

April 2008

Local Air Quality Management

Air Quality Action Plan Update 2008



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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Air Quality Action Plan

Introduction

In 2003 the Council published its first Air Quality Action Plan which set out the steps the Council is taking to work towards meeting air quality objectives. This report provides an update on the Council's actions to work towards improving air quality. Good progress continues to be made with these actions; many of the original objectives having 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 section. Below we describe in more detail some of our actions.

Last year we reported that our consultation on a new action plan had began with residents, schools and action groups. The first phase of developing the new action plan has been completed and the Council is now producing a discussion document /consultation draft plan. This will incorporate ideas and suggestions from resident groups and allow wider circulation to statutory consultees and other interested groups. This is due to be circulated during 2008.

1. Idling Engine enforcement (action 3)

Our street enforcement team adopted powers to require drivers of stationary vehicles to switch off 'idling' engines in 2004. The street enforcement team continues to take a proactive approach to dealing with hotspots as well as responding to complaints. In 2007 enforcement officers attended 38 complaints and have warned drivers to switch off their engines and they have done so in every case.

This leaflet explains the powers that allow the Council to require drivers to switch off their engines when their vehicle is parked.

The regulations

Under the Road Vehicles Regulations (1986) it is already an offence to leave vehicle engines running unnecessarily whilst parked but in the past only the police have been able to enforce this.

In July 2002, the Government brought in The Road Traffic (Vehicle Emissions) (Fixed Penalty) Regulations to extend these powers to councils in England.

Councils can require drivers to switch off vehicle engines that are being run without a valid reason when parked and issue fines to drivers who refuse.

International visitor attractions attract buses and coaches

Why are these regulations important?

London has some of the worst air pollution in Europe and vehicle exhaust is one of the main sources of fine particles and gases. Concentrations of nitrogen dioxide in the Royal Borough of Kensington and Chelsea exceed national health-based targets, so the whole of the borough has been declared an Air Quality Management Area.

Exhaust pollution from moving and idling vehicles harms the local environment and human health. Diesel vehicles such as coaches and taxis can release high levels of fine particles, which can increase breathing problems such as asthma.

Idling engines can be a nuisance and can cause discomfort to local residents and people passing by. This can be a particular problem in areas where many vehicles are left with their engines running, such as outside hotels, schools, or on bus stands.

The Council will use these powers to raise awareness about pollution from vehicles and encourage drivers to be more considerate.

How will this be enforced?

The Council has publicised these powers and informed local businesses and companies. The Council will target those areas in the borough where there is a serious problem of idling vehicles. Designated Council officers are authorised to require drivers in parked vehicles to turn their engine off. Officers will explain the regulations to the driver and the reasons why they have been given to councils.



What happens if drivers refuse to turn their engine off?

If a driver refuses to turn their engine off when asked, Council officers can issue a fixed fine of £20.

The driver is required by law to provide the following information:

1. Their name and address
2. Their date of birth
3. Vehicle registration and make
4. If they are not the owner of the vehicle, the details of the owner

If the driver refuses to give this information or gives false details, they will be guilty of a further offence and may receive a larger fine or be prosecuted.

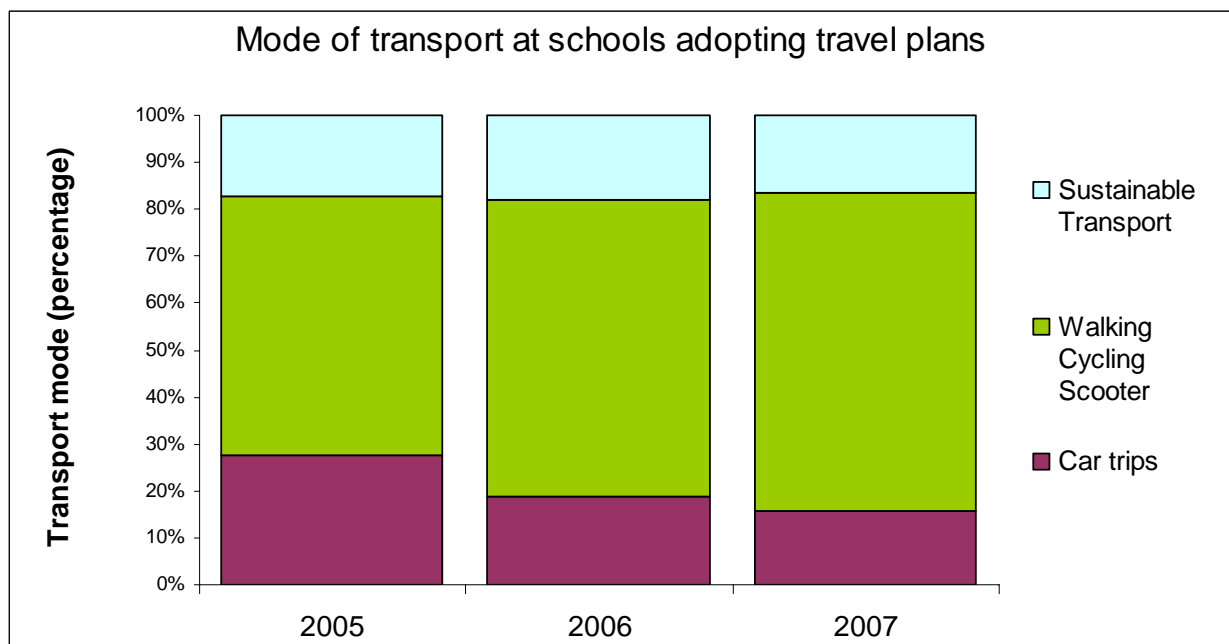
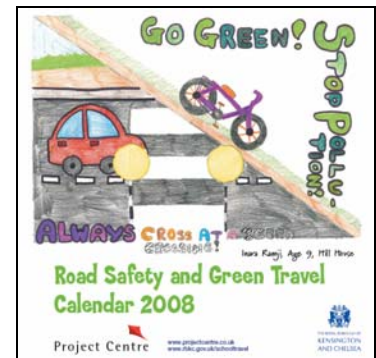


In 2007 a revised leaflet was produced showing our commitment to continue to enforce this legislation in response to residents concerns.

2. Green Travel Plans (action 8ii)

The Council has two officers working specifically on travel plans for Council staff, schools and businesses. The Council's innovative school travel plan website is a well established site helping schools develop green travel plans. There are currently 39 schools with an approved travel plan compared to twenty last year. The previous year's target to increase the number of travel plans by 25% has been exceeded.

Analysis of the ‘before and after’ surveys of 27 schools with travel plans has been undertaken. The chart below shows the modal shift changes, illustrating the changes in different mode of transport. The outcome has been a 12% reduction in car trips since 2005 with a corresponding increase in walking, cycling or riding a scooter. Little overall change was seen in the proportion travelling by sustainable transport: public transport, car share, school minibus.



Previous calculations on the impact of the changes in transport mode identified from the ‘before and after’ surveys estimated that NO_x, PM₁₀ and CO₂ could be reduced by between 37-39 %. The increase in children and adults walking and cycling to school helps not only to reducing emissions but may also help to reduce personal exposure to pollution and increase fitness levels.

The Council also promotes campaigns such as Walk on Wednesday (WOW), Walk to School Week, and Walking Buses. All these campaigns are closely linked with road safety campaigns through various events and activities including theatre, games and competitions. In October 2007 the School Travel Plan and Safety Awards were held. Awards were presented to schools with new approved school travel plans, schools that had reviewed their plans or taken part in the WOW scheme. The event was held in the Mayor's Parlor and was hosted by the Deputy Mayor of the Royal Borough of Kensington and Chelsea.



The Council has also received funding (2008/09) for practical pedestrian training, which will start in September 2008.

3. Car Club (action 9)

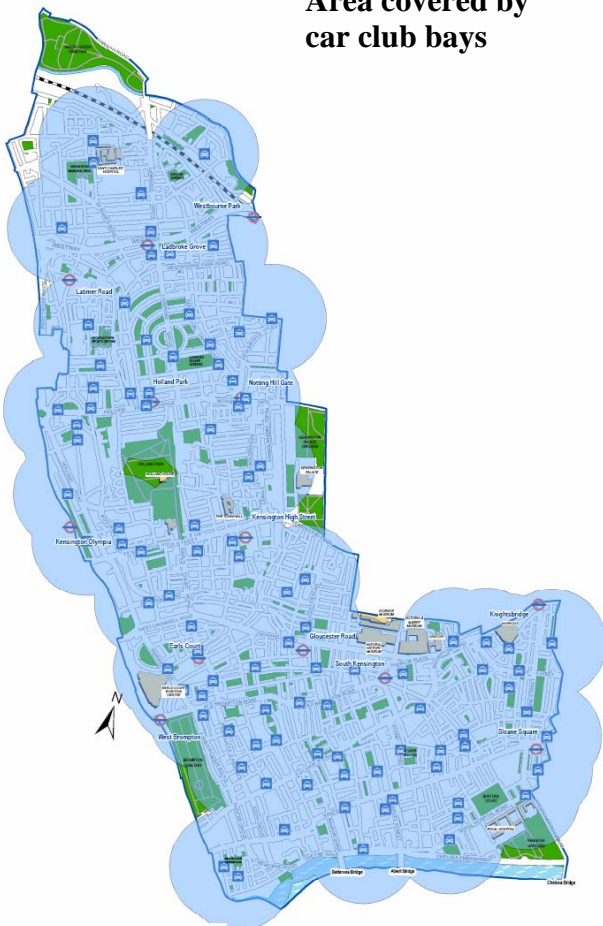
The car club scheme has been developed far beyond the original target. The scheme is now borough wide and has recently been expanded to 97 spaces on-street (with 27 additional bays off-street with public access). Approximately 3700 residents are members of a car club. 98% of residents are now within a five minutes walk of a car club bay.

A new questionnaire has been designed and a survey of car club members has been carried out in the borough (2 out of 3 of the car clubs operating in the borough used the new questionnaire). This new survey of car club members has enabled more borough specific information to be gained on members car use before and after joining the car club. This includes mileage undertaken and age and engine size of vehicles given up. Other data on changes to their mode and frequency of other journeys was also collected.

Outcomes and benefits

Early analysis of this data indicates that 11% of members disposed of a car as a result of joining a car club, a reduction of 366 cars. It should be noted that most measures of changes in car ownership used by TfL also include those members who say they cancelled a planned purchase of a car as a result of joining a car club. 55% of members stated that they cancelled a planned purchase of a car as a result of joining a car club if these figures are added together the number of vehicles taken off-street equals 1952.

Area covered by car club bays



All car club vehicles comply with Euro IV emissions standards and have an engine size of 1.4 litres or less.

Following discussions with the operators one third of the vehicles now used in the borough are hybrid cars.

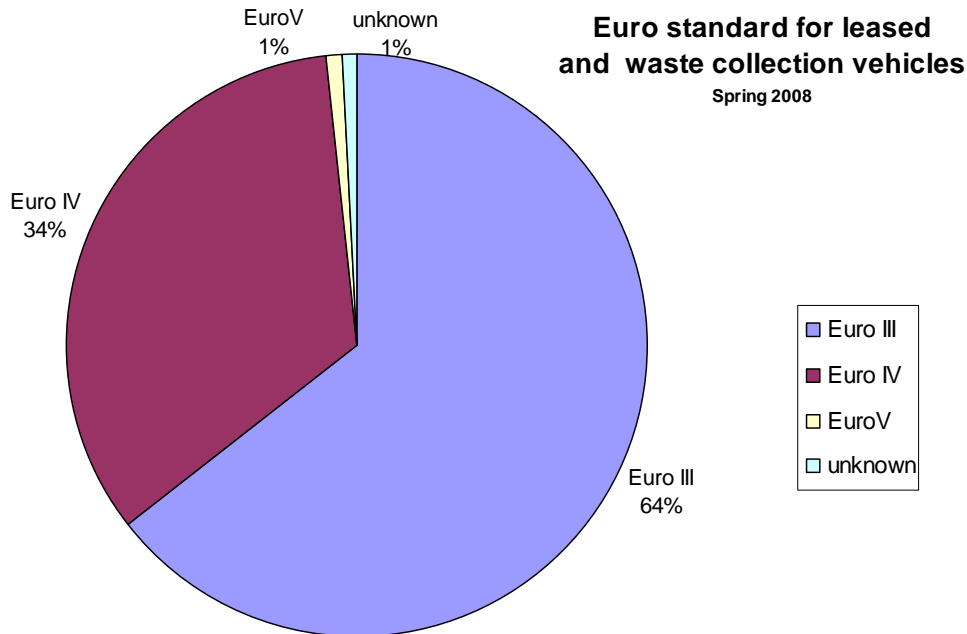
Emissions savings are shown below (based on previous Survey data assuming a membership of 4400 members).

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	0.067	834
% Reduction	95%	97%	79%

4. Vehicle Fleet (action 4)

The Council has a register of vehicles including those used, for example, by libraries, social services, pest control, and also vehicles used by waste management services. This database will form the basis for 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 chart below.



5 Alternative fuels (action 5)

This original action primarily concentrated on the establishment of refuelling points for alternative fuels. However limited vehicle availability has meant that interest in LPG has shifted to other fuels and technologies. This has involved a move away from purely providing refuelling points to a much wider remit including identifying the most suitable alternative fuels. The Council's work on alternative fuels is steered through its Green Fleet Steering Group including a range of projects, such as conducting trails on bio-fuels. A feasibility study has been undertaken into the use of bio-diesel. A number of options are being considered through various projects.

The Council's Green Fleet Steering Group is also working on research on hydrogen fuel cell and retrofit electric hybrids.

6 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 too. The Council also offers training for businesses in Environmental Awareness. Funding for 2007 through to 2009 was sought from TFL to promote Walk to Work week but was unsuccessful.

For organisations that employ over 250 persons, a grant of up to £20k is available to develop the plan and implement some measures to encourage sustainable travel choices e.g. 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 is due to be consulted on this year. 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, such as 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.

6. Commitment to monitoring (action 25)



The Council continues in its monitoring of 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. The latest data is fully reported in the 2008 review and assessment report. Data is also reported on the London Air Quality Network website.

A new site was installed on the Earls Court Road in early 2008 using funding from TFL via LIP funds to allow the Council to investigate the impact of the western extension of the congestion charge on the Earls Court One Way System.

The new cabin houses a NO_x analyser and incorporates an existing Partisol monitor into one site.

7. Other air quality activities

The Council has been active in a joint central London Air Quality Cluster initiative to develop a ‘pollution aware’ walking option on Walkit.com website. Walkit.com was commissioned to develop an option that uses predicted levels of nitrogen dioxide to produce walking routes that avoid the roads with the highest levels of pollution. Since February 2008 (when the new routes were implemented) the site has generated 11,068 low NO₂ routes. This amounts to 4.3% of all routes generated in the whole of London (i.e. inner and outer London). The total distance of low NO₂ routing is approximately 53,300km, giving an average distance per route of 4.8km.

An example of a pollution aware route and a direct route:



Pollution aware route

Distance 0.8 miles
1.2 km

Walking time:
11mins fast
15mins medium
23mins slow



Direct route

Distance: 0.7 miles
1.2 km

Walking time:
11mins fast
14mins medium
22mins slow

The site is receiving much positive feedback from users who are finding the pollution aware routes are very helpful. This initiative was funded by an air quality grant and assistance from the GLA who provided air quality modelling data. This project is a good example of how modelled air quality data can be used to inform members of the public as well as providing practical help in reducing exposure to pollution. It is a further development of projects such as airTEXT, which we continue to promote.

Funding

Funding is sought from 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.

Funding committed from TFL for 2008-2009

Action plan no.	Action	£ 07/08	£ 08/09
6	Promoting workplace travel plans	10,000	10,000
8 ii	National Walk to School Weeks	5,000	5,000
	Developing and Implementing School Travel Plans	65,000	55,000
	Walk Once a Week (WOW)/Walk to school Week	15,000	15,000
	Practical pedestrian Training	-	30,000
13	Bicycle Parking (including visitor attractions), bicyclist training (Non London Cycle Network)	55,000	55,000
	London cycle network, usage surveys, route improvements, design and implementation, two way cycling in one way streets.	147,00	148,000
11	Bus Stop Accessibility	14,900	25,000
	Local Bus Priority Measures		15,000
12	Improved Pedestrian Facilities	20,000	70,000
	Improved lighting for pedestrians		75,000
	Exhibition Road scheme -streets for people		174,9000
25	Air quality monitoring for congestion charging	20,000	9,000

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. It also shows what priority has been assigned to the plans 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 other than the improvement of air quality.

No	Action	Relative air quality benefit	Extent of impact	Costs Low:<10K Medium 10-100K High >100K	Other benefits	Priority	Main partners
1	LEZ	Predicted low	London wide	Predicted High		Medium	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

No	Action	Relative air quality benefit	Extent of impact	Costs Low:<10K Medium 10-100K High >100K	Other benefits	Priority	Main partners
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, 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	
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	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, LFEPA
24	Energy Efficiency	Medium	Local	Low	Climate Change	Medium	Other LAs, Powergen
25	Air quality monitoring	Low	Borough	Medium		High	Defra

Air Quality Action Plan Update Summary Table

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
1	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.	End of 2006.	<p>Since the publication of the 2003 GLA/ALG 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 current proposed 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>The 2010 scheme, where LGVs must comply with Euro III standards, appears to be the least effective, and the modest benefit-cost ratios that exist would improve, if LGVs were not included.</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. Completed April 2003	April 2003	<p>Ten days testing were completed between Aug 03 and March 04. Testing took place at the 'Bull Ring' on Chelsea Embankment and Warwick Avenue.</p> <p>No further testing is currently planned using this system. However the Council has been submitted a bid on behalf of a group of central London boroughs to undertake remote emissions testing.</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 VOSA (formerly the Vehicle Inspectorate). VOSA carried out testing at Chelsea Barracks. They were unable to use roadside sites in the borough since a bus stop was placed in the 'Bull Ring' on Chelsea Embankment.	Environmental Health

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
3	This Council supports the use of new powers to require drivers of stationary vehicles to switch off 'idling' engines.	No deadline original 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.	<p>Complainants can report offences to the Streetline facility (by telephoning or texting) where they are recorded and then acted on.</p> <p>The leaflet publicising the scheme was widely distributed including, coach operators, bus companies and local police. Fixed penalty notices have been printed and issued to the appropriate officers.</p> <p>Enforcement Officers have attended 38 complaints and have warned drivers to switch off their engines and they have done so in every case. No FPNs have been issued.</p> <p>The enforcement team continues to monitor hot spots and use the available enforcement powers whenever possible.</p> <p>The information leaflet on idling engines was updated in October 2007.</p>	<p>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.</p> <p>The Legislation does not allow instant issuing of FPNs and we do not believe it has been set the appropriate level.</p>	Waste Management
	Action Completed 2005					
	The Council continues to take action on idling vehicles.					

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
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	<p>The Council's Environmental Strategy, published 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 contracts managers.</p> <p>The Council Green Fleet Steering Group met in October and November 2006 and February 2007.</p> <p>Draft Green Fleet Policy was produced in February 2007. Using this policy, the Council has procured two new transport contracts with environmental clauses.</p> <ol style="list-style-type: none"> 1. Education Special Needs Transport. 2. Adult Social Care Transport. <p>The Council has produced a Green Drivers Guide, which was introduced during London Sustainability Weeks in June 2007.</p>	<p>34% of the Council's leased vehicles and contracted waste management fleet is Euro IV and 64% Euro III.</p> <p>The Educational 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.</p> <p>Both contractors are required to produce an environmental strategy/policy and drivers will be required to attend the Royal Borough Environment Day Green Drivers event.</p> <p>The Green Drivers Guide is to be disseminated to all Council and contract drivers, and will be used in driver inductions.</p> <p>Green Driver training is planned for Autumn 2008.</p>	<p>The Council become a signatory to the Nottingham Declaration in 2007. The Carbon Footprint Project is due to be implemented in May 2008 for an initial period of 12 months. 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 by 2015.</p> <p>Discussions are taking place to integrate, as necessary, The Green Drivers Guide with The Safe Drivers Guide</p>	Corporate Services and Transport, Environment and Leisure Services (TELS)

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
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 ascertain the regional picture with regards further use of LPG fuelled vehicles. SITA undertook two alternative fuel /vehicle trials in 2006: 1) The use of four electric powered vehicles. 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. A feasibility study was undertaken (2006-7) 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: 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.	Results from the survey confirm that local authorities are now unable to find viable LPG vehicles. 1) It was found that the type of vehicle tested had insufficient loading capacity which caused operational difficulties. Attempts were made by SITA to negotiate with the manufacturers to see 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% bio diesel in the quantities required. 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 once a week pick up. A trial began in September in three selected areas of the borough. Storage options have also been	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 longer provides electric powered vehicles so it is not being pursued further. 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.	

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
			d.) The Council being involved in a regional network of bio-diesel producers and distributors, as done in South East London through the SELTRANS project (linking to Local Implementation Plan funding from Transport for London).	explored. Commercial Waste team is currently trialling a refuse vehicle on waste oil at the moment rather than the industry allowed pure oil.		
			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.	This project is at the scoping stage. Progress will be reported via the steering group.		
5	(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.		Feasibility study into electric vehicle charging points completed in spring 2004.	The original study found little demand for electric charging points; advent of mass-produced hybrid petrol-electric cars (which do not require charging) makes charging points less attractive.	The western extension of the congestion charge to most of the Royal Borough may increase demand for electric vehicles.	ii)
co				However in response to more recent resident demand, the Council has installed six off-street charging points in the Town Hall car park.	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
nt			Following the completion of the feasibility study, the Council has received a number of letters from residents requesting electric charging points, reflecting increased sales of electric vehicles	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.		
	Action completed					

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 business, organisations and institutions.</p> <p>The Council offers training for businesses in Environmental awareness.</p> <p>For organisations that employ over 250 persons, a grant of up to £20k is available to develop the plan and implement some measures to encourage sustainable travel choices e.g. 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 have been held. The first meeting, held 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 currently working with partners on travel plan schemes. These include the Chelsea and Westminster Hospital and EC&O Venues (Own and manage the Earl’s Court Exhibition Centre and Olympia).</p>	<p>Following a survey of the Green Partners, ‘transport’ was identified as a priority interest area.</p> <p>Meetings are planned to continue on a quarterly basis.</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.</p> <p>The new Residents’ Parking Permit Software has been implemented with sufficient flexibility to incorporate a differential charging scheme.</p> <p>Traffic Management Orders advertised 31 January 2008.</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 vehicles and a supplementary charge for additional vehicles. This was agreed in July 2007.</p> <p>Proposed start date 1 April 2008.</p>	<p>It is important that the scheme does not act as an incentive to purchase diesel vehicles with 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
8	i) We will continue to develop our own green travel plan, paying particular attention to flexible working and home-working, and		<p>A report to the Cabinet Member for Planning Policy and Transportation to approve a proposal for a formal staff travel plan document has been submitted.</p> <p>We have improved travel information on the intranet, and recently introduced improvements to our secure cycle storage at the Town Hall. In addition storage and security improvements to the pool bikes scheme within the Environmental Services business group based at Pembroke Road (the business group with the highest percentage of car users) have taken place, making the access to the pool bikes easier. The three cycles procured for staff use have been promoted around operational departments.</p> <p>Consultation on how the extension of the Congestion Charge Zone has affected Council employees (excluding staff at schools and hospitals) is to be conducted.</p> <p>A more comprehensive staff travel survey is to be conducted, which will cover a wider range of transport issue to be carried out in April 2008.</p>	<p>This report was approved. The staff travel plan document will be finalised after completion of staff travel survey in 2008.</p> <p>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 the Pembroke road site regularly use the pool bikes. There are also bicycle parking and showers facilities allowing staff to cycle to work.</p> <p>A questionnaire to investigate the impact of the Congestion Charge was carried out in December 2007.</p> <p>Staff Travel Survey draft has been approved by the Executive Director</p>	<p>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 will be produced in 2008.</p> <p>Many departments operate flexible systems of work including home working reducing the need for travel.</p>	i) Transportation

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
8	<p>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.</p> <p>The original target has been met but we continue to develop plans.</p>		<p>School travel plan coordinator posts created and school travel plan process developed including the creation an innovative website for schools.</p> <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 participate in Walk to school weeks in May and October, and the Council-organises competitions for those who can "gain" the most walkers in a week. The weeks, in themselves a popular way of promoting walking, and also form a great starting point for a School Travel Plan.</p>	<p>There are two officers working specifically on travel plans. One is a full time post and the other is part time. The school travel plan website has been on line since 2002.</p> <p>Thirty nine schools now have approved travel plans in place.</p> <p>Thirteen of which were approved in approved 07-08</p> <p>School travel awards are held annually and awarded to new schools joining and to those reviewing their plans.</p> <p>More children and adults are walking and cycling to school (see main body of report for more information).</p>	<p>Calculations have been undertaken to estimate the impact on emissions that five of these travel plans have had.</p> <p>This has been done using data collected during the travel surveys and the TRAMEC model (developed by the TRAMAQ - traffic management and air quality).</p> <p>The results show that NO2 and PM10 have been reduced by around 37% per km 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.</p> <p>Research shows that walking results in lower personal exposure to air pollution compared to travelling by car (Kaur, Nieuwenhuijsen and Colvile 2005).</p>	<p>ii) Highways and Transportation</p>

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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	<p>RBKC lead 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 been developed into a set of conditions between the Council and 3 separate private operators running 19 cars (12 off-street bays and 7 on-street bays).</p> <p>Three car clubs operate in the borough.</p> <p>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.</p> <p>Further off street car club spaces are sought in new developments.</p>	<p>At present there are approximately 3,700 Car Club members in the borough.</p> <p>The scheme now has 97 on-street spaces (with 27 additional bays off-street) in the borough run by three different operators. 98% of residents are within 5 minutes walk of a car club bay.</p> <p>Following discussions with the Council hybrid vehicles now form a third of the car club fleet.</p> <p>Initial survey findings suggest that 1,952 cars have been taken of the road.</p> <p>In 2007 the Council commissioned consultants to predict the reductions in emissions likely to occur with a membership of 4400 people. Calculations have shown individuals will reduce their PM₁₀ emissions by 97%, their NOx emissions by 95% and CO₂ emissions by 79%.</p>	<p>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.</p> <p>Additionally, we predict there will be improvements in traffic congestion and parking pressure, leading to further air quality improvements.</p> <p>Emissions reductions figures were calculated before the proposed introduction of hybrid vehicles.</p>	Highways and Transportation

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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 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		<p>The SPG was completed in September 2003</p> <p>Since then, London Councils and the NSCA have updated their guidance and later this year the Council will update the SPG accordingly.</p>	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.	The air quality condition requires that the assessments follow London Councils and GLA best practice guidance.	Environmental Health
	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.		<p>Three New Rail Stations are planned that will benefit the Borough:</p> <ol style="list-style-type: none"> 1. Shepherds Bush Station. 2. The Council has come to an arrangement with TfL, Hammersmith and Fulham Council 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. 	<p>Construction of Shepherds Bush Station has been completed.</p> <p>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.</p> <p>North Pole station. Early indications from the feasibility study are that a station would be technically possible; more work is now being done to assess likely patronage.</p>	The opening of Shepherd's Bush has been delayed because of concerns raised by Network Rail about one of the platforms. Network Rail, TfL and the promoter of the station are discussing solutions.	Highways and Transportation
	Action on-going					

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			<p>The Local Public Service Agreement 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%.</p> <p>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.</p> <p>The Council was consulted on TfL's proposals to enhance bus services in the Borough as a result of the planned congestion charge extension.</p> <p>The Council pressed for additional changes that would enhance north-south bus movement, particularly in the west of the borough.</p>	<p>The Council's LPSA target was achieved, with a 13% improvement in reliability exceeding the original target.</p> <p>Designs for improving eight of our bus stops have been produced.</p> <p>We worked with TfL and bus operators to identify and target 'waiting' and 'loading' hotspots. We have recommended TfL make changes at 10 locations, making conditions better for 18 routes.</p> <p>TfL has introduced one new and extended three other bus routes in the borough.</p> <p>The 316 and 228 routes will be extended into the borough in 2008.</p>	<p>Monitoring was completed in November 2006. The Council hoped to know the outcome by now. DfT and TfL had not supplied the data at the time of writing.</p> <p>The 316 extension has been delayed, because TfL could not find a bus stand location before the White City development opens. Work on the 228 continues and it is expected to start at the same time.</p>	

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12	We will set and maintain the highest possible standards of i) urban design and Action on-going		<p>i) Streetscape Guide has been published.</p> <p>Kensington High Street Scheme implemented.</p> <p>A comprehensive streetscape review has been completed in the Redcliffe and Stanley Wards and our recommend actions have been approved by the Streetscape Advisory Group. The rationalisation of street signage, the removal of redundant street furniture, is now complete and the implementation of various minor traffic schemes and environmental improvements is expected to be completed by May 2008. Following a feasibility study, streetscape improvements to the Fulham Road frontage of the Chelsea and Westminster Hospital are now being fully developed.</p> <p>The Mayor of London included Sloane Square amongst the first ten pilot projects in his public spaces programme for London and wishes to work with the Royal Borough to improve the quality of the Square.</p> <p>The Sloane Square study showed there was a strong need to improve the pedestrian environment outside Sloane Square underground station</p>	<p>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.</p> <p>Increased levels of walking and cycling in Kensington High Street.</p> <p>Following the success of the original streetscape pilot work, removing clutter and improving the street scene, the project was extended to Redcliffe and Stanley wards. The Colville and Stanley Wards have now been selected as the next area for review. An outline design has been approved and detailed design has commenced for the Fulham Road.</p> <p>Sloane Square proposals have been the subject of ongoing public consultation exercises, and the Council took on board the comments raised in the last consultation in March 2007.</p>	<p>The Council continues to receive many enquiries from local Councils in this country and abroad about its approach to streetscape design.</p> <p>Following public consultation, regrettably, it has been announced that the Council's preferred Sloane Square re-development proposal will not be taken any further forward.</p>	<p>i) Highways and Transportation</p>

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			<p>which is used by over 50,000 people a day and which is likely to increase because of proposed developments.</p> <p>Following on-going consultation, the Council is developing proposals for Exhibition Road. The proposals which involve widening the pedestrian area outside the station will produce overall environmental benefits for pedestrians.</p> <p>It has also been agreed to bring forward the proposals to simplify the one-way system around South Kensington into the project.</p>		<p>Previous research has demonstrated that personal exposure to PM₁₀ is directly related to distance from the kerb. The design for Exhibition Road recognises these findings and, among other things, aims to reduce personal exposure by effectively widening pavement areas for pedestrians on the west side of Exhibition Road and also around South Kensington Station.</p>	
12	<p>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.</p> <p>The borough will continue to strive for ongoing improvements for pedestrians.</p>		<p>ii) LPSA target to improve street cleanliness: By 2005/06 to improve cleansing standards in the north of the borough by 30% against the 2003/04 baseline; and to improve standards by 20% in the south.</p> <p>The targets achieved are being sustained and continuous improvement is sought through the new partnership arrangement with SITA.</p>	<p>Funding has been secured for the first stage of the Exhibition Road Scheme and the necessary designs are being progressed.</p> <p>The Council has agreed to implement pedestrian improvements to provide for one continuous surface for pedestrians with much less space given over to traffic. Works due to commence in early June 2008.</p> <p>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.</p>		<p>ii) Waste Management</p>

No	Action plan	Original timescale	Progress with measure	Outcome to date	Comments	Responsibility
13	The Council will continue to encourage responsible cycling through a combination of its cycle parking, high quality road surfaces, and where appropriate, traffic management.	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 children and 22 adults were trained. In 2006/07 140 children and 57 adults were trained.	In 05/06 figures were low as no officer had responsibility for co-ordinating cycle training.	Highways and Transportation
	Action on-going		We install 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. In addition, officers are currently reviewing the local cycle route network (non –LCN+) and existing cycle priority measures as to their suitability and whether they are in line with the Council’s streetscape principles. A ‘Cycle Rack’ layer has been set up in GIS to provide information on the location, no. of spaces, type of facility and a photo to assist in the management of bicycling facilities.	In 2007/08 271 children have received Level One only training with a further 276 receiving Levels One and Two totaling 547. 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. Both of these reviews are ongoing and anticipated to extend into the 2008/9 financial year. In 2006/07 the budget for carriageways maintenance was £1,594,030. The proposed figure for carriage way maintenance in 2008/09 has increased to £1,797,960.	The Council has been granted funding through the LIP to carry out reviews of the bicycle routes which make up the London Cycle network (LCN+). Conditions on all these routes will be thoroughly reviewed to confirm route alignment, identify barriers to cycling, recommend any potential solutions and develop costed recommendations for implementation. The Council maintains its carriageways in excellent condition for all users.	SSD

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14	<p>The Council will ensure that its charges for on-street visitor parking spaces are effective in managing demand.</p> <p>Action on-going</p>		<p>The Council reviews the pay and display tariffs annually. Occupancy surveys are conducted in November and any decisions based on this.</p> <p>None of the five tariff bands have been increase 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 2007 occupancy survey showed occupancy levels no higher than 70%, considerably less than the 85% required to trigger an increase.</p>	<p>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%. 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.</p> <p>In 2007, over 90 Pay + Display bays were converted to car club bays.</p>	<p>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</p> <p>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.</p>	Highways and Transportation
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.</p> <p>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.</p> <p>A new Transportation SPD will require permit free for all new residential developments.</p>	<p>To date we have approved 150 planning applications subject to permit-free status.</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.</p>	Highways and Transportation

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16	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.		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.	There is a reduced need for taxis to circulate while empty. However, the Council has welcomed, in consultation, the possible introduction of low-polluting "Tuc tucs" to central London.	The Council is not aware of any requests for taxi ranks in the Borough this year. However, the Council has welcomed, in consultation, the possible introduction of low-polluting "Tuc tucs" to central London.	Highways and Transportation
17	The Council will work with Transport for London to use signals to smooth traffic flow, without increasing overall traffic levels. Action on-going		The Council's efforts to improve bus reliability through its LPSA work (see Action 11) will have benefits for general traffic flow. 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. 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.		The Council periodically becomes aware of signals that are not working properly resulting in both congestion and pollution. However there are frequently delays in undertaking the work due to TfL's signal unit being overstretched. This situation remains unchanged. The central London. to remove signals in some locations to improve traffic flow and air quality.	Highways and Transportation

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18	The Council will review coach parking facilities in the Royal Borough. Action on-going		This has yet to be carried out formally. However this will form part of the new Local Implementation Plan (LIP).	Since securing off-street coach parking facilities on Warwick Rd, the Council has not had any new requests for coach parking; therefore no new arrangements have been made in the last year.	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 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
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.		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 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	Environmental Health and Planning and Conservation

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	Action completed			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.	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.	
21	The Council will continue to encourage residents to compost waste rather than burning it in bonfires. Action completed		Originally the Council supplied cut-price composters to residents over a period of about ten years. The Council then joined a home composting scheme funded by WRAP, which ended in December 2004 due to lack of uptake by residents. The Council has signed up for London CRN's Master Composting scheme. The Council now offers an all year round service collecting garden waste for municipal composting.	There is little evidence of garden bonfires in the Borough. The home composting scheme initiative saw the distribution of approximately 1300 units. 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. We anticipate an increase in the amount collected.	There are no records of how much home composting is done in the borough. The Waste and Resources Action Programme (WRAP) is however working on a standard method to calculate this via its Home Composting Campaign that continues in other boroughs.	Waste Management

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22	We will work towards re-designating the Smoke Control Zone by 2003		<p>A smoke control order covering the whole borough came into force in May 2006.</p> <p>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 must be exempted appliances.</p>	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, restaurants to assist in a project commissioned by the GLA.	Environmental Health
	Action completed					
23	The Council will continue to carry out regular and rigorous statutory inspections in accordance with DEFRA guidance, to ensure that emissions from small industrial processes (Part B processes) do not exceed national air quality objectives, and are minimised as far as is practically possible.		<p>Inspections for authorised processes (6 petrol stations and 1 vehicle refinisher) have been completed in accordance with our statutory requirements.</p> <p>Dry cleaners have come under local government control only relatively recently.</p>	There are 28 dry cleaners within the borough which are required by law to acquire a permit. All of these have been inspected in 2008 and all have now been issued with permits. 25 new permits were issued during the Spring of 2008.		Environmental Health
	Action on-going					
24	The Council will continue to promote energy-efficiency measures in the homes in the Royal Borough, under its HECA and its Affordable Warmth work. It will also consider and require efficient local energy generating schemes		<p>Refurbishment work on the 'flagship' HMO has been completed and the building is fully occupied. Publicity continues</p> <p>Heatstreets programme:</p>	<p>Energy saving measures have been installed, which are estimated to reduce carbon dioxide emissions from the building by 65%, from 25.74 to 9.58 tonnes per annum.</p> <p>The Heatstreets scheme ran for</p>	We spent £225,000 of our allocated budget, with an	Environmental Health

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	where practicable. Original Action completed however work continues on new schemes		In partnership with Powergen and the London Boroughs of Hounslow, Hillingdon, Harrow, Brent, Hammersmith and Fulham, and Ealing, Heatstreets offered qualifying households the opportunity to have gas central heating systems installed, or an old inefficient system replaced, free of charge.	2 years up until 23 January 2007. During this 2 year period we were able to install over 60 central heating systems and those properties are now thermally 'decent' and, as a result of their increased energy efficiency, residents are paying less on their energy bills and producing less CO2.	under spend of around £50,000 which was rolled over into the Warmzones scheme. This shares many of the outcomes of Heatstreets but does have a more expansive remit and includes thermal insulation, fire safety checks and advice on benefits entitlement.	
			The Cool It project has now run for three years to introduce climate change and energy efficiency issues to schools. This is primarily 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 ESCS (Energy Centre for Sustainable Communities)	A website has 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. This was attended by about 240 pupils from 8 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, Heatstreets offered qualifying households the opportunity to have thermal insulation and gas central heating systems installed, or an old inefficient system replaced, free of	The Warmzones Scheme has been running for a number of months now and has been very successful at a regional level. 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.	The scheme has also been nominated as an example of good practice and is likely to be extended for another year.	

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			charge. The scheme also offers fire safety checks and advice on benefit entitlement.			
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 NOx instrument NOx (and incorporation of existing PM10 monitoring unit) has been completed.</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.</p> <p>The Council is active in the AirTEXT consortium. Air TEXT 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 PCT, residents and staff. We have recruited over 113 users for the airTEXT Scheme which was launched on the 28th of 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>Upgrading on the TEOM at North ken was originally delayed due to technical concerns this will now be progress in 2008. A further £8000 will be sought for the upgrading of a further instrument.</p>	Environmental Health