
3	This Council supports the use of new powers to require drivers of stationary vehicles to switch off 'idling' engines. Action Completed 2005 The Council continues to take action on idling vehicles.	No deadline originally specified	Enforcement of this legislation has been operating since 2005. The Council's Waste Management Department are responsible for the enforcement of the scheme through Special Enforcement Officers.	Complainants can report offences to the Streetline facility (by telephoning or texting), where the complaints are recorded and then acted on. The leaflet publicising the scheme was widely distributed including to coach operators, bus companies and local police. Fixed penalty notices (FPNs) have been printed and issued to the appropriate officers. The information leaflet on idling engines was updated in October 2007. Enforcement Officers attended 38 complaints prior to 2008 and a further 8 occasions in 2008. They warn drivers to switch off their engines, which has been complied with in every case. Therefore no	Officers respond promptly to complaints but in many cases by the time officers arrive at the site the buses or cars may have left their stands or parking places. The legislation does not allow instant issuing of FPNs and we do not believe this is effective in ensuring compliance. Following on from previous years work, offenders are more likely to respond to a request to turn off engines than in the past. This has meant that drivers, except in extreme conditions, obey the law more frequently. There have been only 8 complaints in 2008 from the public whilst prior to that the numbers were considerably higher. It seems that the enforcement has been working. Local bus	Waste Management

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
				FPNs have been issued. The enforcement team continues to visit hot spots and warn offenders of the offence.	stands have had signs put up demanding that bus driver's switch off engines and this has had an effect on complaint levels. Hotels have been visited and asked to warn visiting coach drivers. This too has had an effect.	
4	From April 2004, contractors will be required to choose the Best Practicable Environmental Option for their vehicle fleet. As a minimum, their vehicles' emissions should be no worse than the previous Euro standard. Action completed	April 2004	The Council's Environmental Strategy, published in 2006, features an aim to 'Reduce the Council Fleet's Environmental Impact' through review, development of policy and implementation of action. A Council Green Fleet Steering Group has been set up, which is attended by all Council fleet and fleet contract managers. The Council Green Fleet Steering Group met in October and November 2006 and February 2007. A Draft Green Fleet Policy was produced in February 2007. Using this policy, the Council has procured two new transport contracts with environmental clauses. 1. Education Special Needs	34 per cent of the Council's leased vehicles and contracted waste management fleet is Euro IV and 64 per cent Euro III. The Education Special Needs Transport contract has become a case study and was the first borough transport contract to be guided by the Green Fleet Policy. This has meant that all vehicles meet Euro 4 standards, fuel/emissions monitoring is undertaken, vehicle efficiency improvements are carried out, and all drivers attend Green Driver Training. Contractors are required to produce an environmental strategy/policy and drivers will be required to attend	The Council become a signatory to the Nottingham Declaration in 2007. The Carbon Management Programme was launched in May 2008. The initial 12 months saw work being undertaken with the Carbon Trust to establish the baseline and to start planning towards the target. The baseline has now been established and the Carbon Management Plan is being finalised. Data on all council carbon dioxide emissions, including the fleet, is one component of the project. The project information document proposes a target of carbon neutral	Corporate Services and Transport, Environment and Leisure Services (TELS)

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			Transport. 2. Adult Social Care Transport.	the Royal Borough Environment Day Green Drivers event.	by 2015. However, only some CO ₂ figures are available for vans as by law, manufacturers are not obliged to give these figures out yet.	
			The Council has produced a Green Drivers Guide, which was introduced during London Sustainability Week in June 2007.	The Green Drivers Guide is to be disseminated to all council and contract drivers, and will be used in driver inductions.	Discussions are taking place to integrate, as necessary, The Green Drivers Guide with The Safe Drivers Guide	
			A Green Driver training event was held in February 2009. Training courses were held over two days with eight sessions in total.	There were over 70 attendees at the Green Driver event, including essential car users, fleet car users and our contractors.	We are hoping to make the Green Driver training an annual event. Feedback from the event is being analysed and further development considered. Specialised training may be developed for contractors driving Heavy Goods Vehicles (HGVs).	
5	(i) The Council will work with existing and potential suppliers of alternative fuels to establish fuelling points in the Royal Borough; and Action on-going	Dec 2003	The Council's Environmental Coordinator undertook a survey of eight London Authorities to determine the regional picture of future use of liquefied petroleum gas (LPG) fuelled vehicles. SITA undertook two alternative fuel vehicle trials in 2006: 1) The use of four electric powered vehicles.	Results from the survey confirm that local authorities are now unable to find viable LPG vehicles. 1) It was found that the	In the absence of viable LPG vehicles, Councils are opting for higher Euro standards instead. These findings are reflected in the Councils Green Fleet Policy. The manufacturer no	Strategy and Service Development (SSD)

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			<p>2) The use of bio diesel (which features as an action in the Council's Environment Strategy). From April 2007 SITA were due to be operating with a 5% bio diesel mix.</p> <p>A feasibility study was undertaken (2006/07) into the use of bio diesel, particularly with regard to the production of this fuel as a potential preferred choice over fossil fuels or at least as a supplement to fossil fuels. The following options were considered:</p> <p>a) Research into initiatives other boroughs are involved in. b) An appraisal of the collection of waste cooking oils in the borough and the possibilities for redirecting these oils to produce bio diesel in partnership with a third party. c) Partnership with a third party producer/distributor of bio diesel. d) The Council being involved in a regional network of bio diesel producers and distributors, as done in South East London through the South East London Transport Strategy (SELTRANS) project (linking to Local Implementation Plan funding from TfL).</p>	<p>type of vehicle tested had insufficient loading capacity which caused operational difficulties. Attempts were made by SITA to negotiate with the manufacturers to see if an electric powered vehicle that is fit for their purpose could be produced. (2) Unfortunately, SITA were unable to find a supplier that could supply 5 per cent bio diesel in the quantities required.</p> <p>Having considered the four options, the Commercial Waste Team have progressed with discussions with a waste oil processor/bio diesel provider and has initiated an agreement to supply chosen customers with containers and a weekly pick up. A trial began in September 2007 in three selected areas of the borough. Storage options have also been explored. The Commercial Waste team is currently trialling a refuse vehicle on waste oil, rather than the industry</p>	<p>longer provides electric powered vehicles so it is not being pursued further.</p> <p>The Council will facilitate the project, enabling customers to receive a wider range of services to include waste oils. Data is recorded on the amount of waste collected from our customers on a monthly basis. This will enable us to negotiate about using the waste oils once converted into bio diesel.</p>	

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			The Council's Green Fleet Steering Group is working to a research timetable in sync with the Environment Strategy. Members have researched hydrogen fuel cell and retrofit electric hybrids.	allowed pure oil. This project is at the scoping stage. Progress will be reported via the steering group.		
5 cont	(ii) if it is feasible and cost-effective to do so, the Council will install public charging points for electric vehicles in the Town Hall by the end of 2003. Action completed		Feasibility study into electric vehicle charging points completed in spring 2004. Following the completion of the original feasibility study, the Council received a number of letters from residents requesting electric charging points, reflecting increased sales of electric vehicles.	The original study found little demand for electric charging points; advent of mass-produced hybrid petrol-electric cars (which do not require charging) made charging points less attractive. However in response to more recent resident demand, the Council has installed six off-street charging points in the Town Hall car park. There has been nearly 700 uses of the charging points since installation of the facilities in Spring 2007. Council officers have ascertained that there is no established practice in London of providing on-street charging facilities for electric vehicles, and are currently considering a number of technical issues in order to develop a policy position in this area.	The western extension of the congestion charge to most of the Royal Borough may increase demand for electric vehicles. Under the scheme users pay £1 for the first three hours, with no additional parking charge. From the fourth hour onwards parking costs apply. Annual charges were avoided to make the points easily accessible. Further data relating to usage will be available in due course. The scheme continues to attract a small number of users. Typically one or two bays will be occupied at any time.	Highways and Transportation

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
6	<p>The Council will help local organisations to 'green' their fleet, primarily by identifying potential suppliers of low and zero emission fuel. We will offer support and practical assistance to local employers wishing to produce green travel plans and participate in environmental management schemes.</p> <p>Action completed but will continue to develop this action.</p>		<p>The Council has convened a Green Partners Group, made up of local businesses, organisations and institutions.</p> <p>The Council offers free support to develop a travel plan. For organisations that employ over 250 persons, a grant of up to £20 000 is available to develop the plan and implement some measures to encourage sustainable travel choices, for example, secure cycle storage and showering facilities. For organisations that employ less than 250, the Council can provide a package of expert advice and support including the free design of travel surveys.</p>	<p>Four meetings of the Green Partners Group have been held. The first meeting, held in February 2007, saw a presentation by the Council's Travel Plan Coordinator, and many members are engaged with the Coordinator on travel planning schemes. At the January 2008 meeting a further presentation was made.</p> <p>The Council's Travel Plan Coordinator has worked with the Chelsea and Westminster Hospital and Earls Court and Olympia (EC&O) Venues.</p> <p>The Travel Plan Coordinator is currently working with eight organisations to deliver their travel plans.</p>	<p>Following a survey of the Green Partners Group, 'transport' was identified as a priority interest area.</p> <p>Meetings are planned to continue on a quarterly basis.</p> <p>A green business event took place on 3 March 2009, to inform local organisations on more sustainable business practises.</p> <p>In 2009 the Council is taking part in ECOVATE, an European Union (EU) funded project which will offer 20 small and medium enterprises (SMEs) in the borough 30 days of free environmental consultancy services.</p>	Highways and Transportation
7	<p>We will consider using the residents' parking permit scheme to encourage residents to choose less polluting vehicles.</p> <p>Action completed</p>		<p>Officers have identified the best means of operating the scheme, and consultation results suggest that the principle would be welcomed by residents. The new Residents' Parking Permit Software has been implemented with sufficient flexibility to</p>	<p>The Key Decision Report was presented to the Cabinet. The report proposed graduated parking charges based on emissions and engine size with an additional £5 surcharge for diesel</p>	<p>It is important that the scheme does not act as an incentive to purchase diesel vehicles which may have an adverse impact on air quality. This is the reason for adding a surcharge.</p>	Highways and Transportation

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			incorporate a differential charging scheme. Traffic Management Orders were advertised from the 31 January 2008. The new graduated charging system was introduced on 1 June 2009.	vehicles and a supplementary charge for additional vehicles. This was agreed to in July 2007. It is too early to make comment on the effects of the new system. However, initial reports indicate a small increase in very low emission vehicles and a slight reduction in older large engined vehicles. There are also indications that the number of second or subsequent permits issued to a household is in decline.	Unfortunately, it seems that the number of diesel fuelled vehicles has increased which is likely to be related to the increase in petrol prices.	
8	i) We will continue to develop our own green travel plan, paying particular attention to flexible working and homeworking; and Action On-going		A report to the Cabinet Member for Planning Policy and Transportation to approve a proposal for a formal staff travel plan document was submitted. We have improved travel information on the intranet, and recently introduced improvements to our secure cycle storage at the Town Hall. Security improvements to the pool bikes scheme within the Environmental Services business group based at Pembroke Road have also taken	This report was approved. Kensington Town Hall has new secure bike storage facilities for up to 50 bikes. New staff shower facilities have been installed (completed in March 2007). Environmental Health Officers and the Council's North Kensington Environment Manager at	All staff to be consulted via the intranet pages on the proposed travel plan document, targets and action plan. The results are currently being analysed and a report was to be produced in 2008. Many departments operate flexible systems of work including home working reducing the need for travel. 19.2 per cent of council staff	Transportation

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			place, making the access to the pool bikes easier. The three cycles procured for staff use have been promoted around operational departments.	the Pembroke Road site regularly use the pool bikes. There are also bicycle parking and showers facilities allowing staff to cycle to work.	currently have permission to work from home.	
			Consultation on how the extension of the Congestion Charge Zone has affected Council employees (excluding staff at schools and hospitals) was carried out in December 2007.	A free Dr Bike service was launched in January 2009, and will be trialled for a six month period.		
			A more comprehensive staff travel survey was conducted covering a wider range of transport issues in June 2008.	The staff travel survey was approved by the Executive Director. The Council's draft travel plan was issued for internal consultation in January 2009. It is to be approved and launched publicly by March 2009.		
8 cont	ii) We will work with all interested schools in the Royal Borough to develop school travel plans and encourage less polluting forms of travel to school. Action completed. Work continues to develop plans.		School Travel Plan Coordinator post created and school travel plan process developed, including the creation of an innovative website for schools. The Council organises free workshops for schools to assist them in writing their travel plan.	There are two officers working specifically on travel plans. One is a full time and one is a part time post. The school travel plan website has been on line since 2002. Ten schools attended two workshops held in November 2008 and as a result are fully engaged in	Calculations have been undertaken to estimate the impact on emissions that five school travel plans have had. This has been done using data collected during the travel surveys and the TRAMEC model (developed by the Traffic Management and Air Quality Research	Highways and Transportation

No.	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			<p>The Council has a target of helping an additional twelve LEA schools and six independent schools to introduce approved travel plans per year until 2009.</p> <p>The Council is active in promoting WOW - Walk on Wednesday/Walk Once a Week. Every child that signs up for the scheme is given a certificate for the first day that they walk. Every month that the child walks each Wednesday (or other specified day of the week), they are awarded a coloured, foot-shaped ceramic badge.</p> <p>The Council also participates in Walk to school weeks in May and October, and assists schools in providing celebratory breakfasts for walkers. This has been organised in conjunction with the Council's Healthy School's Team. The weeks in themselves are a popular way of promoting walking, and also form a great starting point for a school travel plan.</p> <p>The Council also provides a range of free training and</p>	<p>the STP process</p> <p>22 schools submitted their STPs in 2008/09. All LEA schools now have travel plans in place, and 78 per cent of Independent schools have travel plans in place. There are eight independent schools remaining to submit their STP.</p> <p>In 2008/09, Pedestrian Skills training was</p>	<p>Programme (TRAMAQ)). The results show that NO₂ and PM₁₀ have been reduced by around 37 per cent per kilometre travelled by vehicles going to and from the schools.</p> <p>In addition more children and adults are walking and cycling to school thereby not only reducing pollutant and CO₂ emissions but also reducing their personal exposure and increasing their fitness levels. Research shows that walking results in lower personal exposure to air pollution compared to travelling by car (Kaur, Nieuwenhuijsen and Colvile 2005).</p> <p>Latest information indicates that within the Royal Borough there has been an 11.56 per cent reduction in the number of children travelling to school by car. This is compared to a London wide average of just 6</p>	

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			resources to support schools in the promotion of sustainable travel and road safety. The commitment and effort of schools continues to be recognised and celebrated annually at a ceremony.	conducted at ten schools. At a ceremony in January 2009 four awards were presented to recognise excellence in the following areas: - Walking & Scooting Promotion - Cycling Promotion & Training - Junior Road Safety Officer School of the Year - An overall award to a school or individual for their outstanding contribution to road safety and travel planning.	per cent (I-Trace data provided by Transport for London, November 2008).	
9	The London City Car Club scheme will be operational in at least one part of the Royal Borough from spring 2003. Action completed. Work continues beyond original target.	Spring 2003	The Royal Borough of Kensington and Chelsea (RBKC) led the London City Car Club Consortium (LCCC) with the first car being launched in February 2003. The scheme initially involved a contract between the boroughs and City Car Club Operator. By the end of 2006 the scheme had 7 on-street bays. Three car club operators now run a scheme in the borough (City Car Club, Streetcar, and	At present there are approximately 4 500 car club members in the borough. The scheme has 97 on-street spaces (with around 30 additional bays off-street) in the borough run by three different operators. 98 per cent of residents are within 5 minutes walk of a car club bay.	Whilst TfL did not continue funding the original Car Club project beyond year one of a three year programme the Council continued to develop the scheme. Additionally, we predict there will be improvements in traffic congestion and parking pressure, leading to further air quality improvements.	Highways and Transportation

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			Zipcar) totalling 97 on-street bays and around 30 off-street.	Following discussions with the Council, hybrid vehicles now form a significant proportion of the car club fleet.	Emissions reduction figures were calculated before the proposed introduction of hybrid vehicles.	
			A further survey of users in the borough has been carried out (spring 2008) to obtain more borough specific data on members car use before and after joining the car club, including the mileage undertaken, engine size and age of vehicles given up and other changes to their mode of transport.	Initial survey findings suggest that up to 1952 cars have been taken off the road or not purchased as a result of joining the car club scheme.	The London City Car Club Consortium no longer exists. The Council currently has 97 on-street and around 30 off-street car club bays.	
			Further off-street car club spaces are sought in new developments and an expansion of on-street bays is planned this year.	In 2007 the Council commissioned consultants to predict the reductions in emissions likely to occur with a membership of 4 400 people. Calculations have shown individuals will reduce their PM ₁₀ emissions by 97 per cent, their NO _x emissions by 95 per cent and CO ₂ emissions by 79 per cent.		
10	We will produce supplementary planning guidance on air quality. This will explain to developers the Council's requirements and policies in relation to the impacts on air quality of new		The Supplementary Planning Guidance (SPG) was completed in September 2003 and has been applied to new developments. Further work was undertaken in 2008 to completely revise the SPG to produce a new Air Quality Supplementary Planning	All new developments which are likely to impact on air quality are required to undertake an air quality assessment and provide a risk assessment of the potential impact of dust during demolition and construction by the setting of conditions.	Conditions are set requiring major developments to take into account the impact on air quality.	Environmental Health

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	development proposals. The Council will request that all proposals for developments, if they fall within the scope of the guidance, will include an assessment of the air quality implications.		Document with a new focus on low emission strategies.			
	Original target has been completed.					
11	The Council will work with TfL, Network Rail, the Strategic Rail Authority and others to ensure that the improvements to public transport in the Royal Borough will be delivered as soon as possible. The Council will help TfL to deliver improvements to bus services, for instance through targeting parking enforcement on congested areas, and reviewing loading and waiting restrictions.		Three new rail stations are planned that will benefit the Borough: 1. Shepherds Bush Station. 2. The Council has come to an arrangement with TfL and the London Borough of Hammersmith and Fulham (LBHF) to deliver a funding package for the Imperial Wharf Station. Station due to open in 2008. 3. The Council has commissioned rail consultants to conduct a feasibility study for a new station in the North Pole Road area.	Construction of Shepherds Bush Station has been completed. Since the previous update, the cost of building the Imperial Wharf station has increased, and no contract has yet been let. LBHF and RBKC remain confident of a positive resolution but the station will not now be operational before 2009. Early indications from the feasibility study for a station in the North Pole Road area are that a	Shepherd's Bush station opened in October 2008. The Imperial Wharf station, on London's Overground Clapham Junction to Willesdon Junction line, is due to open in 2010.	Highways and Transportation
	Action on-going					

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				station would be technically possible; more work is now being done to assess likely patronage.		
			The Local Public Service Agreement (LPSA) project to improve bus reliability has been completed. We set ourselves a target to reduce the average bus journey time and variability in bus journey times by 10 per cent.	The Council's LPSA target was achieved, with a 13% improvement in reliability exceeding the original target.	Monitoring was completed in November 2006. The Council hoped to know the outcome by now. The Department of Transport (DfT) and TfL had not supplied the data at the time of writing.	
			In addition to the LPSA, every bus stop in the Borough has already been audited (completed autumn 2006) with a view to improving accessibility to a number of stops per year. Target of improving eight stops per year.	Designs for improving eight of our bus stops have been produced. We worked with TfL and bus operators to identify and target 'waiting' and 'loading' hotspots. We have recommended TfL make changes at ten locations, making conditions better for 18 routes.		
			The Council was consulted on TfL's proposals to enhance bus services in the Borough as a result of the planned congestion charge extension. The Council pressed for	TfL has introduced one new and extended three other bus routes in the borough. The 316 and 228 routes	The 316 extension was	

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			additional changes that would enhance north-south bus movement, particularly in the west of the borough.	will be extended into the borough in 2008.	delayed, because TfL could not find a bus stand location before the White City development opens. The extension was scheduled to begin on 29 November 2008. The route 228 service started in January 2009.	
12	We will set and maintain the highest possible standards of i) urban design; and Action on-going		Streetscape Guide has been published. Kensington High Street Scheme implemented. The funding package to deliver the innovative Exhibition Road streetscape improvement project is now completely finalised. The scheme is being delivered in two phases and funding for the £18.8 million second phase has now been secured.	The first edition of the guide has now been reviewed and a revised edition is currently being drafted to incorporate changes to reflect recent developments. Increased levels of walking and cycling in Kensington High Street. Implementation of proposals which include simplifying the one-way system around South Kensington and widening the pedestrian area outside the station has began. Work on the 'shared space' in Exhibition Road is expected to start in October 2009.	The Council continues to receive many enquiries from local Councils in this country and abroad about its approach to streetscape design. Progress on implementation of all the streetscape proposals will depend on the availability of funding. Research has demonstrated that personal exposure to PM ₁₀ is directly related to distance from the kerb. The design for Exhibition Road may help to reduce personal exposure by effectively widening pavement areas for pedestrians on the west side of Exhibition Road and also around South	Highways and Transportation

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			Streetscape reviews have been completed for the following wards: - Earl's Court and Courtfield (Pilot) - Redcliffe and Stanley - Colville and Pembridge	All the identified streetscape improvements for the Redcliffe and Stanley have now been implemented. Colville and Pembridge areas: The recommended improvements to street furniture and traffic schemes have been approved by the Streetscape Advisory Group and work has commenced. The rationalisation of street signage and the removal of redundant street furniture is complete with the exception of signs that we would like to transfer to walls and railings (dependant on the permission of the property owners) by April 2009. The implementation of various modifications to traffic schemes has started and is expected to be completed by April 2011.	Kensington Station. Detailed design for the Chelsea and Westminster Hospital streetscape improvement scheme has been completed. Subject to funding implementation is expected in the 2009/10. Tavistock Crescent has emerged as a major project within the Colville and Pembridge streetscape review. Three options are currently being developed and were presented to the advisory group in April for consideration. Subject to funding, implementation of the agreed option is expected in the 2010/11.	
			The Sloane Square study showed there was a strong need to improve the pedestrian	Sloane Square proposals have been the subject of	Following public consultation, regrettably, it has been announced	

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			environment outside Sloane Square underground station which is used by over 50,000 people a day and which is likely to increase because of proposed developments.	ongoing public consultation exercises, and the Council took on board the comments raised in the last consultation in March 2007.	that the Council's preferred Sloane Square re-development proposal will not be taken any further forward.	
12 cont	ii) Street cleansing as part of an integrated approach to making walking an attractive option in the Royal Borough. In doing so, we will seek to establish a reputation as a centre of excellence for streetscape design. The Borough will continue to strive for ongoing improvements for pedestrians. Action completed. Work continues beyond original target.		LPSA target to improve street cleanliness: By 2005/06 to improve cleansing standards in the north of the borough by 30 per cent against the 2003/04 baseline; and to improve standards by 20 per cent in the south. The targets achieved are being sustained and continuous improvement is sought through the new partnership arrangement with SITA.	The LPSA target was achieved. New street cleansing standards have been incorporated into the contract specification and a Local Area Agreement is in place to achieve further service improvements.		Waste Management
13	The Council will continue to encourage responsible cycling through a combination of its cycle parking, high quality road surfaces, and where	On-going	Free cycle training available to all who live/work in RBKC. In 2007/08 we introduced a two level cycle training programme for children- level one is playground based only and level two is on road training.	The Council has an established cycle training programme. In 2005/06 71 children and 22 adults were trained.	In 2005/06 figures were low as no officer had responsibility for co-ordinating cycle training. The Council has been granted funding through	Highways and Transportation

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	appropriate, traffic management.			In 2006/07 140 children and 57 adults were trained.	the Local Implementation Plan (LIP) to carry out reviews of the bicycle routes which make up the London Cycle network (LCN+).	
	Action on-going			In 2007/08 271 children have received level one only training with a further 276 receiving levels one and two, totaling 547.		
			We installed cycle racks in response to individual requests wherever possible. We have also reviewed the cycle parking at major attractions across the Borough in 2007/08. We are currently investigating the innovative provision of cycle racks in under utilised pay and display parking bays in the carriageway where there is a high demand and little scope for further racks on the footway.	45 racks (90 spaces) were installed in 2005/06. 46 racks (92 spaces) in 2006/07. 38 racks (76 spaces) so far in 2007/08. A total of 128 racks (258 spaces) since April 2005.		
			A 'Cycle Rack' layer has been set up in Council's geographical information system (GIS) to provide information on the location, number of spaces, type of facility and a photo to assist in the management of cycling facilities.			
			In addition, officers are currently reviewing the local cycle route network (non –LCN+) and	Both of these reviews are ongoing and anticipated to extend into the 2008/09 financial year.	Conditions on all these routes will be thoroughly reviewed to confirm route	SSD

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			existing cycle priority measures as to their suitability and whether they are in line with the Council's streetscape principles.	In 2008/9 the money allocated for surfaces was £1,808,000, however this was cut by £50,000 to meet savings targets.	alignment, identify barriers to cycling, recommend any potential solutions and develop cost recommendations for implementation. The Council maintains its carriageways in excellent condition for all users.	
14	The Council will ensure that its charges for on-street visitor parking spaces are effective in managing demand. Action on-going		The Council reviews the pay and display tariffs annually. Occupancy surveys are conducted in November and any decisions are based on this. None of the five tariff bands have been increased in the last few years. In May 2005 the Medium Tariff was increased from £2.00 to £2.40 per hour and the Basic Tariff was increased in April 2004 from 40p to 50p per hour. The High, Off-Peak and Low Tariffs were last increased in July 2001. The November 2008 occupancy survey showed occupancy levels no higher than 71 per cent, considerably less than the 85 per cent required to trigger an increase.	In considering the appropriateness of the current tariffs, a commonly used operational criterion for parking management is that the occupancy rate of parking spaces should not be more than 85 per cent. This level of occupancy level is based on advice from the former London Planning Advisory Committee who advised that charges should be set at this level because above this level motorists find it difficult to park, causing increased traffic and pollution levels as they search for a space. In 2007, over 90 Pay and Display bays were converted to car club bays.	It is important to strike a balance: setting charges at a level which are high enough to restrict demand but are not so high as to lead to large numbers of vehicles circulating in search of a parking This occupancy level has been used by this Council and many others for several years and has been found to provide the right balance between supply and demand. It is also important to consider tariffs in adjoining boroughs.	Highways and Transportation

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15	<p>The Council will use its new powers to require that appropriate new developments are made 'permit-free', as part of the planning consent process.</p> <p>Action on-going</p>		<p>Council Policy agreed; traffic order has been amended. A SPG document on 'Permit-Free and Car-Free plus Permit-Free Residential Development' was published in July 2004. Permit-free agreements are now commonly used to control parking demand in new developments. The SPG has been replaced by the Transport Supplementary Planning Document (SPD) which strengthens the requirement for permit-free and seeks reduced or zero levels of car parking for new development.</p>	<p>To date we have approved 228 planning applications subject to permit-free status and a number of major residential developments have already been approved with reduced levels of car parking.</p> <p>The Transport SPD was adopted in December 2008 and requires all new residential development to be permit-free and seeks reduced levels of car parking.</p>	<p>The number of permit-free agreements will continue to increase as the mechanism is used to ensure new development does not increase parking demand on-street and car parking levels in new development will decrease.</p>	Highways and Transportation
16	<p>The Council will review opportunities to designate new taxi ranks in the Royal Borough and will lobby for taxis to be affected by the rules of any LEZ that is established.</p> <p>Action completed</p>		<p>A taxi rank was installed on the Kings Road, and engineers were considering changes to the taxi rank arrangements as part of a major redesign of Sloane Square.</p> <p>The Public Carriage Office at TfL have informed the Royal Borough of the provision made in the Transport for London Bill allowing existing taxi ranks to be nominated and designated as rest ranks in whole or part.</p>	<p>There is a reduced need for taxis to circulate while empty.</p> <p>To date no sites in the borough have been nominated by the taxi trade for consideration.</p>	<p>The Council is not aware of any requests for taxi ranks in the Borough this year.</p> <p>The Council has welcomed, in consultation, the possible introduction of low-polluting "Tuc tucs" to central London.</p> <p>The Council would have no objections to rest ranks being provided assuming that taxi engines are switched off whilst on the rank.</p>	Highways and Transportation

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17	<p>The Council will work with Transport for London to use signals to smooth traffic flow, without increasing overall traffic levels.</p> <p>Action on-going</p>		<p>The Council's efforts to improve bus reliability through its LPSA work (see Action 11) will have benefits for general traffic flow.</p> <p>Within their Real Time Traffic Management Proposals, TfL have been making various signal changes to ensure the smooth introduction of the Western Extension of the Congestion Charge.</p> <p>Following an 18 month delay, TfL has recently completed work at the Kensington High Street Earl's Court Road junction. The changes will benefit traffic west bound on Kensington High Street, including buses.</p> <p>TfL regularly review the progression of traffic at urban traffic controlled sites within the borough. These reviews use current traffic flows to reduce delays and congestion. The recent reviews have included Knightsbridge, Ladbroke Grove and South Kensington/Old Brompton Road.</p> <p>The Council is working with TfL to reduce the number of traffic signal aspects to reduce energy</p>	<p>These signal changes have all been made and have assisted the movement of traffic along the boundary roads of the Congestion Charging Zone. This may be affected by the proposed removal of the western congestion charge extension.</p> <p>The full benefit of these reviews has as yet not been achieved because of long term street works.</p> <p>A number of signal installations on borough roads have had signal</p>	<p>The Council periodically becomes aware of signals that are not working properly resulting in both congestion and pollution. However, depending on what type of malfunction and where on the road network it is occurring, TfL's maintenance contractor has to undertake the work within agreed time limits. The response times by TfL's contractor has improved thereby assisting in reducing traffic delays and pollution.</p>	Highways and Transportation

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			and maintenance costs.	aspects removed without compromising road safety or affecting traffic movements.		
18	The Council will review coach parking facilities in the Royal Borough. Action on-going		Access and egress to and from the off-street coach parking area at the Forum Hotel in Ashburn Place have been improved, allowing greater numbers of coaches to use the facilities. Coach parking and dropping off facilities around the Museums are currently in the process of being improved.	This has reduced the number of circulating coaches looking for parking. This will lead to a reduction in the number of circulating coaches looking for parking.	As part of discussion with TfL over the Borough's LIP it was agreed that the Council would commit to exploring jointly with TfL any coach parking problems raised by operators, and their solutions.	Highways and Transportation
19	We will consider the recommendations from the London Sustainable Distribution Partnership and we will actively consider joining freight quality partnerships promoted at sub-regional level. Action completed		The Council has responded to the recommendations made by TfL's Freight Strategy. The Council is a member, and takes part in regular meetings, of the South and West London Transport Conference (SWELTRAC). The Council responded positively to suggestions from London Council's to introduce a common lorry standard.	The Council has joined the new Central London Freight Quality Partnership (FQP) and attended the first meeting of this FQP. This would involve a joint approach with supermarkets. Smaller lorries would be required to deliver to smaller outlets. These vehicles would be controlled in terms of size, noise and emissions.		Highways and Transportation
			The Council has increased the time permitted for loading and	Allowing unlimited loading before 11.00am had the		

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			unloading on yellow lines. Instead of the old system of allowing unlimited loading before 11:00am and a maximum of 20 minutes thereafter, there is now a uniform maximum of 40 minutes during the hours when the yellow lines are in force.	effect of concentrating deliveries during a 3-4 hour period where, in many areas, traffic densities are at their greatest. Over time, the new rules will allow servicing to be more evenly spread throughout the day and help reduce congestion.		
20	The Council will work with the Building Research Establishment, the Mayor of London, neighbouring boroughs and representatives of the construction industry to create a Green Building Site Code of Practice. Action completed		The Best Practice Guide: Control of Dust and Emissions from Construction and Demolition Sites, was published jointly by the GLA and London Councils in November 2006.	A consortium of London Boroughs (APPLE -Air Pollution, Planning and the Environment) which included the Royal Borough produced a draft London best practice guide, which was then adopted by London Councils and the GLA. The Environmental Quality Unit has publicised the document internally. The published Best Practice Guidance document is now being used by the Borough to manage the environmental impact from construction sites.	The Council conditions the use of this document to ensure developers undertake the necessary risk assessment for all significant developments. Developments can be identified as Low, Medium or High Risk and from this statement mitigation methods are identified in order to control potential dust generation from construction sites. This may include monitoring to identify and reduce potential problems.	Environmental Health and Planning and Conservation
21	The Council will continue to encourage residents to compost waste rather than burning it in bonfires.		Originally the Council supplied cut-price composters to residents over a period of about ten years. The Council then joined a home	There is little evidence of garden bonfires in the Borough. The home composting	There are no records of how much home composting is done in the borough.	Waste Management

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	Action completed		composting scheme funded by WRAP, which ended in December 2004 due to lack of uptake by residents. The Council now offers an all year round service collecting garden waste for municipal composting.	scheme initiative saw the distribution of approximately 1300 units. The Council continues to promote home composting via its website. In 2006/07, the service ran from April to November and collected 194 tonnes of green waste. This was extended to an all year round service in 2007/08 during which 241 tonnes were collected.		
22	We will work towards re-designating the Smoke Control Zone by 2003 Action completed		A smoke control order covering the whole borough came into force in May 2006. A new air quality condition is used to draw attention to developers the fact the whole borough is a Smoke Control Area and that boilers being installed in the borough must be exempted appliances.	All solid fuels must be of a smokeless type or be burnt in an exempted appliance.	In addition a survey has been sent out to 133 premises to gather information on the type of boilers and fuels used in larger buildings such as museums, schools, hotels and restaurants to assist in a project commissioned by the GLA.	Environmental Health
24	The Council will continue to promote energy-efficiency measures in the homes in the Royal Borough, under its Home Energy Conservation		Refurbishment work on the 'flagship' house in multiple occupation (HMO) has been completed and the building is fully occupied. Publicity continues.	Energy saving measures have been installed which are estimated to reduce CO ₂ emissions from the building by 65 per cent, from 25.74 to 9.58 tonnes per annum.		Environmental Health

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	Association (HECA) and its Affordable Warmth work. It will also consider and require efficient local energy generating schemes where practicable.		The Heatstreets programme in partnership with Powergen and other London boroughs, offered qualifying households the opportunity to have gas central heating systems installed, or an old inefficient system replaced, free of charge.	The Heatstreets scheme ran for 2 years up until 23 January 07. During this period we were able to install over 60 central heating systems. As a result of their increased energy efficiency, residents are paying less on their energy bills and producing less CO ₂ and NO _x .	£225,000 was spent on the Heatstreets; £50,000 was rolled over for the Warmzones scheme which shares many of same aims of Heatstreets but also includes, fire safety, thermal insulation checks and advice on benefits entitlement.	
	Original Action completed however work continues on new schemes.		The Cool It project has now run for three years to introduce climate change and energy efficiency issues to schools aimed at Key Stage 2 and 3 students. Funding of £22,000 was obtained from Defra for use in 2007 and the project was managed by the Energy Centre for Sustainable Communities (ECSC). A website has also been created providing resource packs for teachers.	A presentation by the Big Foot Theatre company and interactive workshops has been used in five local schools. Cool It Day was held at the Town Hall in June 2008. This was attended by about 240 pupils from eight local primary schools and promoted all aspects of climate change and energy efficiency.	The Cool It scheme is being put forward as an example of good practice of sustainable development at a local level by the Sustainable Development Commission.	
			Warmzones programme: In partnership with Warmzones and the London boroughs of Hounslow, Hillingdon, Harrow, Brent, Hammersmith and Fulham, and Ealing, Warmzones offered qualifying households the opportunity to have thermal insulation and gas central	The Warmzones Scheme has been running for a number of months now and has been very successful at a regional level. The initial scheme met its targets and the £3,000,000 budget for 2008/09 was on course to	The Warmzones scheme has won a number of awards in the past year and is seen as a model of best practice. It has extended into 2009/2010.	

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			<p>heating systems installed, or an old inefficient system replaced, free of charge. The scheme also offers fire safety checks and advice on benefit entitlement.</p> <p>Healthy Homes Project: This is a project that brings together the Council, the NHS Kensington and Chelsea, heating providers and third sector agencies to provide a comprehensive service to help those at risk of fuel poverty. It allows people who visit vulnerable residents in their homes to make referrals through a single telephone number. The project is being jointly funded by RBKC and the NHS K&C.</p> <p>Green Homes Concierge Scheme: We have entered into a partnership with the Green Homes Concierge Scheme to provide one hundred homes in the borough with a free energy assessment. The energy assessment will thoroughly check the residents' properties and will advise them on the changes that can be made to reduce their carbon footprint and fuel bills.</p>	<p>be spent. Take up in Kensington and Chelsea has been slow however but the infrastructure is now in place to make local properties thermally 'decent' and reduce CO₂ production.</p> <p>The project has recently been launched and training sessions for council and NHS staff are underway. The freephone number has been launched and is being used. An emergency heating scheme has also been set up. The aim is to ensure that vulnerable people in the borough have efficient affordable heating</p> <p>This has been taken up by a number of residents. The full impact of the pilot will be assessed once the year is complete and carbon savings in the households can be calculated.</p>	<p>The initial set up of the project is nearing completion and we are now looking to obtain funding to allow us to carry it through to next year and expand its aims.</p> <p>This initial assessment will be followed up with further advice and assistance over the period of 12 months. The aim is to assist people to change their lifestyle and influence their peers.</p>	

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25	The Council will maintain its financial commitment to air quality monitoring and modelling and will consider further types of monitoring as the need arises.		<p>Commitment to the air quality monitoring programme has been continued.</p> <p>The installation of a new NO_x instrument (and incorporation of existing PM₁₀ monitoring unit) has been completed in 2007.</p> <p>Funding (£20,000) for the replacement of a TEOM instrument was successfully obtained from Defra through the air quality grant system for 2007/08. The upgrade of the TEOM at North Kensington was originally delayed due to technical concerns. This was completed in March 2009.</p> <p>The Council is active in the AirTEXT consortium. AirTEXT is a scheme which uses predicted levels of nitrogen dioxide, particulate matter and ozone to warn vulnerable people of elevated pollution levels by SMS text, voice mail or e-mail, allowing users to take preventative action.</p>	<p>Data collected from the Council's monitoring network is used to check progress against national objective levels and to complete effective review and assessment of air quality conditions in the borough.</p> <p>Monitoring data is now being collected at the new site on the Earls Court Road and will be used to investigate the impact of the western extension of the congestion charge zone.</p> <p>The Council has been active in promoting the AirTEXT scheme to other organisations such as our local primary care trust (PCT), residents and staff. We have recruited over 113 users for the AirTEXT Scheme which was launched on the 28 March 2007.</p>	<p>This data is also disseminated as real time information through the London Air Quality Network website, and summarised on the Council's own website.</p> <p>A further £8000 was awarded in February 2009 for the upgrading of the TEOM at Cromwell Road.</p>	Environmental Health
	Action On-going					