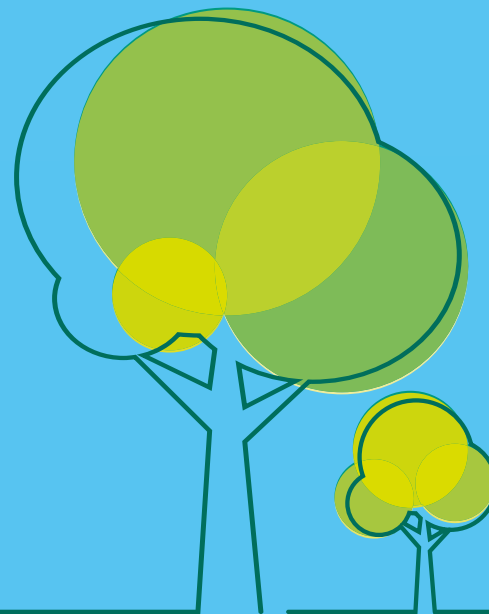




Royal Borough of Kingston upon Thames



AIR QUALITY ACTION PLAN 2021-2026



June 2021

FOREWORD

It is my pleasure to present you with our revised Air Quality Action Plan for 2021 to 2026 which sets out our plans for improving the quality of the air we breathe.



Air pollution represents a significant threat to the health of our residents and those who work in the borough. It both contributes to instances of and exacerbates the symptoms of illnesses such as asthma, COPD and lung cancer. Additionally, the impacts of poor air quality are disproportionately felt by the very young, the very old, the poor and those with preexisting health conditions. Ultimately though, everyone in our borough will be negatively impacted in some way by air pollution.

The Royal Borough of Kingston will use the roadmap presented in this Action Plan to reduce air pollution levels for the benefit of all our residents and those who visit the borough. This revised plan builds upon the work done during the last five years under our 2016-21 Air Quality Action Plan. Since 2016 the council has taken significant steps to improve air quality. We have built 24km of fully segregated cycleway under the Go Cycle programme, installed anti-idling road signs at known hotspots, built a new website for air quality and reviewed hundreds of planning applications giving advice and recommending conditions to minimise the impact of development on air quality.

We continue to maintain an extensive air quality monitoring network of 40 nitrogen dioxide diffusion tubes and three air quality monitoring stations. From 2016 to 2019 our network detected a steady decline in nitrogen dioxide from an average of 43.2µg/m³ across all monitoring sites in 2016 to an average of 36.0µg/m³ in 2019. The greatest single reduction was -35.3% on Kingston Road at Tolworth Station.

However, there is still much work to be done. There are several locations in the borough where residents are exposed to levels of nitrogen dioxide and particulate matter above national objective levels. The council recognises that even very low concentrations of particulate matter can harm human health, and even at locations where the relevant national air quality objectives are being met we know we must do more to reduce concentrations even further.

With the help of London's first Citizens' Assembly on Air Quality, held in November / December 2019, we have created an ambitious series of actions to achieve this goal. We must tackle air pollution at its various sources to protect the health of our residents and visitors. 64% of nitrogen oxides pollution in our borough comes from road transportation and 49% of that comes from private cars. We must promote sustainable transport options and reduce the number of journeys being made by car that could easily be made on foot or by bicycle. Additionally, we know that around 21% of PM_{2.5} pollution in our borough comes from domestic solid fuel burning, so we must also work to dissuade residents from burning solid fuels at home when other, less polluting sources of heating are available.

The council cannot solve the problem of air pollution on our own, which is why we invited our Citizens' Assembly to formulate a number of the actions in the Plan. Our actions detail how we intend to work with external partners and, where we have less direct control, lobby other organisations to do what they can to improve our air. But almost every resident, worker or visitor is both a victim of and a contributor to local air pollution and we all have a part to play in improving the situation as individuals. If you would like to learn more about the steps you can take to improve local air quality and reduce your exposure, please visit the 'What can you do?' page of our air quality webpages. Only through collective action can we solve this public health crisis.

As the Lead Member for Environment and Sustainable Transport I am pleased to champion this Air Quality Action Plan. I will do all I can to ensure that we follow through on our commitments set out within it.

Councillor Stephanie Archer: Lead Member for Environment & Sustainable Transport

SUMMARY

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in the Royal Borough of Kingston upon Thames between July 2021 and June 2026.

This action plan replaces the previous action plan which ran from January 2016 to December 2021. Highlights of successful projects delivered through the past action plan include:

- **The implementation of 3 school streets providing cleaner air and promoting and facilitating safer journeys for hundreds of primary school children**
- **The construction of 24km of segregated cycle paths to facilitate safe, sustainable transport throughout the borough**
- **London's first Citizens' Assembly on Air Quality, which improved public awareness of the problem and provided much of the content of this new action plan**

Air pollution is associated with a number of adverse health impacts, it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}. The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion³.

The Royal Borough of Kingston upon Thames is committed to reducing the exposure of people in Kingston to poor air quality in order to improve health.

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

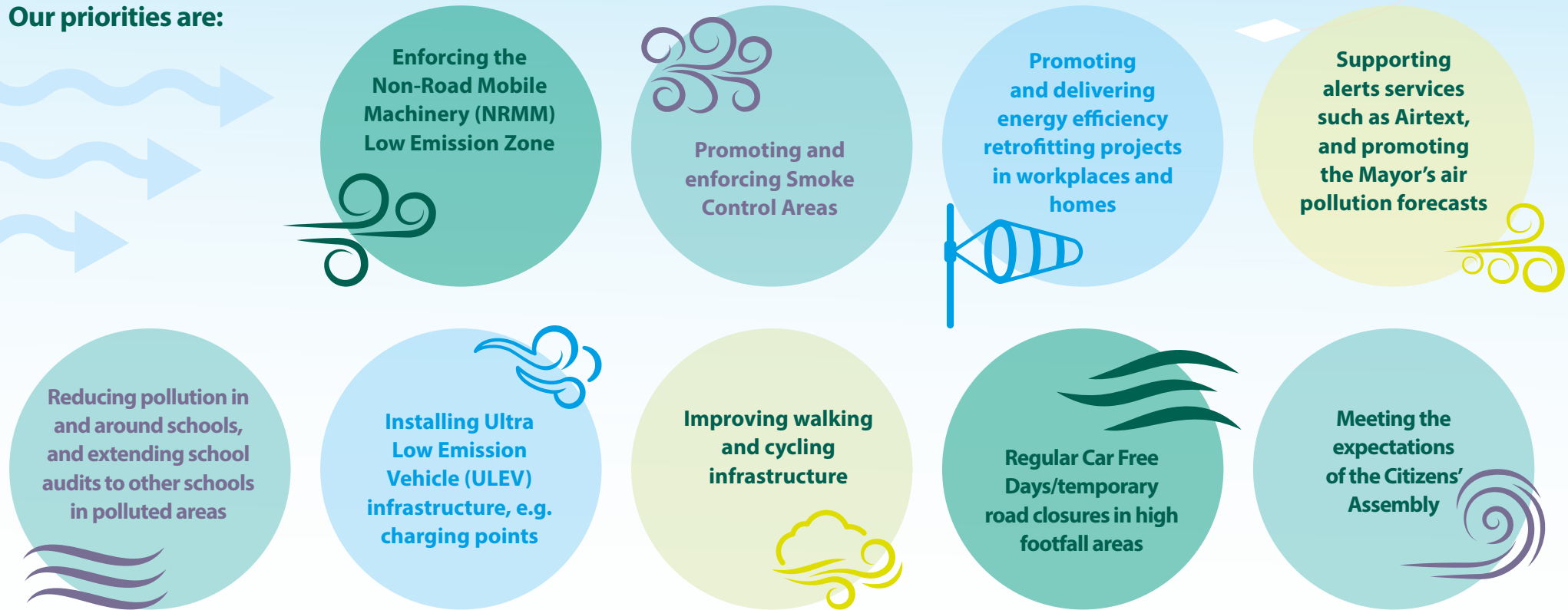
1. Monitoring and other core statutory duties: maintaining monitoring networks is absolutely critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also a number of other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution;
2. Emissions from developments and buildings: emissions from buildings account for about 15% of the NO_x emissions across London so are important in affecting NO₂ concentrations;
3. Public health and awareness raising: increasing awareness can drive behavioral change to lower emissions as well as to reduce exposure to air pollution;
4. Delivery servicing and freight: vehicles delivering goods and services are usually light and heavy duty diesel-fueled vehicles with high primary NO₂ emissions;
5. Borough fleet actions: our fleet includes light and heavy duty diesel-fueled vehicles such as mini buses and refuse collection vehicles with high primary NO₂ emissions. Tackling our own fleet means we will be leading by example;
7. Localised solutions: these seek to improve the environment of neighbourhoods through a combination of measures; and
8. Cleaner transport: road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

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

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

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

Our priorities are:



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

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

However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, regulating emissions from taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond the Royal Borough of Kingston's direct influence.

RESPONSIBILITIES AND COMMITMENT

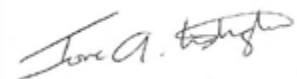
This AQAP was prepared by Regulatory Services at Kingston Council with the support and agreement of the following officers and departments:

Achieving for Children, Environmental Protection, Estates Services, Rangers, Highways and Transport, Kingston Healthy and Safe, Parking, Planning, Procurement, Property Services, Public Health, Strategy and Engagement, and Sustainable Transport.

This AQAP has been approved by:



Matthew Hill
Assistant Director of Highways and Regulatory Services



Iona Lidington
Director of Public Health



CLlr Stephanie Archer
Lead Member for Environment & Sustainable Transport



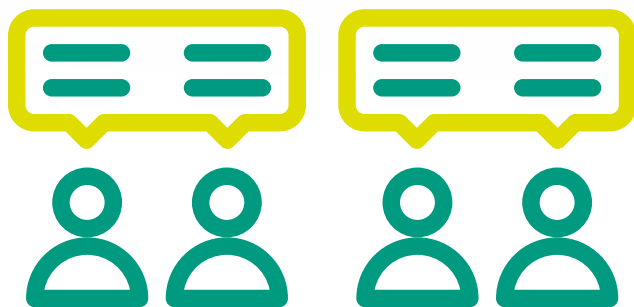
PUBLIC CONSULTATION

Public consultation was carried out between 17th of November 2020 and 17th of January 2021. During the consultation process, we sought feedback on the proposed measures and were keen to engage those who live, study and work in the borough. Upon conclusion of the consultation process, we assessed the responses and amended the content of the action plan to take account of the views that were expressed. Details of the responses received and the action that the council took are provided in Appendix A.

The revised action plan was then taken to Committee and submitted to the GLA for final approval before its adoption.

This AQAP will be subject to an annual review, appraisal of progress and reporting to the council's Air Quality Working Group. Progress each year will be reported in the Annual Status Reports produced by the Royal Borough of Kingston upon Thames, as part of our statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them for the attention of the Pollution Control Team by email to pollution.control@kingston.gov.uk or call **020 8547 5002**.



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ABBREVIATIONS

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Building Emissions Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM10	Particulate matter less than 10 microns in diameter
PM2.5	Particulate matter less than 2.5 microns in diameter
RBK	Royal Borough of Kingston
TEB	Transport Emissions Benchmark
TfL	Transport for London

INTRODUCTION

This report outlines the actions that RBK will deliver between July 2021 and June 2026 in order to reduce concentrations of pollution and exposure to pollution; thereby positively impacting the health and quality of life of residents and visitors to the borough.

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

1. Summary of current air quality in the borough of Kingston

The UK Clean Air Strategy released in 2019, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The Strategy objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

RBK is meeting all of the national objectives other than for the gas Nitrogen Dioxide (NO₂). RBK is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}). However, for PM_{2.5} the legal objective is far higher than the World Health Organisation (WHO) recommended guideline limit. For this reason, in the London Environment Strategy the Mayor has committed to meeting the WHO health-based guideline limits across London by 2030. RBK is still exceeding World Health Organisation guideline PM_{2.5} limits, and so a key area of focus will be to help the Mayor meet this 2030 target.

⁴ LLAQM Policy and Technical Guidance. <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-borough>

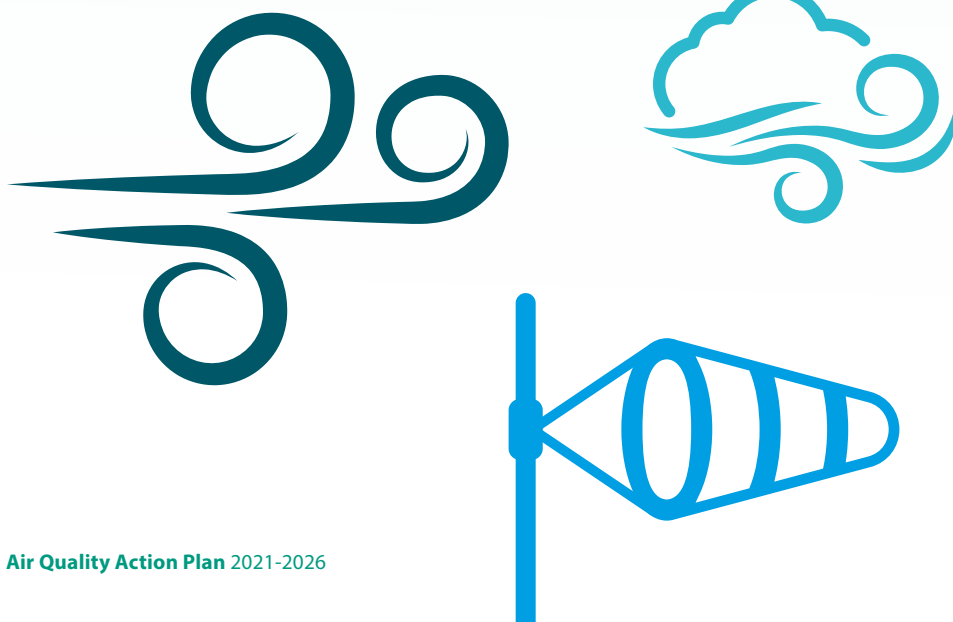
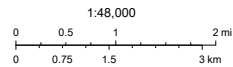


Figure 1 Modelled map of annual mean NO₂ concentrations (from the LAEI16)

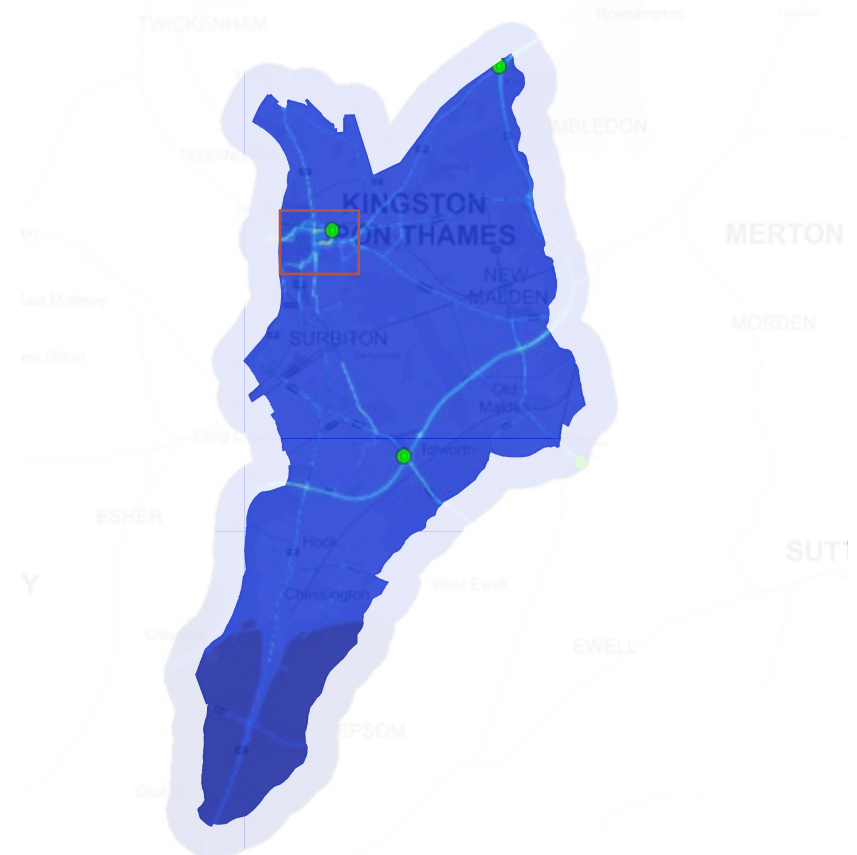


- 30/06/2021, 14:38:51
LAEI2016_2016_NO2ratio_testB
- < 16
 - 16 - 19
 - 19 - 22
 - 22 - 25
 - 25 - 28
 - 28 - 31
 - 31 - 34
 - 34 - 37
 - 37 - 40
 - 40 - 43
 - 43 - 46
 - 46 - 49
 - 49 - 52
 - 52 - 55
 - 55 - 58
 - > 58
- 2020 Passive Monitoring Network NO2 (µg/m3)
- 0 - 40
 - 40 - 60
 - > 60
- Real Time Monitoring Site
- Low

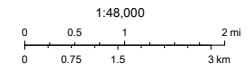


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Figure 2 Modelled map of annual mean PM₁₀ concentrations (from the LAEI16)



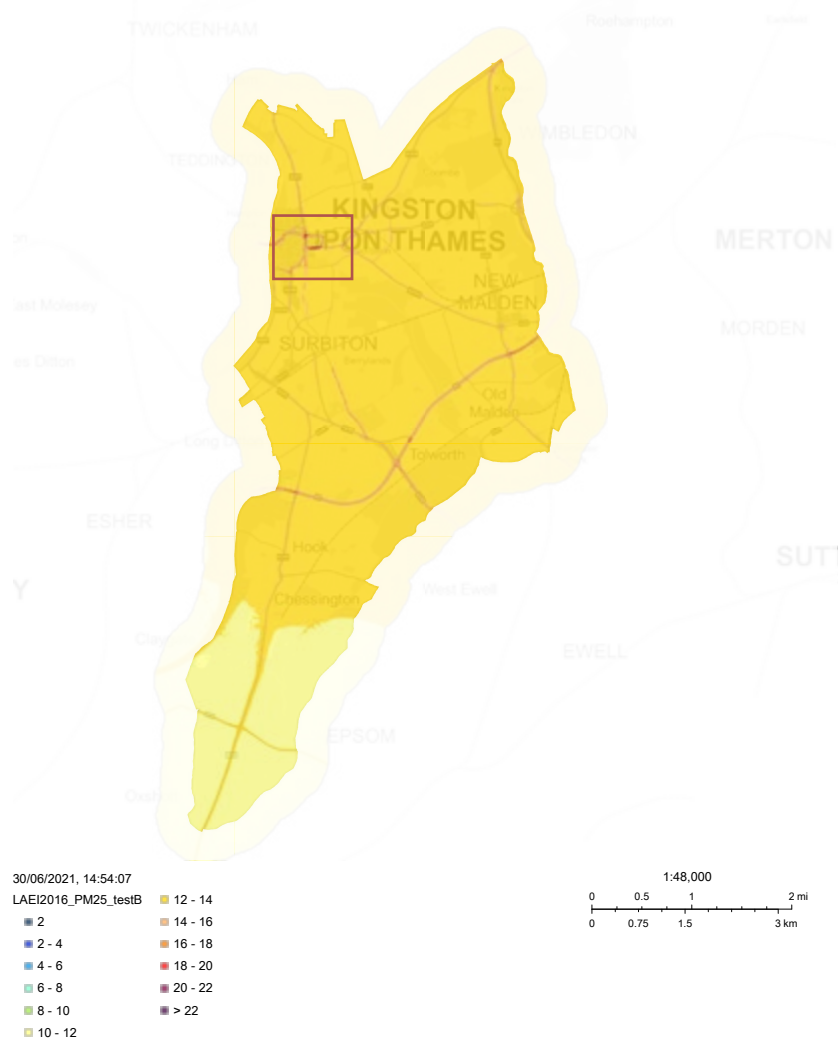
- 30/06/2021, 14:50:10
LAEI2016_2016_PM10_B
- < 16
 - 16 - 19
 - 19 - 22
 - 22 - 25
 - 25 - 28
 - 28 - 31
 - 31 - 34
 - 34 - 37
 - 37 - 40
 - 40 - 43
 - 43 - 46
 - 46 - 49
 - 49 - 52
 - 52 - 55
 - 55 - 58
 - > 58
- Real Time Monitoring Site
- Low



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Figure 3 Modelled map of annual mean PM_{2.5} (from the LAEI16)



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1.1 AQMAs and Focus areas

In RBK an Air Quality Management Area (AQMA) has been declared across the entire borough.

The AQMA has been declared for monitored exceedances of the annual mean objective for NO₂ and modelled exceedances of the short-term exposure limit for PM₁₀.

An air quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are two focus areas in the borough. These are in central Kingston and on the A3 in New Malden/West Barnes.

1.2 Sources of Pollution in RBK

Pollution in RBK comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of NO₂ are road transportation and industrial and residential heat and power generation. The main sources of particulate matter are road transportation, construction and domestic biomass burning.

Figure 4 NO_x Emissions by source and vehicle type (from the LAEI 2016)

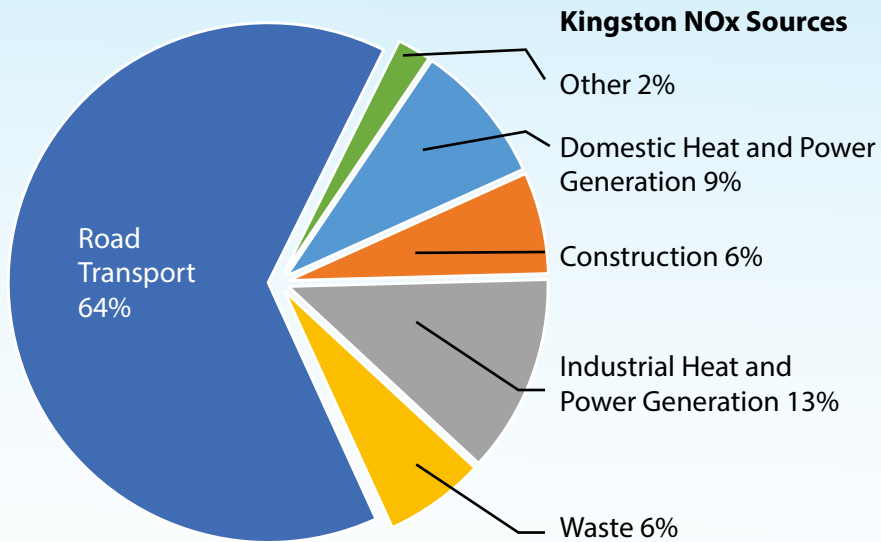
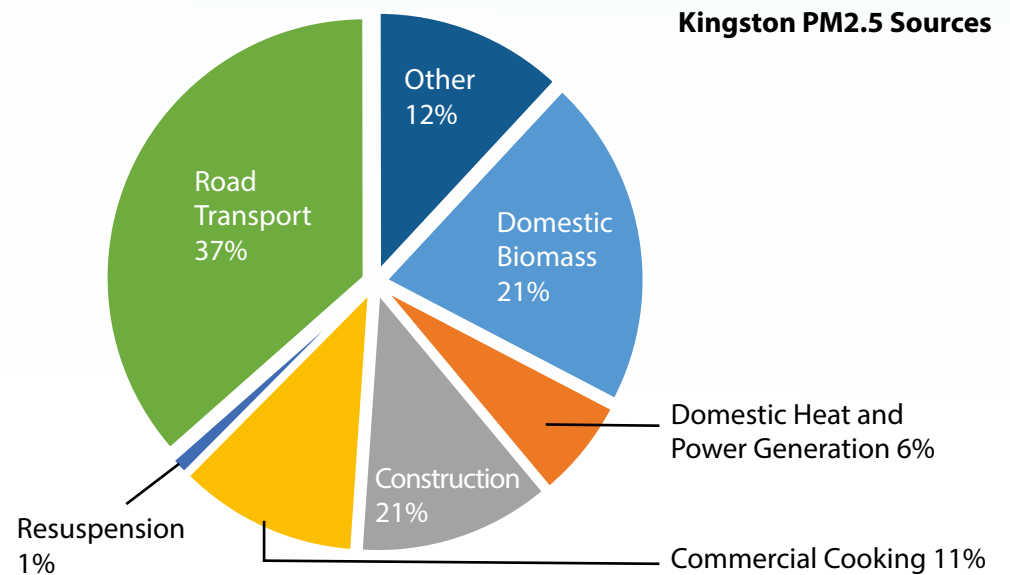
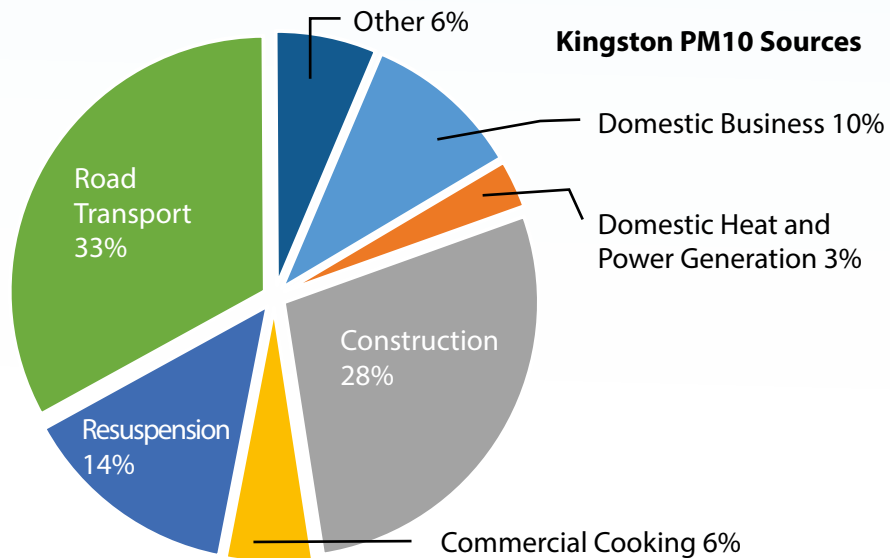
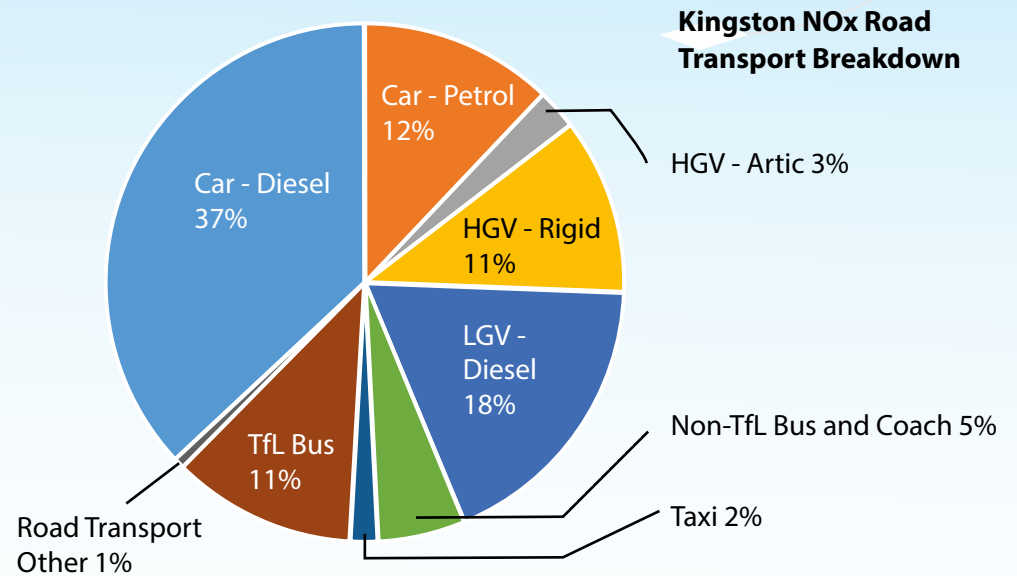


Figure 5 PM₁₀ and PM_{2.5} Emissions by source (from the LAEI 2016)




2. RBK's Air Quality Priorities

Air quality priorities are chosen using an estimation of difficulty of implementation versus magnitude of potential impact on local air quality. RBK has nine air quality priorities which are as follows:




Enforcing the Non-Road Mobile Machinery (NRMM) Low Emission Zone

The borough is taking part in a Pan-London NRMM enforcement scheme funded by the Mayor of London's Air Quality Fund. Regular inspections are being made to ensure compliance with the London-wide Low Emission Zone for NRMM. We have also been making sure that developers are bound by planning conditions to allow only compliant plant to operate on their sites, registering them appropriately using the GLA's online portal.




Installing Ultra Low Emission Vehicle (ULEV) infrastructure

The Council will continue to bid for additional funding to increase electric vehicle charging infrastructure within the borough, promoting a switch to cleaner vehicles.




Promoting and enforcing smoke control zones

The borough of Kingston is almost entirely covered by a Smoke Control Zone. This prohibits the burning of all but the cleanest fuels, except when using an authorized appliance. To ensure that borough residents and businesses comply with this rule we intend to create a communications campaign at strategic times of year to raise awareness of the harms caused by burning solid fuels in built up areas.



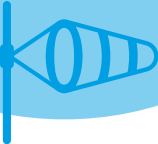
Promoting and delivering energy efficiency retrofitting projects in workplaces and homes

While the borough has been continuing to ensure a high standard of energy efficiency is incorporated into new development, retrofitting old ones is a new priority for this action plan.



Supporting alerts services such as Airtex, and promoting the Mayor's air pollution forecasts

The borough will continue to promote alert and awareness raising programmes such as Airtex and the Mayor's pollution forecasts. Under this air quality action plan we will do so using a revamped air quality website.





Reducing pollution in and around schools, and extending school audits to other schools in polluted areas

During the term of the outgoing action plan we have implemented three school streets to protect children at primary schools from harmful emissions and dangerous traffic. We will continue this work in addition to trialing new approaches such as Low Traffic Neighbourhoods and promoting sustainable transport to and from school via School Travel Plans and other interventions.



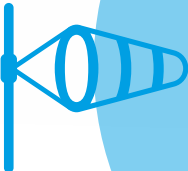

Improving walking and cycling infrastructure

In recent years we have delivered more than 24km of fully segregated cycle paths within the borough. These highway improvements haven't just benefited cyclists. In line with the Healthy Streets approach, these measures have gone hand in hand with the construction of new, safer, uninterrupted walking routes making it quicker and more pleasant to choose active travel.



Regular Car Free Days/ temporary road closures in high footfall areas

Every year on September 22nd we have provided a number of Car Free Day events throughout the borough. From street parties to play streets to guided walks and bicycle rides, these events have helped to promote active travel and good health.



Meeting the expectations of the Citizens' Assembly

In 2019 RBK held London's first Citizens' Assembly on air quality. 38 demographically representative residents participated in two weekends of intense lectures, workshops and panel discussions in order to create a clean air action plan, the outcomes of which form the basis of many actions in this new Air Quality Action Plan.



3. Development and Implementation of RBK's AQAP

3.1 Consultation and Stakeholder Engagement

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



Our Citizens' Assembly brought together 38 demographically representative residents with a view to creating a series of resident-made actions on air quality that would form part of the basis of this action plan. Over the course of two weekends in late-2019 we presented them with high-level information on air quality which was peer reviewed by our specially appointed panel of experts to ensure accuracy and balance. The Assembly was then asked to create a series of recommendations accompanied by actions. The source of each of our actions is listed in table 4.1.

The response to our consultation stakeholder engagement is given in Appendix A.

Table 3.1 Consultation Undertaken

Yes/No	Consultee
Yes	Secretary of State
Yes	Mayor of London
Yes	Environment Agency
Yes	Transport for London
Yes	All neighbouring authorities – LB Richmond, LB Merton, LB Wandsworth, LB Sutton, Elmbridge BC, Epsom and Ewell BC, Mole Valley DC
Yes	NHS CCG
Yes	BIDs
Yes	Chamber of Commerce

3.2 Air Quality Working Group

The RBK Air Quality Working Group has met periodically throughout the lifetime of the outgoing AQAP. The group includes representation from both major political parties in the borough as well as representatives from the major Council teams involved in the delivery of the AQAP. This group has been instrumental in delivering the action plan and ensuring that the efforts of the relevant Council departments are coordinated and adequately supported.



4. Action Plan Table

Table 4.1 shows the Royal Borough of Kingston AQAP. It contains:

- a list of the actions that form part of the plan grouped under the seven topics;
- the responsible individual and departments/organisations who will deliver this action;
- estimated ease of implementation;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation
- the outputs, targets and Key Performance Indicators
- how progress will be monitored.

Table 4.1 Air Quality Action Plan

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

Theme	Action number	Action	Source	Team responsible for delivery	Ease of delivery	Magnitude of air quality benefits	Priority (lower number is better)	Timescales for implementation	How will implementation be monitored
Borough Fleet Actions	1	Ensure that all SEND Vehicles are Euro 6 Compliant with a reissued fleet of vehicles by Sept. 2021 and transition to all electric vehicles as soon as a suitable replacement is available to match current specification.	Citizens' Assembly	Sustainable Transport	Straightforward - 2	Medium - 2	4	Euro 6 compliant by Sept. 2021. Swap to electric by 2028 if suitable vehicles are available.	Percentage of fleet Euro 6 compliant and electric.
Borough Fleet Actions	2	Kingston to sign the Clean Van Commitment from Global Action Plan and commit to swapping fleet vehicles for zero emission versions, where they exist and are suitable, by 2028. Kingston to lobby vehicle providers and contractors to sign the commitment too.	Citizens' Assembly	Procurement	Straightforward - 2	Low - 3	6	September 2021	Has RBK signed the pledge? How many of our providers have we written to ask?
Borough Fleet Actions	3	Replace all remaining housing fleet to electric when suitable cost-effective electric vehicles are available. Ensure that housing fleet vehicles for which like for like EV options do not yet exist are Euro VI-compliant.	GLA Matrix	Procurement	Medium - 4	Medium - 2	8	Euro 6 compliant by Sept. 2021. Swap to electric by 2028 if suitable vehicles are available.	Number of vehicles swapped for alternatively fueled equivalents. Number of vehicles swapped for Euro VI equivalents.
Borough Fleet Actions	4	Devise and implement a driver training system to promote efficient driving practice amongst Council employees.	GLA Matrix	Environmental Protection	Straightforward - 1	High - 1	1	Summer 2022 and ongoing thereafter with new employees	Number of employees completing the programme.
Cleaner Transport	5	Continue to lobby TfL and Surrey CC to increase the rate at which ultra-low emission buses are introduced in Kingston.	Citizens' Assembly	Highways and Transport	Straightforward - 1	Medium - 2	2	Ongoing - we have monthly liaison meetings with TfL at which ULE buses are a standing item. Engage separately with Surrey CC.	Is TfL on schedule with bus replacements. Proportion of Surrey CC buses that are ultra-low emission.

Cleaner Transport	6	Carry out a public consultation process to maximise quality of the bus service by optimising routes and frequencies.	Citizens' Assembly	Highways and Transport	Medium - 3	Low - 3	9	Request this by June 2021.	Confirmation that the consultation has been requested.
Cleaner Transport	7	Lobby Transport for London and South Western Railways for changes to the zones system for Kingston, Surbiton and Chessington resulting in cheaper, Zone 5 fares.	Citizens' Assembly	Assistant director for Highways, Transport and Regulatory Services	Straightforward - 1	Low - 3	3	Request this by Summer 2021	Confirmation that the request has been made.
Cleaner Transport	8	Implement a public e-bike hire scheme in the borough in 2021	Citizens' Assembly	Sustainable Transport	Medium - 3	Low - 3	9	Summer 2021	100 bikes deployed in the borough in June/July 2021, rising to 250 by March 2022
Cleaner Transport	9	Working with schools to carry out an Active Travel Challenge over one month with rewards on offer for entrants. Possibly targetting parents and guardians with children at schools with school streets.	Citizens' Assembly	Sustainable Transport	Straightforward - 2	Low - 3	6	Summer 2021	Leaderboard to be kept and reported back to us by schools who sign up
Cleaner Transport	10	In conjunction with recommendation 4.3, run a rewards programme for Active Travel Employers, offering rewards to employers with the greatest commitment to active travel (e.g. showers at work, secure cycle parking, Cycle Scheme uptake, etc.).	Citizens' Assembly	Sustainable Transport	Medium - 4	Low - 3	12	Autumn 2021	Healthy Streets Officer to work with Strategy and Engagement on Green Business Initiative including offering Peddle My Wheels cargo bike hire. Monthly score of cycles hired to businesses. Get businesses to self-report on progress regarding improvements to facilities for employees. Carry out spot checks if necessary.
Cleaner Transport	11	Encourage businesses to sign up to a green pledge for Kingston. Hold a healthy green workplaces conference to encourage the use of sustainable transport	Citizens' Assembly	Kingston Healthy and Safe	Medium - 3	Low - 3	9	Autumn 2022	Number of signatory businesses. Holding the conference on schedule.
Cleaner Transport	12	Investigate simplifying payment methods for newly installed charge points in the borough. This is likely to take the form of a 'one app' approach to payments. This aim will be taken into consideration for all future procurement of charging points.	Citizens' Assembly	Sustainable Transport	Medium - 4	Low - 3	12	EVCP installations ongoing. One app delivery by [date]	User survey. Number of suppliers written to.



Cleaner Transport	13	Discouraging unnecessary idling through continued participation with the Idling Action campaign if possible, installation of anti-idling road signs at known hotspots, promotion of anti-idling online workshops provided by Idling Action with schools, businesses, and borough drivers.	GLA Matrix	Environmental Protection	Straightforward - 2	Medium - 2	4	Ongoing	Road signs installed wherever complaints are received, provided the location is suitable for signage. Number of complaints investigated. Number of schools the web workshop has been promoted to. Number of businesses the web workshop has been promoted to. Number of borough employees completing driver training programme.
Cleaner Transport	14	Assess the feasibility of changing all borough residential roads to 20mph.	GLA Matrix	Highways and Transport	Medium - 4	Medium - 2	8	End 2021	Has a feasibility study been made?
Cleaner Transport	15	Increasing the proportion of electric and hydrogen vehicles and low emission vehicles in Car Clubs	GLA Matrix	Sustainable Transport	Straightforward - 2	Medium - 2	4	Tender in 2021. Delivery from 2022	Corporate car club contracts to be retendered 2021. If supplier(s) go with floating model then by 2026 we expect to have 100% EV car club fleet.
Cleaner Transport	16	4 Very Important Pedestrian Days a year on weekdays leading to trials of play streets in residential areas. In business areas, target one a year on a Sunday.	GLA Matrix	Sustainable Transport	Straightforward - 2	Medium - 2	4	Spring/Summer 2022	Number of VIP days held per year.
Cleaner Transport	17	Surcharge on diesel vehicles below Euro 6 standards for Resident's and Controlled Parking Zone permits	GLA Matrix	Parking	Straightforward - 2	High - 1	2	End 2023	Is there a surcharge?
Cleaner Transport	18	Installation of 100 resident charge points close to homes on targeted residential streets in 2021	GLA Matrix	Sustainable Transport	Medium - 3	Low - 3	9	100 lamp column chargers added in 2021. a bid in Autumn 2021 could lead to 100 more in 2022.	Use of ORCS funding from OLEV via London-wide bid in Autumn 2021. Number of chargers installed per year meeting schedule?
Cleaner Transport	19	Installation of rapid electric vehicle chargers in 3 RBK town centre car parks	GLA Matrix	Sustainable Transport	Straightforward - 2	Medium - 2	4	4 by end of 2022	Number of rapid chargers installed.

Cleaner Transport	20	Reallocation of road space; reducing parking in accessible destinations and or restricting parking on congested high streets and busy roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic.	GLA Matrix	Highways and Transport	Medium - 3	Medium - 2	6	We bid for LIP funding on an annual basis and schemes are delivered the following year.	Ensuring that KPIs embedded within the LIP programme are met on schedule.
Cleaner Transport	21	Provision of infrastructure to support walking and cycling.	GLA Matrix	Highways and Transport	Medium - 4	High - 1	4	We bid for LIP funding on an annual basis and schemes are delivered the following year.	Ensuring that KPIs embedded within the LIP programme are met on schedule.
Delivery Servicing & Freight	22	Update of local authority Procurement policies to include a requirement for suppliers with large fleets to have attained silver FORS accreditation	GLA Matrix	Procurement	Straightforward - 1	High - 1	1	December 2021	The ethical sourcing policy will form part of a number of commissioning & procurement policies that will be developed and presented to RBK Committee in late 2021. Commissioners will assume responsibility for checking and ensuring compliance with this requirement. Procurement will add a guidance note to the commissioning toolkit and templates once the requirements have been clarified.

Delivery Servicing & Freight	23	Update of Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainable criteria)	GLA Matrix	Procurement	Straightforward - 2	High - 1	2	Changes to the contract regulations to be approved at the Full Council and implemented by June 2021. Social Value policy will be approved by the committee in September 2021 but the draft framework is currently being implemented. The framework will be updated annually to reflect the national changes to TOMs.	<p>100% of relevant procurements to include relevant air quality criteria.</p> <p>Through procurement by ensuring a Social value/ sustainable criteria is developed and bidders are ask to submit their offer and how they will achieve the following KPIs (contract managers will be responsible to measure the achievement of these KPIs through performance management/ scorecards):</p> <ul style="list-style-type: none"> NT32 Car miles saved on the project (e.g. cycle to work programmes, public transport or car pooling programmes, etc.) NT33 Number of low or no emission staff vehicles included on project (miles driven) NT31 Savings in CO2 emissions on contract not from transport (specify how these are to be achieved).
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Delivery Servicing & Freight	24	Secure delivery and servicing plans and monitoring via planning obligations for large traffic generators, including commercial developments, new and expanded schools, other community facilities and major residential developments.	GLA Matrix	Planning	Medium - 3	N/A - Benefits are potentially significant but not quantifiable	NA	Ongoing	Have conditions been added as standard to relevant developments?
Emissions from developments and buildings	25	Construction Management Plans imposed by planning obligation on all major and other sensitive development in consultation with advice from Transport/Highways and Air Quality.	GLA Matrix	Planning	Straightforward - 2	N/A - Benefits are potentially significant but not quantifiable	NA	Ongoing	100% of relevant applications to include appropriate conditions. Performance to be reported annually as standard in the Annual Status Report on air quality.
Emissions from developments and buildings	26	London Plan policies on energy efficiency applied to relevant development; Aspiration to adopt BREEAM target policies for development in RBK new Local Plan in Q4 2023 subject to viability testing.	Citizens' Assembly	Planning	Medium - 3	Low - 3	9	Ongoing, possible BREEAM adoption by Q4 2023	100% of relevant applications to include appropriate conditions.
Emissions from developments and buildings	27	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies through continuing membership of the NRMM enforcement project.	GLA Matrix	Environmental Protection	Straightforward - 2	High - 1	NA	Ongoing	100% of relevant applications to include appropriate NRMM Low Emission Zone conditions. Number of sites visited. Proportion of sites achieving compliance.
Emissions from developments and buildings	28	Apply London Plan CHP and biomass air quality policies to relevant development.	GLA Matrix	Planning	Straightforward - 2	N/A - Benefits are potentially significant but not quantifiable	NA	Ongoing	100% of relevant applications to include appropriate conditions. Performance to be reported annually as standard in the Annual Status Report on air quality.



Emissions from developments and buildings	29	Applying London Plan 2021 Air Quality Neutral policies to new major development.	GLA Matrix	Planning	Straightforward - 2	N/A - Benefits are potentially significant but not quantifiable	NA	Ongoing	100% of relevant applications to have AQN assessment and appropriate conditions Performance to be reported annually as standard in the Annual Status Report on air quality.
Emissions from developments and buildings	30	Urban Greening Factor requirement for relevant development in line with London Plan; Maintenance plans for green infrastructure secured by planning condition.	GLA Matrix	Planning	Straightforward - 2	N/A - Benefits are potentially significant but not quantifiable	NA	Ongoing	100% of relevant applications to include appropriate conditions.
Emissions from developments and buildings	31	Ensuring that Smoke Control Zones are fully promoted and enforced through investigating complaints of smoke, consolidating the smoke control zones into a single zone that encompasses the entire borough, and investigating fuel retailers for compliance.	GLA Matrix	Environmental Protection	Straightforward - 2	Medium - 2	4	Ongoing. Smoke control zone to be consolidated by end of October 2021.	Number of complaints investigated. SCA consolidated on schedule? Smoke control page on website. Regular comms during winter to remind residents of the legislation.
Emissions from developments and buildings	32	Promoting and delivering energy efficiency retrofitting projects in workplaces and homes using the GLA RE:NEW and RE:FIT programmes to replace old boilers /top-up loft insulation in combination with other energy conservation measures.	GLA Matrix	Property Services	Medium - 3	Medium - 2	6	Ongoing	Energy efficiency improvements delivered within Council's own buildings Percentage of the borough's energy needs being met from renewable or community sources compared to 2018 baseline.
Emissions from developments and buildings	33	Ensure that planning and development within the borough are compliant with relevant planning policies in relation to air quality in order to mitigate the potential impacts of development on air quality and to protect the health and amenity of the population.	Citizens' Assembly	Planning	Straightforward - 2	Medium - 2	4	Ongoing	Performance to be reported annually as standard in the Annual Status Report on air quality.



Localised Solutions	34	Carry out air quality audits on the three schools in Kingston where NO2 concentrations are the highest in accordance with the GLA audit toolkit. Promote Schools Pollution Helpdesk and GLA audit toolkit.	Citizens' Assembly	Environmental Protection	Most Difficult - 5	Medium - 2	10	End of 2023	Number of schools audited.
Localised Solutions	35	Bid for funding to be able to implement 3 experimental schools streets per year and seek to make existing experimental schemes permanent.	Citizens' Assembly	Sustainable Transport	Medium - 3	Medium - 2	6	Ongoing	Number of funding applications submitted. Number of school streets implemented per year.
Localised Solutions	36	Liaise with South West London boroughs not covered by the inner London ULEZ regarding the potential for a south London ULEZ.	Citizens' Assembly	Highways and Transport	Most Difficult - 5	High - 1	5	2026	Number of meetings held with potential partner boroughs.
Localised Solutions	37	Carry out study to assess feasibility of implementing Kingston's first Zero Emissions Zone	Citizens' Assembly	Highways and Transport	Most Difficult - 5	High - 1	5	End of 2023	Completion of feasibility study
Localised Solutions	38	Continue to ensure that streets are designed in line with Healthy Streets Guidance with a specific focus on promoting sustainable transport by making highways safer, more accessible, and attractive through design, maintenance and greening. Implement a framework to ensure that all planned maintenance works consider Healthy Streets impacts.	Citizens' Assembly	Highways and Transport	Medium - 4	Medium - 2	8	End of 2022	Use 'Healthy Streets Check for Designers' tool to assess the health of streets where works occur
Localised Solutions	39	Carry out feasibility study to assess feasibility of implementing a Low Emission Neighbourhood in Kingston	GLA Matrix	Highways and Transport	Medium - 4	Low - 3	12	End of 2023	Completion of feasibility study



Monitoring and other core statutory duties	40	Collect and publish air quality monitoring data in line with the requirements of the London Local Air Quality Management framework.	Self-made	Environmental Protection	Straightforward - 1	Low - 3	3	Ongoing	<p>Current monitoring levels maintained and over 90% data capture achieved.</p> <p>Opportunities sought for installation of new monitors (through S106 etc.).</p> <p>Annual Status Reports submitted on time every year.</p> <p>Monitored through air quality Annual Status Reports and made available to the public through our air quality webpages.</p>
Public Health and Awareness Raising	41	Design and deliver a clean air communications campaign to raise awareness of the harm caused by poor air quality and how individuals can take action to reduce their emissions.	Citizens' Assembly	Strategy and Engagement	Medium - 3	Medium - 2	6	Summer 2022	Report to the Air Quality Working Group
Public Health and Awareness Raising	42	Develop a communications strategy which raises awareness of the harm caused by solid fuel burning. Material to be published early every winter for maximum impact.	Citizens' Assembly	Strategy and Engagement	Straightforward - 2	Medium - 2	4	Winter 2021	Report to the Air Quality Working Group
Public Health and Awareness Raising	43	Implement a schools outreach programme designed to raise awareness of the impacts of air pollution and help them to create clean air route plans. Provide this service to at least five schools in the borough and produce an article outlining findings for the head's newsletter.	Citizens' Assembly	Environmental Protection	Medium - 4	Medium - 2	8	End of 2022	Number of schools reached
Public Health and Awareness Raising	44	Ensure that the Director of Public Health is fully briefed on the content of the Annual Status Reports on air quality in relation to the current situation in our local authority area, actions that have been taken thus far, and what is needed to reduce the health impacts of poor air quality in the future.	GLA Matrix	Environmental Protection	Straightforward - 1	N/A - Benefits are potentially significant but not quantifiable	NA	Annually after May 31st - ASR submission deadline.	Has the DPH been briefed on schedule

Public Health and Awareness Raising	45	DPH will be consulted on all relevant air quality projects to liaise with key stakeholders.	GLA Matrix	Public Health	Straightforward - 2	N/A - Benefits are potentially significant but not quantifiable	NA	Ongoing	Website hits, email distribution, hard copy posters/leaflets distributed, social media interactions as appropriate.
Public Health and Awareness Raising	46	In relevant Public Health publications and in the statutory Annual Public Health Report, the Public Health DPH will have responsibility to ensure inclusion of up to date information on air quality impacts on the population.	GLA Matrix	Public Health	Straightforward - 1	N/A - Benefits are potentially significant but not quantifiable	NA	From end 2021	Annual reports from 2021
Public Health and Awareness Raising	47	Strengthening co-ordination with Public Health by ensuring that at least one Consultant grade public health specialist within the borough has air quality responsibilities outlined in their job profile (as part of a wider role, not a dedicated air quality post).	GLA Matrix	Public Health	Straightforward - 2	N/A - Benefits are potentially significant but not quantifiable	NA	Out for recruitment (hope to have a CHoS in place by mid 2021).	Monitoring whether an appropriate CHoS is in place.
Public Health and Awareness Raising	48	Director of Public Health/relevant CHoS to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	GLA Matrix	Public Health	Straightforward - 1	N/A - Benefits are potentially significant but not quantifiable	NA	Ongoing	Signature of DPH/ CHoS on relevant documents.
Public Health and Awareness Raising	49	Provide a briefing which can be disseminated amongst the Transport team detailing their responsibilities in relation to air quality improvement as well as risks and opportunities relevant to their service area that relate to air quality.	GLA Matrix	Environmental Protection	Straightforward - 1	N/A - Benefits are potentially significant but not quantifiable	NA	End of 2022	Has briefing note been provided on time
Public Health and Awareness Raising	50	Promotion of availability of airTEXT air pollution alert system on the website, doctor's surgeries, hospitals, and schools. Mayor's air quality alerts to be disseminated using social media.	GLA Matrix	Environmental Protection	Medium - 3	High - 1	3	Ongoing	Number of subscribers in the borough. Have Mayor's alerts been disseminated?
Public Health and Awareness Raising	51	Support five schools to join and achieve bronze accreditation in the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme.	GLA Matrix	Sustainable Transport	Straightforward - 2	Medium - 2	4	Ongoing	Quarterly progress reports from the Healthy Streets Officer who is assigned this task

APPENDIX A: ACTION PLAN MEASURES NOT PURSUED AND THE REASONS FOR THAT DECISION

Table A.1 below sets out the actions that were recommended to the council but were not taken forwards along with the reasons for that decision.

Table A.1

Action Source	Action Category	Action Description	Reason action is not being pursued
GLA Matrix	Borough fleet actions	FORS Gold for borough fleet	The Council does not possess a centrally controlled fleet. Minimising emissions from the fleet we do have is captured within other actions in this plan
Citizens' Assembly	Emissions from developments and buildings	Ensure compliance with GLA Control of Dust and Emissions SPG	This action is captured in the content of actions 25, 27 and 33
Citizens' Assembly	Emissions from developments and buildings	Apply planning conditions to ensure developments protect neighbours from pollution	This action is captured in the content of actions 25, 27 and 33
Citizens' Assembly	Public health and awareness raising	Redesign the Council air quality webpages	This has already been completed prior to adoption of this plan
GLA Matrix	Public health and awareness raising	Air quality in schools	This action has been captured within others in the plan
GLA Matrix	Localised solutions	Green infrastructure	This action is captured within action 30
Citizens' Assembly	Localised solutions	Green infrastructure toolkit	This action has already been fulfilled by the GLA in the provision of their Schools Pollution Helpdesk
Citizens' Assembly	Cleaner transport	ULEZ	This action is captured within action 36
Citizens' Assembly	Cleaner transport	Park and Ride	This action was deemed not feasible
Citizens' Assembly	Cleaner transport	Subsidised EV charging	This action, if pursued, could incentivise car use which would be counterproductive



THANK YOU FOR READING

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