Runnymede Brough Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the actions we will take to improve air quality in Runnymede between 2024 and 2029.

This action plan replaces the previous action plan which ran from 2014 to 2023. Projects delivered through the past action plan include:

- Subscription to AirAlert and associated publicity for Runnymede's residents
- Active involvement in Surrey Air Alliance including the modelling of air quality cross Surrey and other joint initiatives
- Working with Surrey County Council on improvements to active travel infrastructure in the Borough
- Ensuring all permitted processes operate within control limits.

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 (Wheeler & Ben-Shomo, 2005) (Netcen, AEA Technology, 2006).

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion (Defra, 2013). Runnymede Borough Council is committed to reducing the exposure of people in Runnymede to poor air quality in order to improve health.

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

- Alternatives to private vehicle use
- Environmental permits
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives

- Public information
- Transport planning and infrastructure

Our priorities for both our Air Quality Management Areas (AQMAs) are to continue measuring air quality to ensure continued compliance with the objective. Our focus moving forward will be on further reducing exposure to air pollution, both NO_2 and $PM_{2.5}$, to protect public health.

We outline how we plan to effectively manage air quality 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 vehicle emissions standards), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Runnymede's direct influence.

Responsibilities and Commitment

This AQAP was prepared by Air Pollution Services on behalf of the Environmental Health Department of Runnymede Borough Council. It has been approved by:

Helen Clarke, Corporate Head of Environmental Health Services.

On behalf of the Surrey County Council Director of Public Health, the Public Health team work closely with Surrey Air Alliance including District and Borough Council partners responsible for submitting Air Quality Action Plans (AQAPs) on air quality within their area; to develop initiatives and implement actions to improve air quality across the county of Surrey.

This AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Council Committee. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Runnymede Borough Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Lucy Hawkings at:

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This AQAP has been produced by Air Pollution Services, part of the KALACO Group of companies

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1. Introduction

This action plan outlines the actions that Runnymede Borough Council will deliver between 2024 and 2029 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Runnymede.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and Section 11 of the Environment Act 2021, along with relevant regulations made under these Acts to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Runnymede Borough Council's air quality annual status report (ASR).

2. Summary of Current Air Quality in Runnymede

There are two Air Quality Management Areas (AQMAs) in Runnymede, declared for exceedances of the annual mean nitrogen dioxide (NO_2) objective. Details of the AQMAs in Runnymede can be found on Defra's website at https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=26. There are approximately 115 people living in the M25 AQMA and 175 in the Addlestone AQMA.

Please refer to the latest Annual Status Report (ASR) from Runnymede Borough Council for further information on air quality in the borough (Air pollution service - Runnymede Borough Council).

The main source of poor air quality in the borough is road traffic. This AQAP identifies measures to address air pollution in both the Runnymede AQMAs. It includes measures to reduce public exposure to air pollution more widely in recognition that air pollution can have an adverse effect on health at levels below the statutory AQOs.

3. Runnymede Borough Council's Air Quality Priorities

Introduction

Runnymede Borough Council's priorities are set out in its Corporate Business Plan 2022-2026 (Runnymede Borough Council, 2022). Climate Change and Health and Wellbeing are two of the Council's five priorities, both of which are related to air quality.

The Council's Climate Change Strategy (Runnymede Borough Council, 2022) sets out its plans to reduce carbon emissions from its operations and the wider Runnymede community within the context of its target to be zero carbon by 2030. There is synergy between measures to reduce carbon (and other greenhouse) emissions and measures that reduce emissions of the main air pollutants, such as nitrogen oxides (NO_x) and particulate matter (PM).

The Council's Health and Wellbeing Strategy (Runnymede Borough Council, 2022) has two focuses. These are to work in partnership with others to tackle health inequalities within the borough, and to address the wider determinants of health locally, with the aim of making a positive impact on the health and wellbeing of individuals. Air pollution is recognised as one of the wider determinants of health. There is evidence that poor communities tend to be exposed to higher levels of pollution and also suffer disproportionately from poor health, and therefore are more likely to be vulnerable to the effects of air pollution (Walker & Pearce, 2017). The strategy has three over-arching objectives:

- Healthy homes - Ensure residents of all ages can live in safe, secure, good quality homes and are supported when necessary to be able to continue to live independently.
- Healthy communities - For all residents to be able to engage and participate in their community, access services, facilities, amenities, leisure, and recreational opportunities locally.
- Working partnership to tackle health inequality.

The Surrey Transport Plan, the fourth Local Transport Plan (LTP4) for the county, was published in July 2022 (Surrey County Council, 2022). Its sets out the county's ambitions for the transport system in Surrey to 2032 and beyond. It replaces Surrey's Air Quality strategy.

LTP4 has four main objectives:

- Enabling a greener future;
- Growing a sustainable economy, so that everyone can benefit;
- Empowering communities; and
- Tackling health inequalities

The aim is to reduce carbon emissions to ensure Surrey is on track to be net zero emissions by 2050, whilst creating thriving communities with clean air, excellent health, wellbeing and quality of life. The key policies include prioritising walking and cycling to improve the health, working with operators to improve journeys on public and shared transport, promoting zero emission vehicles and planning local neighbourhoods to reduce the number and length of car trips. These policies will contribute to lower emissions and therefore improved air quality.

Public Health Context

Long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy (Public Health England, 2018).

Air pollution can be harmful to anyone, but some people are more affected as a result of where they live, the level of air pollution they are exposed to, or their inherent susceptibility to health problems caused by air pollution. Those who are more susceptible include older people, children, those with pre-existing cardiovascular or respiratory disease, pregnant women, communities in areas of deprivation, higher pollution and low-income communities.

The Department of Health and Social Care's advisory Committee on the Medical Effects of Air Pollutants (COMEAP) have estimated that long-term exposure to anthropogenic air pollution in the UK has an annual impact on shortening lifespans equivalent to 28,000 to 36,000 deaths (COMEAP, 2018).

In general, higher pollutant concentrations are found in more socially disadvantaged areas, consequently air pollution tends to cause most harm to people in socially deprived groups (Walker, Mitchell, & Pearce, 2017). For those on low incomes problems are compounded as they are more likely to have existing medical conditions, they are more likely to live in areas with poorer outdoor and indoor environments and have less access to jobs, healthy food, decent housing and green spaces, which all contribute to poorer health (Public Health England, 2018).

These disparities can affect people throughout their lives, from the prenatal stage through to old age, particularly as deprived communities often have limited opportunities to improve their environment. As with social conditions, environmental factors, such as air quality have a significant influence on health and well-being and affect human health both positively and negatively. In the case of air pollution this impact can be short term and long term. Short-term exposures can increase hospital admission rates. Long term exposure can reduce life expectancy.

In the unborn child and infants air pollution can lead to pregnancy loss, low birth weight, suppressed lung growth and function, and sudden infant death.

In children, exposure to air pollution can lead to suppressed lung growth and function and increased risk of respiratory disease such as asthma.

For adults there is an increased risk of cardiovascular disease (heart failure, heart attacks, arrhythmias), respiratory disease, cancer, stroke, dementia, mental health issues and metabolic disorders such as diabetes.

Where poor air quality leads to lost days working and greater medical and social care costs, this can negatively affect the economy too.

Runnymede Borough Council's Health and Wellbeing Strategy (Runnymede Borough Council, 2022) has identified that hospital admissions relating to coronary heart disease, chronic obstructive pulmonary disease and myocardial Infraction are significantly higher in Runnymede than the rest of Surrey. It is also the local authority within Surrey with the highest percentage of residents who often or always feel lonely. The 2021 census identified that 47% of households were considered deprived, slightly higher than the Surrey average and that 15% of Runnymede residents lived with limiting long term illnesses.

The latest index of multiple deprivation identifies that some lower layer super output areas (LSOAs) in Runnymede, i.e. areas with a population of approximately 1,500, is in the top 10 percent of the least deprived areas in England, while also identifying some were in the 30% most deprived areas in England, illustrating the diversity across the borough.

People are exposed to air pollution both outdoors and indoors. Poor air quality within homes, where people generally spend the majority of their time, can be caused by poor outdoor air quality. There are many sources of air pollutants inside buildings including construction and decorating materials, consumer household products (toiletries, cleaning products, candles, air fresheners etc.) fires and wood burners, and cooking.

As outdoor air has become cleaner there is increasing focus on exposure within the indoor environment and its impact on public health.

Planning and Policy Context

The Runnymede 2030 Local Plan (Runnymede Borough Council, 2020), adopted in July 2020, forms part of the Development Plan for the borough. This is our most significant policy document in relation to the environment and climate. It contains policy EE2: Environmental Protection, which requires air quality assessments for development proposals where there may be an adverse air quality impacts of the development or to the development. Where there are adverse impacts mitigation measures are required to reduce the impacts to acceptable levels. These assessments are expected to be written in line with best practice guidance or advice.

The Council officers consider the impact of planning applications near to or within designated AQMAs to ensure suitable measures are adopted in relation to air quality.

An air quality supplementary planning document is under development.

Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Runnymede’s area which is road traffic.

A source apportionment exercise was carried out by Runnymede Borough Council in 2023. This identified that within both AQMAs the dominant traffic source of emissions is light duty vehicles – cars and vans. The background concentration is a significant contributor to the measured NO_2 concentrations, particularly for the M25 AQMA.

The contributions from different emission sources in the M25 AQMA are shown in Error! Reference source not found.**.** It shows the contributions at the worst case receptor alongside the motorway and separately in the M25 AQMA north section near the Vicarage Road level crossing. The modelled annual mean NO_2 concentrations at these worst case receptors were 27.2 µg/m^3 and 28.7 µg/m^3 for the main section of the M25 AQMA and the north section near vicarage road respectively. Both receptors were close to the M25 and Vicarage Road.

Figure 1: M25 AQMA Source Apportionment (along the motorway left) and near the Vicarage Road Level Crossing (right)

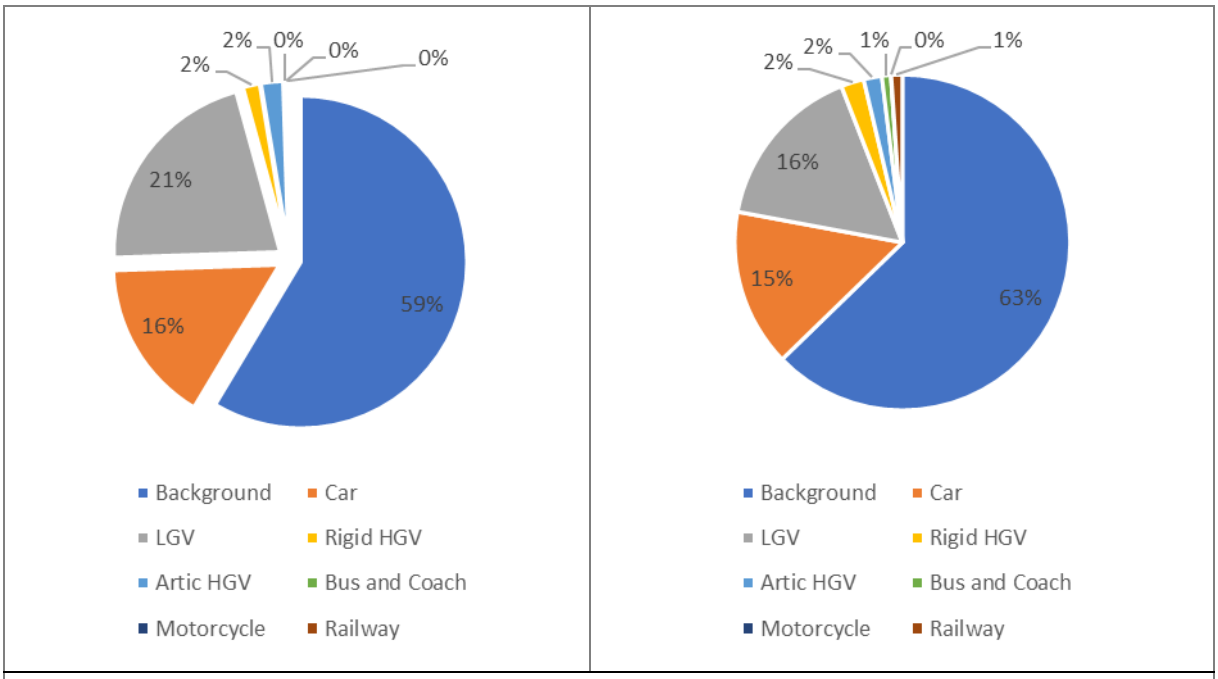


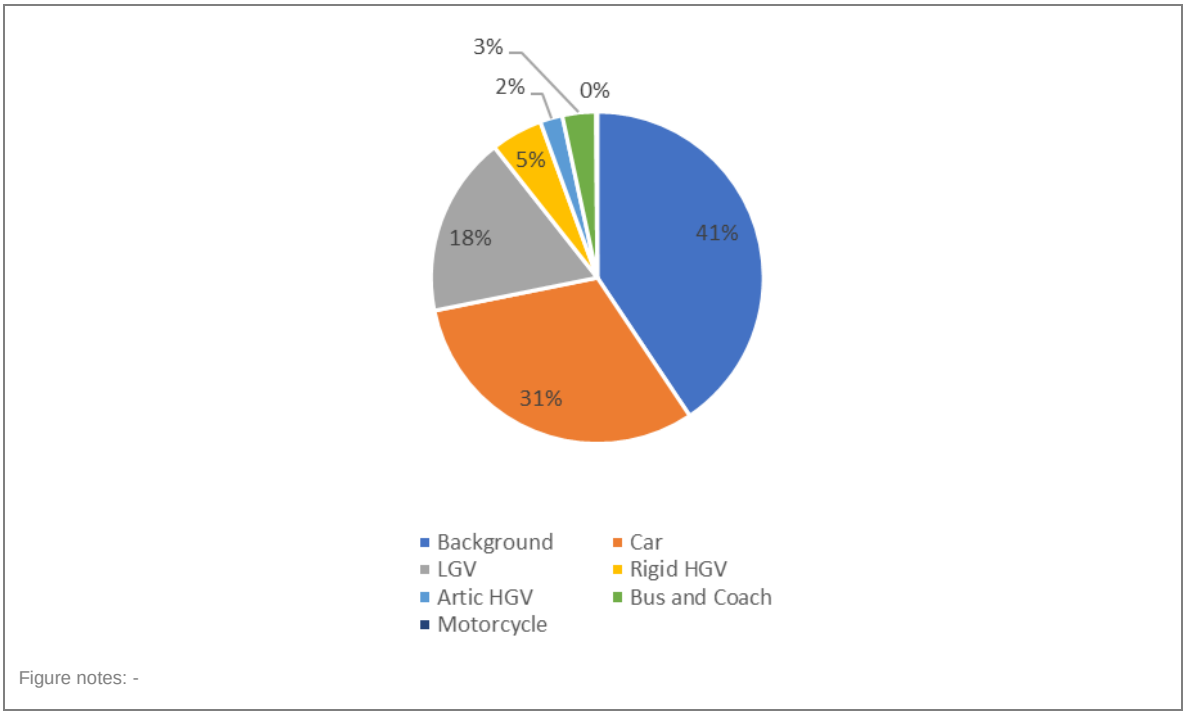
Figure notes: -

It shows that the largest contribution is from the background concentrations (the concentrations due to emissions over the wider area). Vans (light goods vehicles; LGVs) and cars are responsible for around one third of the NO_2, with small contributions from heavy duty vehicles, motorcycles and the trains on the railway line.

Error! Reference source not found. shows the source apportionment for the worst case receptor in the Addlestone AQMA. This receptor is the closest dwelling to the

crossroads at the centre of the AQMA, and the predicted NO_2 concentration at this location was 36.5 µg/m^3. The background contribution is lower at this receptor (41%) than for the receptors in the M25 AQMA (59% and 63%). This is because the receptor was very close to the roads. Cars and vans are responsible for approximately half the NO_2.

Figure 2: Addlestone AQMA Source Apportionment



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As well as the AQMA, an area around the junction of Bridge Street and Weir Road in Chertsey where high NO_2 concentrations have been measured was assessed. The source apportionment for the receptor with the highest concentration in this area is shown in **Figure 3**. The background in this location is responsible for 50% of the NO_2 with cars contributing 41% of the total measured concentration.

It is clear that measures to improve air quality in Runnymede need to focus on a general reduction in background levels and light duty vehicles, especially cars.

Figure 3: Bridge Street/Weir Road Junction, Chertsey, Source Apportionment

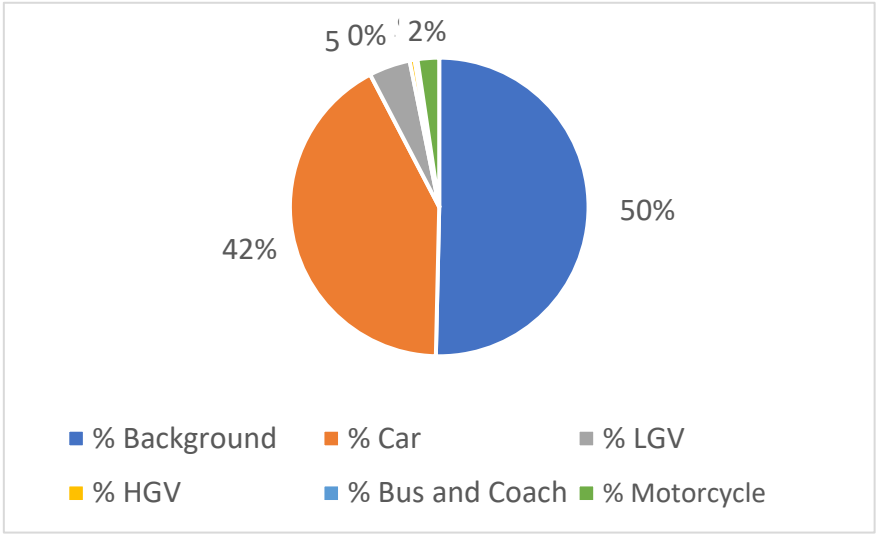


Figure notes: -

Required Reduction in Emissions

There were no exceedances of the annual mean NO_2 objective in 2022 in the borough and therefore, assuming that the objective continues to be achieved, no reduction in emissions is required in order to meet the objective.

In the M25 AQMA the objective has been achieved every year since 2019, while the Addlestone AQMA met the objective for the first time in 2022. The highest NO_2 concentration measured in Runnymede in 2022 was measured in the Addlestone AQMA. It was 35.5 µg/m^3, i.e. just under 90% of the objective. In the M25 AQMA the highest concentration measured in 2022 was 32.9 µg/m^3.

Measurements in 2021 and, to a lesser extent, 2022 were affected by the reduced traffic resulting from the restrictions and changing travel patterns during and after the COVID-19 pandemic. Therefore, when assessing trends in NO_2 concentrations, and the possible revocation of an AQMA, these years are generally excluded.

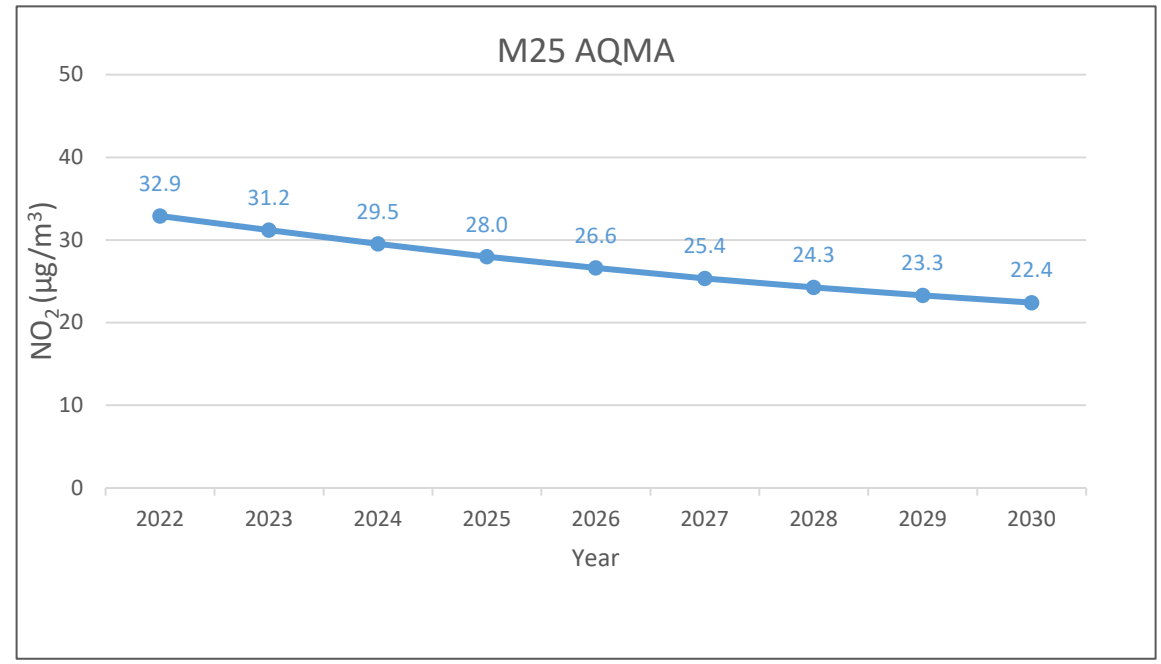
Defra's national projection of roadside NO_2 concentrations (Defra, n.d.) suggest that it is likely that the historic downward trend in roadside NO_2 concentrations will continue into the future. The national projection for outside London has been used in in **Figure 4** to illustrate the possible reduction in concentrations in the future, based on the highest measured NO_2 concentration in each AQMA in 2022.

These forecasts take account of the improving vehicle fleet and growth in traffic. This suggests that if the national forecast applies in the two Runnymede AQMAs in terms of traffic growth and fleet turnover the annual mean NO_2 concentrations will be below 30 $\mu g/m^3$, i.e. less than three quarters of the objective by 2024 and 2026 in the M25 and Addlestone AQMAs respectively.

There are year to year variations in air quality largely due to the weather, but other factors such as road closures/diverted traffic can also impact on measured concentrations. Therefore Defra requires three years of monitoring data below the objective to revoke an AQMA. If the 2023 monitoring data for the M25 AQMA continues to be well below the objective the Council will consider revoking this AQMA in 2024. Similarly, if the NO_2 concentrations in the Addlestone AQMA remain below the objective in 2023 and 2024, the Council will consider revoking this AQMA in 2025.

The maximum concentrations in the M25 and Addlestone AQMAs were under 90% of the objective in 2022. Given the reducing national projection of roadside NO_2 concentrations it is considered unlikely that the objectives will be exceeded in future years.

Figure 4: Projections of Future NO_2 Concentrations



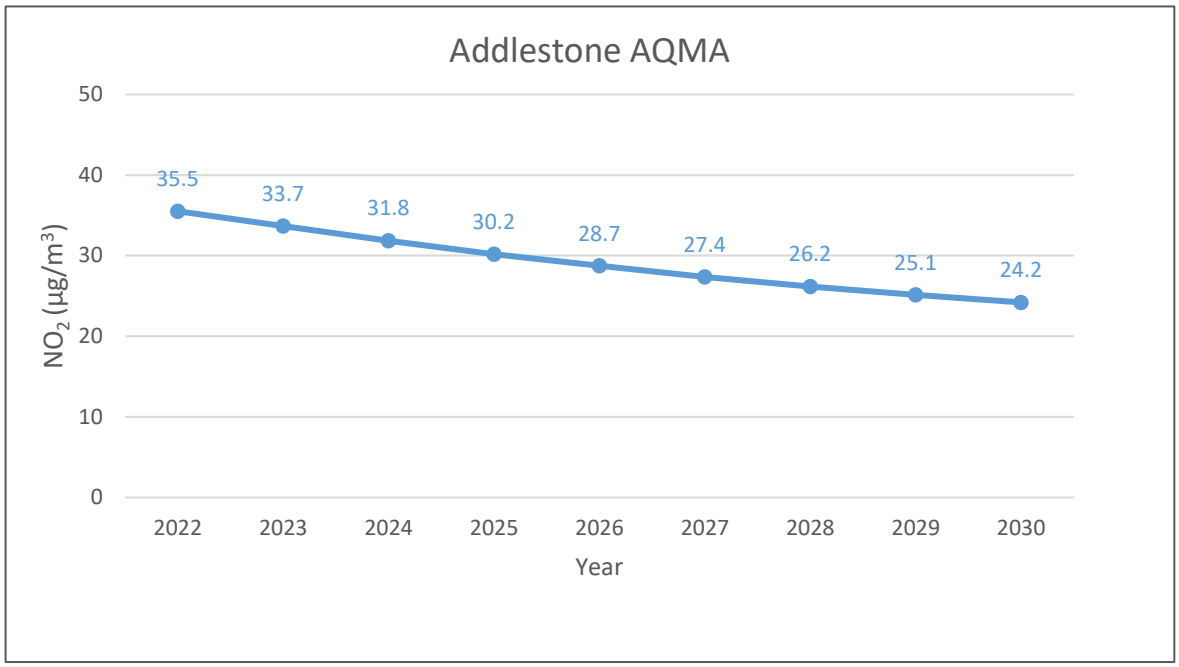


Figure notes: From Defa's National Projections (Defra, n.d.)

It is, therefore, considered very likely that the AQMAs will be revoked during the lifetime of this AQAP. Defra requires local authorities which do not have any AQMAs to produce an Air Quality Strategy. This is a transient period for Runnymede with respect to its AQMAs, and as part of the AQAP Runnymede will produce an Air Quality Strategy.

Key Priorities

The key priorities for Runnymede are continued improvements in air quality to protect human health and a greater public understanding of the health impacts of outdoor and indoor air quality. Increased knowledge should assist the transition towards more active and low emission transport. The areas prioritised for action are:

- Priority 1 - Public information
- Priority 2 - Policy guidance
- Priority 3 - Improved infrastructure for active travel
- Priority 4 - Low emission transport
- Priority 5 – Preparing an Air Quality Strategy for Runnymede

4. Development and Implementation of Runnymede AQAP

Consultation and Stakeholder Engagement

In developing this AQAP, we have worked with Surrey Air Alliance and Surrey County Council to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1.

In addition, we have undertaken the following stakeholder engagement: emails, newsletter articles, social media and presentations.

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

Table 4.1 – Consultation Undertaken

Consultee	Consultation Undertaken
The Secretary of State	Yes
The Environment Agency	Yes
The highways authority	Yes
All neighbouring local authorities	Yes
Other public authorities as appropriate, such as Public Health officials	Yes
Bodies representing local business interests and other organisations as appropriate	Yes

Steering Group

An AQAP Steering Groups was established comprising of the following members:

- Runnymede Borough Council Assistant Chief Executive
- Runnymede Borough Council Corporate Head of Environmental Services
- Runnymede Borough Council Principle Environmental Health Officer
- Runnymede Borrough Council Senior Planning Policy Officer
- Runnymede Borough Council Air Quality and Contaminated Land Officer
- Surrey County Council Health Protection Team Manager
- Surrey County Council Transport Strategy Manager, Environment Transport and Infrastructure
- Director, Air Pollution Services, consultants to Runnymede Borough Council

Meetings were held on 31 October 2023, 6 December 2023 and 13 August 2024. The aim of the first meeting was to provide the Steering Group Members will a summary of air quality in the borough including the source apportionment and introduce the type of measures that could be considered. A number of measures were discussed and those present were asked to provide further information on measures within their areas of responsibility for the development of an initial plan for discussion at the next meeting.

At the second meeting the details of the measures for inclusion in the plan were identified. Useful dialogues were had in relation to current and future practice, and ideas for further measures were discussed.

At the third meeting consultation feedback was discussed and final document content agreed.

It is anticipated that the Steering Group will meet every six months until the AQMAs are revoked.

5. AQAP Measures

Table 5.1 shows the Runnymede AQAP measures. It contains: a list of the actions that form part of the plan

- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- the timescale for implementation
- how progress will be monitored

As the objectives are currently achieved in Runnymede and are expected to continue do so in the future the measures in the AQAP are mainly 'soft measures' related to increasing public awareness, policy guidance and to facilitate the transition to more active travel modes. The impact of these behavioural change measures are more difficult to quantify than those that directly impact on air quality through, for example, changing the speed limit on dual carriageway road.

Together the soft measures are likely to have an impact, albeit a small one which is difficult to quantify. The impact of the individual measures in the AQAP on air quality have therefore been assessed qualitatively using a linear scale of 0 to 5, where zero has a neutral impact, one would be difficult to identify the benefit through air quality monitoring and five has a significant beneficial impact (e.g. would reduce annual mean NO_2 levels by more than 4 $\mu g/m^3$, i.e. more than 10% of the objective). This semi-quantitative approach is considered appropriate for a local authority where the objectives are already achieved, and where measures to reduce emissions are not statutorily required.

The benefits and importance of improving air quality beyond ensuring compliance with the objectives, including reducing $PM_{2.5}$ concentrations and CO_2 emissions is recognised by the borough. Active travel measures which reduce the number of cars (and other vehicles) on the roads, is likely to provide a net benefit for public health, both in terms of reduced exposure particularly when travelling on dedicated cycling

and walking spaces and the benefits of increased fitness. Providing the infrastructure for active travel in only part of the answer. It also requires improved public understanding of the benefits of active travel, including the health and CO_2 emissions benefits, to motivate behavioural change.

It should be noted that road traffic is not a major source of $PM_{2.5}$ nationally. Domestic combustion produces more $PM_{2.5}$ than road transport (Defra, 2023), and therefore the Plan includes a public information campaign on wood burning within homes.

NB: Please see future ASRs for regular annual updates on implementation of these measures.

The priorities for Runnymede are:

1. Public information:
    - Improving public information on the health effects of air pollution, including indoor air quality
    - Anti-idling campaign to highlight the nuisance that unnecessary idling presents (On the move – Runnymede Borough Council)
    - Clean Fuel Campaign to reduce woodburning in the Borough
    - Encouraging more people with poor respiratory health to sign up for AirAlert.
2. Guidance and Policy:
    - Using the planning system to improve air quality through publishing a supplementary planning document on air quality and noise and adopting
    - Adopting and implementing Surrey County Council's Health Impact Assessment Guidance Statement (available at https://www.surreycc.gov.uk/land-planning-and-development/development/health-impact-assessments/guidance-statement).
    - Implementing the borough's Blue and Green infrastructure supplementary planning document (SPD). The aim is to strengthen the borough's networks of multi-functional green and blue infrastructure through the

planning system to reduce biodiversity loss, promote nature recovery, build resilience to climate change and promoting healthy, resilient and safe communities.

- Preparing an Air Quality Strategy for Runnymede. The focus of this document will be to continue the improvement of air quality in Runnymede to protect public health.

3. Active Travel:

- Increase the number of people walking and cycling by improving the strategic walking and cycling network in the borough. The Runnymede Local Cycling and Walking Infrastructure Plan (LCWIP) identifies where to prioritise investment and sets out some initial options and ideas for improving walking and cycling across the borough.

- Linked to the LCWIP are local street improvements (formerly liveable neighbourhoods). The aim is to improve 10 to 20 neighbourhoods in Runnymede over the AQAP period. The aim of these street improvements is to increase the comfort, safety and accessibility of walking and cycling on residential roads by recognising the importance of these streets as places for people, and not just their importance for the movement of vehicles. They will create attractive local environments that connect residents to the strategic cycling and walking network and make walking and cycling easier, safer, more enjoyable, convenient, and fun for everyone.

4. Low emission transport:

- The Council adopted an Electric Vehicle Strategy in December 2023. Over the period 2023 – 2026 the Council is establishing where charge points of different types are required and understanding the barriers to delivering them such as grid capacity. It will work with the private sector to deliver the charging network.

- Transforming the Council's vehicle fleet to a low emission vehicle fleet. This will include the replacement of diesel with hydrotreated vegetable oil

(HVO) to reduce CO_2 emissions. This is considered likely to have a neutral impact on NOx and PM emissions.

- New Council vans procured will be compliant with the Greater London Authority's ULEZ emission requirements.

5. Air quality strategy:

- An air quality strategy will be produced. It will aim to continue the improvement in air quality in the borough and will be produced when both the AQMAs are revoked.

Table 5.1 – Air Quality Action Plan Measures

No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure*	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
R1	Inform public of health effects of air pollution indoors and outdoors	Public information	Via internet, council resident newsletter and other mechanisms	2024	Ongoing	RBC Environmental Health and Communications	RBC	No	Funded internally	<£10k	Planning	Small Ranked 1	Visits to Runnymede's website air quality pages	Agreement with RBC Communications	Council resources
R2	Clean fuel Campaign	Public Information	Via internet, council resident newsletter and other mechanisms	2024	Ongoing	RBC Environmental Health and Communications	RBC and possible Defra grant application in future	No	Funded internally	£10-£50k	Planning	Small Ranked 1	Visits to Runnymede's website Clean Air Month pages	Agreement with RBC Communications	Council resources
R3	Air Alert Publicly	Public information	Via internet, council newsletter and other mechanisms	2024/5	Ongoing	RBC Environmental Health and communications	RBC	No	Funded internally	<£10k	Planning	Small Ranked 1	Number of people who sign up to Air Alert	Agreement with RBC Communications	Council resources
R4	Adopt and implement Surrey County Council' s HIA guidance	Policy guidance and development control	Other	2024/5	Ongoing	SCC / RBC	Internal	No	Funded	<£10k	Planning	Small Ranked 1	Formal adoption by RBC imminent	HIA guidance issued by Surrey Council Country public health in July 2023.	Adoption into Council's planning policies
R5	Further implement the green and blue infrastructure SPD	Policy guidance and development control	Other	2021	Ongoing	RBC	Internal	No	Funded	<£10k	Implementation	Small Ranked 1	New green/blue infrastructure in RBC	SPD adopted and implementation commenced	Council resources

No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure*	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implemention
R6	Air Quality Strategy	Policy guidance and development control	Other	2026/7	2027/8	RBC Environmental Health	internal	No	Not funded	<£10k	Planning	Small Ranked 1	Formal adoption	No started	Council resources
R7	LCWIP Local Cycling and Walking Infrastructure Plan)	Promo ting travel alternatives	Promoting cycling and walking	2025/ 2026	2034	SCC/ RBC	SCC	No	Not funded	<10m	Feasibility	To be quantified in business case	Revocation of the AQMAs	Feasibility stage Phase 1 completed	Funding
R8	LSI's (Local street improvement scheme)	Promo ting traffic alternatives	Reduction of speed limits, 20mph zones	2025	2035	SCC/ RBC	SCC	No	Not funded	>£10m	Planning	Neutral Ranked 1	Revocation of the AQMAs	Feasibility stage	Funding
R9	Replace Diesel with HVO for RBC vehicles	Promo ting low emission transport	Other	2024	ongoing	RBC	RBC	No	Funded	Ca £100k/yr	Implementation	Neutral Ranked 0	100% of vehicles using HVO	Planning	Perceived poorer vehicle performance
R10	Electric vehicle strategy	Promo ting low emiss on transport	Other	2023	2026	RBC/SCC	RBC/SSC	No	Funded	£10-50k	Feasibility	Small Ranked 1	Revocation of the AQMAs	Strategy adopted	RBC resources
R11	Procure new vehicles meeting London ULEZ emission requirements	Promo ting low emission transport	Other	2024	2029	RBC	RBC	No	Funded	£50k-£100k	Agreed	Neutral Ranked 0	Percent of compliant vehicles	Planning	RBC resources

Table notes:

* It is not possible to quantify the impacts of the measures in the AQAP with any meaningful accuracy. Therefore the impact of measures have been ranked on a linear scale between 0 and 5 where 0 = neutral impact (i.e. no change in emissions), 1 = small impact i.e. it would be difficult to identify the benefit through air quality monitoring/modelling and 5 = a significant beneficial impact that would reduce NO_2 concentrations by more than 4 µg/m^3 (i.e. 10% of the objective).

Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
Member of public	Resident	Increased housing development with not enough parking allocation, idling of cars in unallocated spaces near residential windows, concern for impact on health. Response to resident stating each planning application is assessed for its parking layout and provision, and parking places allocated accordingly by the planning department. On street parking is handled by the private operator of the development infrastructure or on public roads, Surrey County Council. Conveyed that Runnymede Borough Council currently have an anti-idling campaign to highlight the nuisance that unnecessary idling presents (On the move – Runnymede Borough Council) this RBC Action aims to run public information campaigns of a similar nature (Table 5.1, R.1)
Member of the public	Resident	In response to an enquiry regarding legalities of car idling.Under section 12 of the The Road Traffic (Vehicle Emissions) (Fixed Penalty) Regulations 2002 an offence is committed only when, if asked to stop buy an designated, authorised officer, they continue

Consultee	Category	Response
		to idle. If this were a regular occurrence officers would speak to the driver and ask them to switch off or move on. In conclusion the idling must be witnessed by an officer, however we are at present unable to commit resources from our department to enable this. Runnymede Borough Council currently have an anti-idling campaign to highlight the nuisance that unnecessary idling presents (On the move – Runnymede Borough Council) this RBC Action aims to run public information campaigns of a similar nature (Table 5.1, R.1).

N.B It should be noted that enforcement of idling has in the past been considered in RBC. The policy and enforcement procedures that would be required to enforce the legislation available i.e. that the idling must be witnessed by an officer and that in trial periods, on approach, those idling, switched off their engines, informed RBC that we would be unable to commit the high intensity officer resources to enable such a negligible change to driver behaviour. Signage has been installed at level crossings to further inform the public of the effects for idling.

6. Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Environmental Permits	Any action	There are no major industrial sources of NO_2 in Runnymede.
Freight and Delivery Management Select from the categories in the blue instruction box above>	Any action	The air quality objectives are achieved in the AQMAs. Heavy duty vehicles and vans are not the main source in the Addlestone AQMA where the highest NO_2 concentration in Runnymede is measured.
Traffic management	Any action	SCC do not consider there are any viable measures within the highway boundary to improve the junction in the Addlestone AQMA and none of the other actions in this category were considered appropriate.

7. Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air Quality Annual Status Report
CO_2	Carbon dioxide
COMEAP	Committee on the Medical Effects of Air Pollutants
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
HVO	Hydrotreated Vegetable Oil
LAQM	Local Air Quality Management
LSOA	Lower Super Output Area
LCWIP	Local Cycling and Walking Infrastructure Plan
LTP4	Fourth Local Transport Plan
NO_2	Nitrogen Dioxide

NO_x	Nitrogen Oxides
PM	Airborne particulate matter
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
RBC	Runnymede Brough Council
SPD	Supplementary Planning Document
ULEZ	Ultra low emission zone

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