



HOUNSLOW'S

Environmental Challenge

INTO THE 21st CENTURY

AN ENVIRONMENTAL ACTION PLAN

हाउंसलो को अगली शताब्दी में ले जाने के लिए पर्यावरण के बारे में एक कार्य-योजना - पिछले पृष्ठ पर देखें

હાઉન્સલોને 21મી સદીમાં લઈ જવા માટે પર્યાવરણની કાર્ય યોજના - જુઓ પાછળનું પાનું.

Plan Ochrony Środowiska by przygotować Hounslow na 21szy wiek, patrzeć z tyłu

હાઉન્સલો-કે ૨૧ શતકે નિચે યાવાર જન્ય એકટિ 'એનવાયરનમેન્ટલ અક્ટિયન પ્લાન' પેહ્નર મલાટિ દેખુન।

مخطط البيئة لنقل هائونسلو إلى القرن الواحد والعشرون

હાંસલો કો 21વી સદી મીં લે જાને કે લેએ એક ઓનવાયરનમેન્ટલ અક્ટિયન પ્લાન, પેહ્નર મલાટિ દેખુન।

Qorshe-hawleed degaan oo Hounslow gaadhsiiinaya Qarniga 21aad. Fadlan eeg jeldiga dambe

ਹੰਸਲੋ ਠੁੰ 21ਵੀਂ ਸਦੀ ਵਿਚ ਲੈ ਜਾਣ ਲਈ ਐਨਵਾਇਰਨਮੈਂਟਲ ਐਕਸ਼ਨ ਪਲਾਨ, ਪਿਛਲਾ ਸਫ਼ਾ ਦੇਖੋ

引導豪士羅進入廿一世紀的環境行動規劃，請閱後封面。



HOUNSLOW'S ENVIRONMENTAL CHALLENGE

FOREWORD

FROM THE WORSHIPFUL THE MAYOR OF HOUNSLOW

The Earth Summit, held in Rio de Janeiro in 1992, recognised the importance of responsible planning and development for the Earth's future well-being. Local councils were seen as vital because of our role in planning, consulting on and producing local environmental policies and strategies.

The Summit decided that each local council should get together with its' community and look to publish a "Local Agenda 21" for the 21st century. This document, which forms part of that response, offers a "blueprint" for future planing in an environmentally friendly and sustainable way.

As this is Hounslow's Local Agenda 21, it focuses on Hounslow's needs, but not to the exclusion of problems faced by the wider world. It aims to show what we all can do to provide a better future both for ourselves and others, especially for future generations. Real things such as using fewer natural resources, saving energy, reducing pollution.

However, turning these environmental pledges into reality will be hard work. To make a real difference we will need to work in partnership with others, not only with other local authorities but also private companies and community organisations.

This document is a good start. the real challenge is now ahead of us and we all need to get involved. We need to produce policies which will allow growth without strangulation and development without destruction. If you would like to help create a better, safer, less polluted and more sustainable future in Hounslow and further afield, then please contact 0181 - 862 - 5989.

**Councillor Millie Brister
The Worshipful The Mayor of Houslow
December 1996**

**HOUNSLOW'S ENVIRONMENTAL
CHALLENGE**
- a contribution to a local response to Local Agenda 21

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Finally, the LA21 Steering Group would like to thank the London Borough of Hounslow for its' help in the production and distribution of this document.

SUSTAINABLE DEVELOPMENT

This is a concept which has come to the fore, especially since the Rio Summit. Sustainable development has been defined in many ways. Two of the most commonly accepted are:

"Development which meets the needs of the present without compromising the ability of future generations to meet their own needs" (Brundtland Commission)

"Improving the quality of life while living within the carrying capacity of supporting ecosystems" (UNEP).

Obviously the world is not going to stand still and, as technologies and societies evolve, there are going to be constant demands on environmental resources. The challenge will be to minimise, even eliminate, environmental damage whilst continuing to provide for peoples' needs. This is what is meant by sustainable development and this document attempts to indicate how such a concept can be approached in this Borough

LOCAL AGENDA 21

As we approach the 21st century, our planet faces a number of environmental problems. Many of them are international problems - global warming and so on - which can only be sorted out through world-wide co-operation. But **local communities** and even **individuals** can have a major impact too. After all "international" means "between different nations"; nations are made up of communities; and communities are made up of the people who live and work in them.

At the **International Earth Summit** held in Rio de Janeiro in 1992, world leaders agreed on a plan which would combine environmental protection with economic and social development. They called this plan for the 21st century "Agenda 21". It included a brief to all local authorities, world-wide, to produce a sustainable development plan for their own area, to be called a **Local Agenda 21**. This document is a contribution to such a Local Agenda 21 for Hounslow and offers an agreed environmental action plan for the Borough into the 21st century.

HOUNSLOW'S RESPONSE TO LA21

It would be impossible for any local authority to produce such an important plan without first involving local people, organisations and businesses. Hounslow is promoting **local co-operation** by giving everyone who lives or works in Hounslow the chance to play a part in the development of our Local Agenda 21, to bring about

real environmental, economic and social improvement and genuine benefits for the Borough and for themselves.

What this means is that **you** and your views, and your actions, are important to the future of Planet Earth. And you can be even more effective by getting involved in **Hounslow's Environmental Challenge** through Local Agenda 21.

HOUNSLOW'S ENVIRONMENTAL CHALLENGE

WHAT HAS HAPPENED SO FAR?

In order to raise awareness of environmental issues in the Borough and to stimulate interest in producing a Local Agenda 21, the Council organised a series of events in Autumn 1994. These consisted of:

- An official launch and publication of Hounslow's first State of the Environment Report
- A Community Involvement Day and Green Fair
- A Council Staff Awareness Day
- An Environmental Education Day at Hounslow Manor School
- "Green Futures" - A Business in the Environment Day at the new British Standards Institute HQ in Chiswick High Road.

After these events 1500 copies of a simple questionnaire were sent out to all those who took part in the events plus others on a general consultation list. It asked respondents what they considered to be the most important environmental issues and whether they would be interested in taking part in Local Agenda 21. There was a 12% response rate. Transport and air pollution were the most important issues of concern, followed closely by waste reduction.

THE INITIAL LA21 MEETING

Over 60 people from all over the Borough attended a public meeting at Hounslow's Civic Centre on the evening of 21 May 1995. At this meeting three Local Agenda 21 working groups were formed and since then two more have been added. The groups are working on:

1. Transport and Pollution
2. Waste Reduction and Recycling
3. Green Spaces and Wildlife
4. Water, Rivers and Water Courses
5. Energy

WHAT HAVE THE WORKING GROUPS DONE SINCE THEN?

The Working Groups have met regularly since summer 1995. Membership has varied, consisting mainly of local members of the community and representatives of some local groups and organisations. They are democratically formed groups with Chairs elected by group members. All the groups produced submissions which made up the bulk of the initial draft document, which was then widely circulated for comment in May 1996.

The Working Groups generally focused their thoughts in the different areas by using a common framework. They sought to identify the **issues** or problems facing the Borough; the **policies** required to address these; the **mechanisms** by which change could happen and; how to **measure** these changes in the future ("**indicators**"). Possible **constraints** specific to the issue involved were also identified, as were the people or organisations best placed to **monitor** changes.

General constraints common to most or all issues, such as those of time, money, expertise and people should be taken as read rather than continuously being repeated in the tables.

Following the circulation, the Working Groups continued to meet to consider the responses and also any comments from Council officers and other interested parties. Where these various suggestions were supported by the group members they were incorporated into a second draft, which was then taken through the Council's committee structure. At the Full Council meeting of the 5 November 1996 it was agreed **"that the contents of the Hounslow Local Agenda 21 document....be supported and endorsed as an environmental action plan for the borough into the next century"**.

This document will form the basis of future work. It has been widely circulated throughout the borough and has been submitted to the United Nations Commission for Sustainable Development, via the Local Government Management Board.

WHAT HAPPENS NEXT?

This document does not as yet form a comprehensive local response to Agenda 21 and represents only a part of the response from this Borough. Other work is progressing in determining social equity and economic development aspects under the banner of a complementary project, **"Hounslow's Vision 2010"**. It is envisaged that a composite document, embracing quality of life issues, will be available during 1997.

The production of this document should only be viewed as the "end of the beginning" in the process and the real work and challenges lie ahead. The Plan needs to evoke actions by us all to ensure that the objectives are pursued and eventually met.

A **Local Agenda 21 Steering Group** has been set up to help achieve this which consists of the Chairs of the Working Groups and representatives from Brunel University College and the Council who will be joined by members from other sectors as they come forward, notably from the business community.

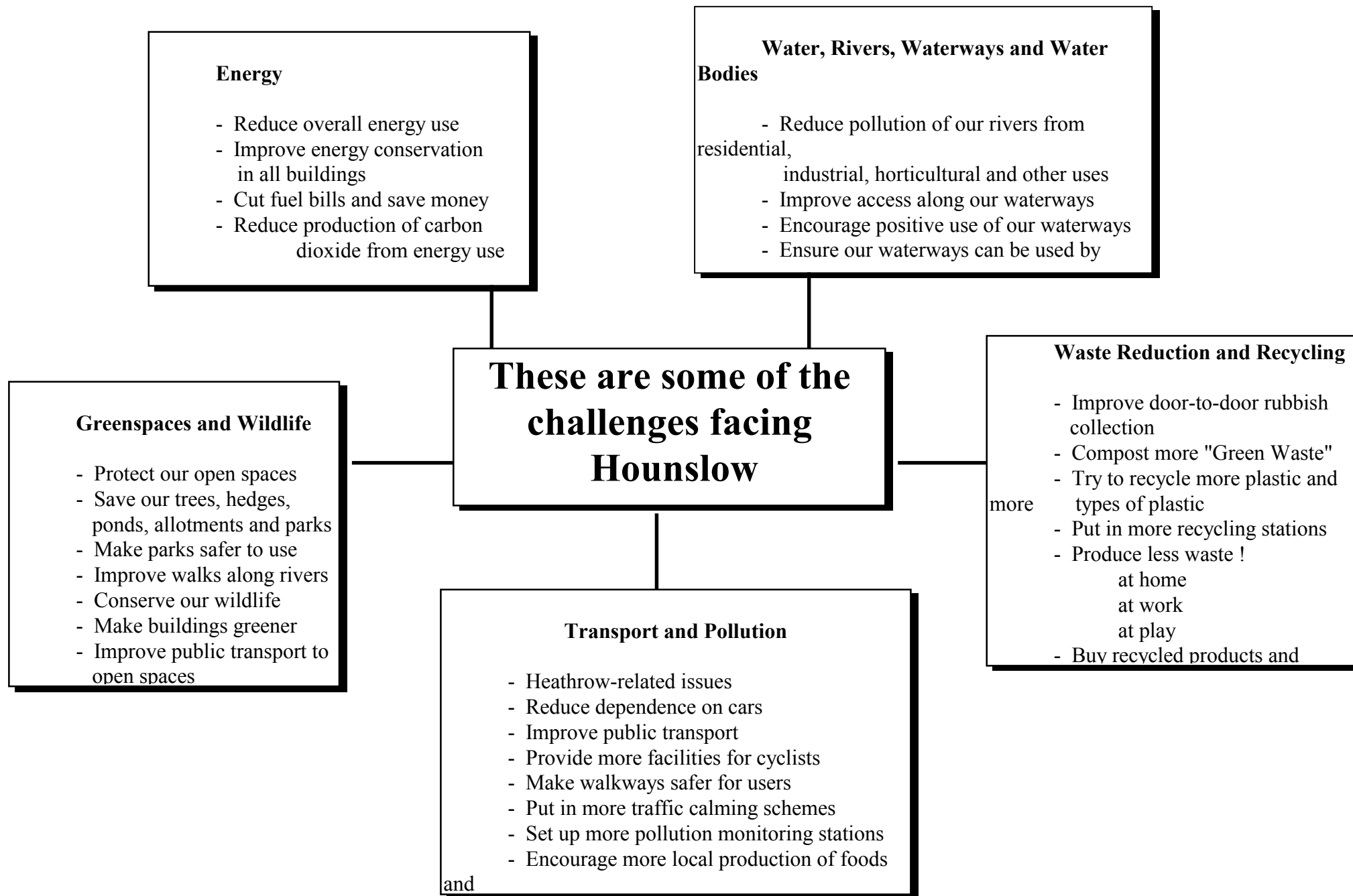
The Steering Group will widen and deepen the commitment to the process by promoting this document and its' successors to families and individuals; to schools and community groups; and to local businesses. They will monitor progress and prepare help-guides on various topics aimed at particular target groups. The wider issues of social equity and economic development will be given added emphasis by synthesis with the Council's Vision 2010 document and other strategies developed by various contributors to the process.

GETTING INVOLVED

All the actions listed in the following tables cannot happen without **YOUR** support and participation. Are you concerned enough about your local environment to join the growing list of those already "signed up" to help ensure that this Action Plan is successful?

If you want to find out more about Hounslow's Local Agenda 21 or would like more copies of this document and especially if you want to get involved with the working groups or in some other fashion, then please telephone the following number:

0181-862-5989.



and

HOUNSLOW'S LOCAL AGENDA 21 - TOPIC 1: TRAFFIC AND POLLUTION

Introduction

The failure to implement a sustainable and integrated transport policy has contributed to an increase in motor vehicle use. Motor vehicles consume large quantities of raw materials, both in their manufacture and in their use. Consumption of fossil fuels by road traffic has been implicated as a major contributor to global warming. Traffic is increasingly wrecking social life in our towns and cities and making them unpleasant places in which to live and work. Noise and air pollution from road traffic is adversely affecting our health, and traffic congestion is causing increased stress and inconvenience. More traffic brings increased dangers to pedestrians, cyclists and wildlife and more road building and parking provision is destroying our remaining green spaces and wildlife habitats.

Unlimited mobility is neither necessary nor desirable. What people really want is accessibility to work, shops, schools, health services, leisure and community facilities, friends, etc. which affect their well-being. A reduction in the need to travel, while protecting choice, diversity, and opportunity, is likely to increase citizens' well-being.

Global competition and the global economy is producing more freight traffic. In turn, traffic congestion results in economic inefficiency and is inflationary because it increases production and distribution costs. Citizens have no interest in the act of moving goods, only in their availability. If government can maintain availability whilst reducing movement this will meet the demands of citizens and provide more local employment.

Air Transport has a major impact on the Borough due to the close proximity of Heathrow airport. Whilst bringing economic benefits to the Borough, it also brings major environmental problems, in the form of noise, air pollution, additional roads and traffic, and erosion of Green Belt and other open spaces. Hounslow Council is opposed to further expansion at Heathrow, and to some extent it can attempt to mitigate its impacts on the Borough. However, many of the environmental impacts of Heathrow are of regional, national, and even global significance, and can only be dealt with effectively at those levels.

Hounslow is particularly badly affected by a number of very busy radial roads and motorways, due to its location at the western gateway to London from Heathrow and the West. These roads are used mainly by commuters passing through the Borough, and bring little benefit to residents. A third of Hounslow residents do not own cars, and so are dependent on public transport. East-West public transport services are reasonable, but West London generally lacks good orbital public transport links. Despite having a considerable Thameside frontage the Borough suffers from the absence of a commercial pier, which could enable greater use of the Thames for passenger and freight traffic.

It should be noted that most significant transport expenditure is heavily reliant on a bidding process for scarce central government funding. A common theme in transport issues in London is also the need for a London-wide approach, so many of these themes could be aided by the creation of a strategic planning authority for London.

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|--|--|---|--|---|---|
| Need for accessibility rather than mobility should be reflected in the planning and location of services. | Improve the planning process to create more integrated and smaller scale mixed use developments. | Implementation of current planning policies and lobbying for further appropriate policies. | By monitoring the distance citizens have to travel to get to facilities and the size and number of facilities in local area. | Current Government Planning Policy guidelines. | Local Authority Voluntary Groups |
| | Prevent the development of high road traffic generators, such as office developments, drive-in take-aways and out-of-town superstores, or those which pose a threat to local shopping centres. Promote development in areas of high public transport accessibility. | Campaign against and refuse planning permission for such developments unless they can be adequately served by public transport. | Number of such developments taking place per year. | Inadequate adherence to Government planning guidance (e.g. PPG6), and funding for public transport. | Local Authority |
| More promotion is needed of environmentally friendly forms of transport. | Encourage supermarkets to re-introduce home delivery services. | Make this a condition of planning permission for new supermarkets. Reduce parking provision at new supermarkets. | Reduction in car journeys to supermarkets Increase in number of households receiving home deliveries. | Reluctance of supermarkets to implement such schemes, and of people to change habits. | Local Authority. |
| | Provide and prioritise safe access to facilities for disabled people, pedestrians and cyclists in consultation with relevant representative groups | Ensure that this is taken into account in planning decisions. | Number of additional disabled people, pedestrians and cyclists using the facilities. | Competing demands for space. | Local Authority Interest Groups. |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|--|---|---|--|--|--|
| <p>More promotion is needed of environmentally friendly forms of transport (cont.).</p> | <p>Prioritise pedestrians, cyclists, public transport and essential vehicles in all future planning.</p> | <p>Ensure needs of these groups are widely known, and fully taken into account in design process.</p> | <p>Number of casework successes.</p> | <p>Potential conflicts of interest between these groups.</p> | <p>Department of Transport</p> |
| | <p>Ensure that facilities are designed to avoid conflict between different modes, especially pedestrians and cyclists.</p> | <p>Segregate cyclists, pedestrians, and motor vehicles as far as possible, and clearly sign and distinguish shared paths.</p> <p>Provide pedestrian phases at all major traffic light-controlled junctions.</p> | <p>Reduction in number of accident related injuries.</p> | | <p>Government Office for London</p> <p>Local Authority</p> <p>Private Sector</p> <p>Voluntary Groups</p> |
| | <p>Promote and enhance pedestrian routes, safe cycleways and pedestrianisation.</p> | <p>Call upon the Government to set aside an annual sum, for the next five years, to be based on the amount per capita to provide cycle and pedestrian-friendly cities.</p> | <p>Percentage of journeys undertaken by foot or bicycle to specific locations</p> | <p>Land ownership problems.</p> <p>Conflicts of interest between different groups, including bus operators and pedestrians in pedestrianisation schemes.</p> | <p>Local Authority</p> |
| | <p>Fully implement the section of the London Cycle Network within the Borough</p> | <p>Ensure cycle and pedestrian routes are kept free of parked cars, debris and other obstacles.</p> | <p>Extent of cycle and pedestrian routes in the Borough, including the London Cycle Network.</p> | | |
| | <p>Increase the provision of secure, sheltered and good quality parking for bicycles in convenient positions, especially in town centres, schools and other public buildings.</p> | <p>Ensure that cycle parking standards in the Unitary Development Plan are strictly implemented.</p> <p>Fully consider the visually impaired in the location of cycle racks.</p> | <p>Number of cyclists using facilities.</p> | <p>Land use conflicts.</p> | <p>Local Authority</p> |

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|---|--|---|---|---|--|
| More promotion is needed of environmentally friendly forms of transport (cont.). | Facilitate and encourage all able-bodied children over 7 to travel to school by non-car modes, and educate parents in the benefits of this policy. | Local Authority providing safe cycling and walking routes, secure cycle parking at schools, and subsidising school bus services. | Proportion of children traveling to school by non-car modes. | Safety fears. Entrenched lifestyle habits. | Local Authority |
| | Give cycling a trendy high profile by getting local high profile residents and community leaders to support cycling. | Positive advertising. | Number of people cycling | | Local Authority |
| | Ensure that utilities (particularly cable laying companies) digging up roads do not worsen, and preferably enhance, cycleways and pavements. | Non-essential works should include proposals for compensation to the community, such as the creation of cycleways. | Number of specific improvements. Inspection of works | No statutory requirement. | Local Authority Utility Companies Community groups |
| | Encourage private employers to reduce car use. | Lead by example. Set up pilot schemes sponsored by the Local Authority. Encourage private employers with positive publicity. | Reduced number of cars in company car parks as proportion of workforce. | Current benefits accrued by car using employees. | Local Authority Chamber of Commerce |
| | Encourage companies to sponsor secure, sheltered cycle parking in public areas. | Set up schemes similar to that employed to sponsor litter bins. | Number of bicycles in company sponsored bicycle bays. | Ensuring security of facilities. | Local Authority Chamber of Commerce |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the | What should be done about | How should it be done? | How do we know it's | What might slow us | Who is going to check it? |
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|------------|---------------------------|------------------------|---------------------|--------------------|---------------------------|

| problem? | it? | being done? | down? | | |
|--|--|--|---|---|---|
| <p>More promotion is needed of environmentally friendly forms of transport (cont.).</p> | <p>Encourage public employees to reduce car use. (Although acknowledge that for certain people with disabilities the car is the only viable option).</p> | <p>Provide secure sheltered cycle parking, cycle repair facilities, showers and lockers.</p> <p>Replace some car parking space with secure sheltered cycle parking.</p> | <p>Reduced number of cars in staff car parks.</p> <p>Number of staff using car sharing schemes.</p> | <p>Existing benefits structure for car users.</p> | <p>Local Authority</p> |
| | <p>The Council should take the lead by encouraging staff not to drive to work, and by reducing use of motor vehicles on work-related journeys.</p> | <p>Introduce cycle allowances and interest free loans for cycle (but not car) purchases.</p> <p>Provide pool cycles for local use in work time.</p> <p>Set up car sharing schemes.</p> <p>Provide subsidised rail/travelcards.</p> | <p>Percentage of employees cycling to work.</p> <p>Number of cycle parking places for employees.</p> <p>Number of staff transferring from cars to public transport.</p> | | <p>Health Authority</p> |
| | <p>Attract people back to public transport by reducing all fares by 25%.</p> | <p>Call upon the Government to meet the cost of this.</p> | <p>Increase in and proportion of number of passenger miles undertaken by public transport.</p> | <p>Government spending limits.</p> | <p>Department of Transport</p> <p>Government Office for London</p> <p>Local Authority</p> <p>Public Transport Providers</p> |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| | | | | | |
|------------|---------------------------|------------------------|---------------------|--------------------|---------------------------|
| What's the | What should be done about | How should it be done? | How do we know it's | What might slow us | Who is going to check it? |
|------------|---------------------------|------------------------|---------------------|--------------------|---------------------------|

| problem? | it? | | being done? | down? | |
|--|--|---|--|--|---|
| More promotion is needed of environmentally friendly forms of transport (cont.) | Immediately commence an investment programme in new infrastructure involving re-opening of old railway lines and building of new passenger lines and stations, the further electrification of existing track and the re-introduction of trams and / or guided buses where practical and viable. | Call upon Government to sponsor this through investment in partnership with Development Agencies, and the private sector. Carry out a feasibility study to investigate the possible re-introduction of trams into the Borough. | Increase in number of new and re-opened stations and lines in passenger and/or freight use. Investment in new public transport infrastructure and services such as trams. | Lack of London-wide elected authority. | Department of Transport Government Office for London Local Authority Public Transport Providers Development Agency Partnerships |
| | Improve the reliability, speed, user-friendliness, safety, accessibility and cleanliness of public transport by investing in extra staff on trains and at stations, including employing bus conductors and train guards. The latter measure would also assist with speed and cut down on emissions caused by idling of vehicles. | Call upon the Government to sponsor this through investment in partnership with Development Agencies. | Increased passenger numbers and passenger miles. Increased number of staff. | Lack of a single transport authority for London. | Department of Transport Government Office for London Local Authority Public Transport Providers |
| | Improve facilities at stations such as toilets, and changing rooms for cyclists, parents with babies etc. | Call upon the train operators and Government to meet the cost of this. | Number of stations with this facility. | Security considerations in design. | Public Transport Providers Local Authorities |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
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| More promotion is needed of environmentally friendly forms of transport (cont.) | Build on existing transport fora in order to monitor services and service needs and to secure proper integration of all modes of transport. | Bring together operators, transport authorities, local authorities and user groups. | Number of citizens attending such fora. | | Local Authority | |
| | Begin a programme which will make travel more easily available and user-friendly for people with disabilities. | | | | Department of Transport | |
| | All new buses and trains should be accessible to people with physical disabilities and existing vehicles should be made accessible as soon as possible. | Call upon the Government to help meet the cost of this and provide condition for compliance by public transport providers. | Facilities which are fully accessible and available to all disabled people. | Conflicts of interest between disabled and able-bodied passengers, as the former could increase journey times for the latter. | | Government Office for London |
| | Staff should be trained to assist those people with disabilities. | | | | | Local Authority |
| | Destination information should comply with standards suggested by the Disabled Persons Transport Advisory Committee (DPTAC) and buses and trains should have and use public address systems. | | | | Public Transport Providers, DPTAC | |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

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| | Provide adequate travel information in the right places, | Local Authority and | | | |

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| More promotion is needed of environmentally friendly forms of transport (cont.) | including 'real-time' information at bus and train stations. | Government should work with transport operators to improve information and management. | Examples of travel information. | | |
| | Introduce electronic 'tracking' devices to monitor progress of buses and improve their reliability. | Bus companies and L.A.s should consult more to solve causes of bus delays and bunching. | Increase in use of public transport. | | Public Transport Providers |
| | Improve management of buses and trains to ensure they run efficiently and in the best interests of the passenger. | Introduce penalties on bus companies who fail to meet reliability targets. | Improvements in bus/train reliability, and reduction in bunching. | | |
| | Attempt to stagger work hours, subject to agreements with existing work forces. This should be by persuasion e.g. concessionary fares, not by imposition. | Call upon Government to implement such a policy for public bodies. Local Authorities should be given a duty to persuade and encourage private businesses to follow suit. | | | Local Authority Employers Forum. |
| | Promote greater use of 'cleaner' and low emission fuels such as bio-gas, and more fuel-efficient vehicles (while ultimately aiming to reduce motor vehicle use per se). | Local Authority conversion of its vehicle fleet to 'cleaner' fuels, and encouragement of its contractors and bus companies to do so. | Number of Local authority and other vehicles converted to 'cleaner' fuels, and total reduction in fuel use. | Vested interests of vehicle and petroleum industries. | Local Authority National Government |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

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| More promotion is | Promote edge of town 'break-of-bulk' centres for freight | Local Authority and Government promotion of | Reduction in number of heavy lorries in urban | May need an element of | Local Authority |

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| needed of environmentally friendly forms of transport (cont.) | deliveries in urban areas, transferring goods to smaller, electric vehicles, for combined deliveries, to reduce congestion and pollution. | such schemes, in conjunction with businesses and other major generators of freight deliveries. | areas. Proportion of freight transferred to electric vehicles. | compulsion and / or charging for lorries entering town centres. | National Government |
| | Promote greater use of rivers and canals for passenger and freight transport. | Local Authority provision and/or promotion of public piers and wharves, and safeguarding of riverside sites for transport use in UDP. | Number of new piers and wharves built. Amount of freight and passengers traveling by water transport. | Failure to safeguard waterside sites for piers and wharves. Water transport unattractive, partly due to hidden subsidies for road transport. | Local Authority |
| Over-reliance on car use above other forms of transport. | Encourage central Government to pass legislation to reduce road traffic. | Lobby of Government by the Council and interest groups, particularly with regard to the Road Traffic Reduction Bill | Passing of the Road Traffic Reduction Act. | Vested interests of motor industry Lack of parliamentary time for RTR Bill | Local Authority Lobby Groups. |
| | Scrap the current road building programme and re-invest the money in public transport. | Lobby for Government action and funding. | Reductions in new road building schemes being undertaken. Ratio of spending on roads to public transport. | Existing legal commitments. | Department of Transport Government Office for London Local Authority |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
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| Over-reliance on car use above other | Reduce parking space provision in all developments which have suitable alternative | Introduce more restrictive car parking standards into the Council's Unitary | Number of people arriving by alternative means year on year. | Developer opposition | |

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| forms of transport (cont.) | methods of access, whilst ensuring that provision is made for disabled drivers. | Development Plan. | | Proportion of parking spaces to floor area at new developments | Lack of co-ordination between local authorities | Local Authority |
| | Implement firm initiatives against inconsiderate motorists. | Fine motorists for illegal parking, particularly in bus and cycle lanes. | | Number of illegally parked cars; & prosecutions / fines per year for illegal parking and use of bus lanes. | | Department of Transport, Government Office for London Local Authority |
| | Publicise the anti-social side of driving and encourage more car sharing. | Institute relevant publicity and advertising. | | Number of publicity schemes/ sites per year. | Persuasive power of car adverts | National Government |
| | Require car advertisements to include a "health warning" containing fuel consumption and emission figures. | Pass appropriate legislation. | | Number of adverts with information. | | National Government |
| | Make it more difficult for non-residents to park in residential areas and elsewhere. | Implement residential parking schemes wherever necessary. | | Number of residential parking schemes. | Local resistance to schemes e.g. Chiswick area. | Local Authority |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
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| | Increase the cost of driving to | Increase the price of petrol. Vary the cost of car tax with appropriate | Index of petrol costs. | Lack of public support, and | National Government |

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| Over-reliance on car use above other forms of transport (cont.) | take into account all its external costs. | exemptions and according to the size and efficiency of car engines | | therefore political will. | |
| | | Remove subsidies from company cars. | | | |
| | Implement a traffic calming programme involving the construction of appropriate area-wide measures, which are bus, cycle and pedestrian-friendly. | Call upon the Government to meet the cost of this. | Number of schemes in Borough. | Policy of implementing traffic calming schemes on the basis of accident statistics rather than reducing traffic volumes. Also may simply transfer the traffic elsewhere. | Department of Transport Local Authority |
| | Provide extensive and permanent (not just for rush hours) bus lanes which involve electronic equipment fitted to buses and traffic lights to facilitate priority. This should be vigorously enforced, if necessary making unauthorised driving and parking in a bus lane without good reason a disqualification offence. | Call upon the Government to increase funding for bus priority projects in London, including the London Bus Priority Network. Call upon the Government to end evaluation of bus priority schemes on basis of the costs they impose on other vehicles. | Number of kilometres of bus lanes. Decrease in bus journey times Increase in reliability of bus journey times. | Local resistance e.g. from traders who oppose loss of parking. | Local Authority Government Office for London (Red Routes). |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

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| Over-reliance on car use above other forms of transport (cont.) | Ensure efficient working of bus priority schemes through strict enforcement | Call upon Government to transfer enforcement powers to Local Authorities so they can | Reduction in private vehicle obstruction of bus lanes. | Current legal position | Local Authority |

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| | | increase enforcement of bus lanes | | | |
| Local production of goods required to reduce transport needs for provider and consumer. | Set up, promote and encourage the expansion of Local Exchange Trading Systems (LETS). | Build on existing local authority work. | The number of LETS schemes and members. | Resistance to embracing alternative economic methods. | Local Authority Voluntary Group |
| | Encourage local production, especially of food, in gardens or on allotments. | Public awareness campaigns. | Amount of food imported from outside the local area. | Land contamination in urban locations. | Local Authority Food Suppliers Allotment Associations |
| Air pollution levels are inadequately monitored and the public inadequately informed about them. | Improve publicity to general public on air pollution levels, including detrimental health effects | Regular pollution reports. | Increase in pollution information available to the general public | Lack of media interest | Local Authority |
| | | Sign boards linked to monitors around the Borough | | | |
| | | Publicise on local radio, TV or Cable TV and in local newspapers | | | |
| | | Dedicated air quality help-line with recorded message giving pollution levels | Monitor number of calls | | Local Authority |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
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| Air pollution levels are inadequately monitored and the public inadequately informed about them (cont.). | Increase the number of monitoring stations | Press central government for more funds for pollution monitoring | Increased number of monitoring stations | | Department of the Environment Environment Agency |

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| Major pollution-generating developments continue to be allowed by the Council and / or central Government. | Improve prediction of pollution levels associated with major new developments | All developers to provide air quality modelling studies for proposed major developments including Council schemes | Number of major developers providing information. Number of Council schemes which have been modelled | Lack of statutory requirement to do this, and unwillingness of developers to do this voluntarily. | Local Authority |
| Further expansion of Heathrow Airport is environmentally unsustainable and will be detrimental to the quality of life of Hounslow residents. | Oppose further expansion of Heathrow, including Terminal 5 and a third runway. Call on the Government to introduce a National Airports Plan which makes the most efficient use of existing UK airport capacity. | Give evidence at the T5 public inquiry. Reduce demand for air travel by promoting alternatives e.g. rail, and reducing the need to travel. | Outcome of T5 Inquiry, and changes to Government policy. Monitor changes in demand for air travel, especially from Heathrow. | Approval of T5. Failure of Government to change policy. Further de-regulation of air industry, and reductions in fares. | Local Authority Interest Groups |
| Transport to Heathrow is still too heavily biased towards private vehicles (including taxis). | Increase the proportion of journeys to Heathrow made by public transport and cycle, and reduce the proportion of private car journeys. | L.A. should work closely with BAA and public transport operators to improve and increase public transport access to Heathrow, and provide more cycle routes to the Airport. | Monitor the proportion of journeys by public transport and cycling, as opposed to private car. Monitor increase in public transport and cycle route provision. | Institutional and individual prejudice against public transport. Too much traffic on roads might put off potential cyclists. | Local Authority BAA National Government |

HOUNSLOW'S LA21: TOPIC 1: TRANSPORT AND POLLUTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
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| Aircraft noise is a major source of pollution in Hounslow | Increase penalties for breaches of, and enforcement of regulations governing aircraft noise levels. | Set up an independent body to enforce noise regulations. Increase fines for aircraft taking off. | Number of breaches of regulations and fines imposed | Resistance from transport industry Civil Aviation Acts | Local Authority National Governemnt |

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| | | Introduce fines for landing aircraft. | | | | |
| | | Introduce fines for aircraft which are off track. | | DoT | | CAA via noise contours |
| | | Ban flights between 11.00pm and 7.00am | No night flights | | | |
| Air pollution from industrial sources | Continued active enforcement of regulations, and powers contained in the 1995 Environment Act | | | | | DoE |
| | Strengthen regulations to include all but the most insignificant of industrial process | Review process guidance notes | | Industry resistance | | DoE |
| Past industrial land use has left contaminated areas in the Borough | These areas should be identified, tested, and made safe where necessary | Landowners and the regulatory authorities should work together to monitor and prioritise sites | Set up public registers and include in State of the Environment Reports | Lack of legal responsibility to do this work | | Local Authority Environment Agency Landowners |

HOUNSLOW'S LA21: TOPIC 2: RECYCLING AND WASTE REDUCTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know its being done? | What might slow us down? | Who is going to check it? |
|--|---|--|---|---|--|
| Lack of door to door recyclable materials collection. | Increase provision to meet 25% recycling target by year 2000 (set by Central Government). | Door-to-door collection starting in September 1996 | Number of households in door to door catchment area. % of waste material recycled. | Risk of low public participation | Contractor Local Authority Environment Agency CIPFA -Chartered Institute of Public Finance Accountants Political Parties |
| Lack of home composting. | Provision of composters to all Borough residents with gardens or green waste home collection. | Comprehensive provision of bio digesters and composters Publicity campaign Home collection of kitchen and garden waste as a last resort. | Number of residents using composters. | Survey required. Extent of public participation. Cost | Local Authority Environment Agency CIPFA Friends of the Earth |
| Maximise composting of green waste from Council-maintained open spaces. | Introduce composting in maintenance contracts | When re-tendering contract, ensure it includes composting specifications. | % of Borough's green waste composted. | Costs of segregation | Contractor Local Authority Environment Agency West London Waste Authority. |

HOUNSLOW'S LA21: TOPIC 2: RECYCLING AND WASTE REDUCTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know its being done? | What might slow us down? | Who is going to check it? |
|--|---|---|--|--|--|
| Storage facility for green waste at the Space Waye Civic Amenity Site | Provide a facility for the public and producers of green waste to deposit it for composting | Re-design of space utilisation at the Civic Amenity Site | Amount of green waste processed at Space Waye site/year. | Ensuring that there is no contamination of green waste. | Local Authority |
| The limited number of recyclable plastics on the market and limited recycling facilities currently available. | Lobby the plastics industry: - to manufacture products using recyclable materials and - to provide recycling infrastructure in co-operation with local authorities. | The appropriate channels e.g. local authority associations and industry, be approached through the recycling officer. | Number of contacts with these associations. | Under the Producer Responsibility Packaging Obligation the plastics industry will set quotas which may have limited impact on household waste recycling. | Local Authority |
| More plastics recycling needed. | The Council should pledge commitment to plastics recycling insofar as it becomes environmentally and economically viable. | Negotiations with plastics industry. | Tonnage of plastics recycled. Number of households using service. | Lack of informative labeling of recyclable plastics. Absence of local processing facility. | Contractor Local Authority Environment Agency CIPFA |
| More metal can recycling needed. | To provide more metal can recycling opportunities. | Provision of metal can recycling facilities at all shopping and amenity areas. | Number of can banks Tonnage of cans collected. | Negotiations with management agencies for shopping/amenity areas. Availability of local contractor | Contractor Local Authority Environment Agency CIPFA |

HOUNSLOW'S LA21: TOPIC 2: RECYCLING AND WASTE REDUCTION

| What's the problem? | What should be done about it? | How should it be done? | How do we know its being done? | What might slow us down? | Who is going to check it? |
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| More recycled paper and environmentally friendly products should be bought by the Council. | An effective corporate 'green' purchasing policy needed | Review existing green purchasing policy or develop a single-issue purchasing policy for recycled goods. | Amount of recycled paper being bought by Council. | Devolution of purchasing perceived as incompatible with a corporate purchasing policy. Agreed definition of recycled paper. | Local Authority Schools Local Trade Associations Chambers of Commerce. |
| Promotion of waste minimisation by the Business Community | Potential in 1997-2000 London Pride Capital Challenge Programme Fund | Use existing Council contacts and local trade associations to promote recycling, waste reduction and the purchase of recycled products. | Number of local businesses involved in the Council's "Green Scheme" Savings generated. | Costs. | Local Authority Local Business Firms |
| Promotion of Re-use and Repair. | General policy under the heading of waste reduction. | Promotion campaign Launch of re-use and recycling guide Collaboration with Local Exchange Trading Scheme (LETS). | Extend opportunities for re-use and repair in LETS Scheme. Number of reuse and repair projects in local LETS. | Cultural barriers. | Local Authority Voluntary Sector |
| Re-introduction of supermarket returnable systems | Council attempt exerting pressure on retailers through planning applications | Investigate the possibility of including obligations towards waste prevention for retail planning applications within the UDP review, pending the Waste Prevention Act. | Ensure consideration within the UDP review. | Industry resistance | Local Authority |

HOUNSLOW'S LA21: TOPIC 3: GREENSPACES AND WILDLIFE

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|---|---|---|--|---|--|
| Loss of open spaces (public & private, including Green Belt, Metropolitan Open Land, allotment land, school playing fields). | Protect existing open space areas from development. | Local authority to strictly implement existing planning policies. | Area of open space Number of open spaces. | Working within current legislation. | Local Authority |
| Too much unused land. | Encourage landscape improvements to unused land. | Consult with local people. Secure funding. | Amount of registered derelict land and other unused land. | Continuous survey needed. | Local Authority |
| Decline in use of allotments. | Maximise use of the Borough's allotments. | Promotional campaign to increase allotment uptake. Instigate alternative open space uses (e.g. ponds, tree planting) where there is local support. | % of allotment land in use. | Co-ordination of information. | Local Authority Allotment Societies |
| Loss of important riverside (and other) views. | List and protect important riverside and other views. | Monitor existing views. Lobby Government for additional protection measures. | Number of views lost to development | Strategic Views defined by central government. No protection measures for other views. | Local Authority Community Groups |
| Decline in number and quality of ponds. | Encourage creation of ponds. | Provide advice, information including funding. | Number of ponds in selected areas. Monitor numbers of e.g. frogs, toads, newts. | Most ponds privately owned. | Local Schools Voluntary Sector |

HOUNSLOW'S LA21: TOPIC 3: GREENSPACES AND WILDLIFE

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
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| Loss of trees and woodland. | Protect all trees that are worthy of protection. | As many trees as possible covered by Tree Preservation Orders (TPO). | Number of trees TPOd Number of TPOs breached Number and type of trees in sampled area. | Survey needed. | Local Authority |
| | | Secure funding for tree planting. | Area of woodland. Number of trees planted per year. | | Community Groups |
| Loss of hedgerows. | Protect existing hedgerows | Lobby Government for national protection and monitoring. | Net change in length of hedgerows in Borough. | Need protective legislation. | Local Authority |
| | Encourage planting of new hedgerows. | Secure funding for planting/ upkeep. Provide advice and information. | | | Voluntary Sector |
| Continuing loss of gene pool in domesticated species. | Protect and maintain gene pool. | Support for "Rare Breeds" programme at Hounslow Urban Farm. | Contribution to viable gene pool. | Reliance on accurate central/national register of information. Continuing viability of Urban Farm. | Local Authority (Urban Farm) Rare Breeds Survival Trust |
| Reduction in range of Borough's wildlife. | Protect and enhance range of wildlife. | Protect wildlife areas from development. | Numbers of certain animal and plant from sample habitats (e.g. woodland, grassland, and wetland). | Insufficient monitoring at present. Needs co-ordination. | Local Authority |
| | | Create more habitats for wildlife. Action plans for rare or endangered species. | Total area being managed for conservation. Abundance of rare species. | | Voluntary Sector |

HOUNSLOW'S LA21: TOPIC 3: GREENSPACES AND WILDLIFE

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
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| Lack of access to River Thames. | Encourage/create new public access to river bank (and make sure it is accessible to people with disabilities). | New access through planning or other legal agreements. | Net change to length of accessible bank. | Quality index required e.g. path width, lighting then initial survey classification and subsequent monitoring. | Local Authority Community Groups |
| Loss of access to major open spaces. | Protect & improve access opportunities within the Borough's major open space areas (including access for people with disabilities). | Protect existing access. Identify problems. Secure funds and/or negotiate as appropriate. | Area and % of major open spaces accessible for informal recreation purposes. Number of "key" access obstructions resolved. | Most land in private ownership. Initial survey needed. | Local Authority Community Groups |
| Lack of personal security in parks. | Ensure as far as possible that parks are safe places to visit to encourage greater accessibility/use by everyone. | Deploy additional ranger staff. Lobby to strengthen by-laws. Ensure good park design | Index of safety features e.g. number of rangers and deployment; lighting. Visitor safety questionnaire returns. | Little information exists. Need new legal powers for parks staff. | Local Authority Voluntary Sector Academic Institutions. |
| Lack of public transport to parks and open spaces. | All major parks and open spaces should be easily accessible to all members of the community. | Identify problems. Negotiate with service providers. Provide information on access. Secure funding where necessary. | Number and area of open space accessible by public transport, ie., bus stop/station within 100 metres | Economics of public transport provision. Coordination of information. | Community Groups Local Authority |

HOUNSLOW'S LA21: TOPIC 3: GREENSPACES AND WILDLIFE

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|--|---|--|---|--|---|
| Local people undervalue nature as a legitimate land use | Promote the value of nature conservation in Hounslow. | Encourage active nature conservation management by landowners and others. | Area of land under active conservation management as % of area of conservation interest. | Co-ordination of information. | Local Authority Voluntary Sector |
| More greening of buildings needed. | Maximise urban greening around and on buildings. | Encourage greening via planning process (e.g. guidelines for new developments) Encourage participation. | Number and "quality" of greening initiatives. Monitor % of area planted as part of all new developments. | No information exists. "Quality" index required. Coordination of survey and information. Promotion needed. | Schools Voluntary Sector Local Businesses Local Authority |
| Conversion of front gardens to carports, and development on backlands | Preserve areas of front garden and backland sites in the Borough | Resist conversion of front and rear gardens unless in compliance with Council guidelines. Lobby Government for legislation and monitor implementation | Net change in number and area of front gardens and backlands | No protective legislation for front gardens exists and limited protection for backland development No current monitoring or co-ordination | Local Authority Community groups |
| Not enough support for environmental education in schools. | Develop strategy on environmental educational support in schools. | Monitor environmental educational work within each school. Lobby to secure improved resourcing. | Number of teachers attending in-service training. Number of schools with nature areas. | Requires government and local administrative commitment. Co-ordination of information. | Education Authority Schools Parents Nature Study Centres Education Centre |

HOUNSLOW'S LA21 : TOPIC 4 : WATER, RIVERS , WATERWAYS AND WATER BODIES

INTRODUCTORY COMMENT

“Whisky is for drinking and Water is for fighting over” (Mark Twain). We are extremely aware of the various social, cultural, technological, economical and political power issues attached to Water Resource Management around the globe. We have picked the “best practice” in water resource management from the Oasis of the Algerian Sahara to the artesian wells of the Isle of Zanzibar.

Hounslow is part of this global scheme and the privatisation of the Water Industry has recently moved the UK into the political dimensions of water management. Conflict will be close at heel unless we start planning the management of our water resources. The basic problem in the UK Water Industry is the fragmentation of Distributors (Water Companies), Owners (land owners and the State) and the Regulators. When a common resource that was “free” begins to be managed by the objectives of maximising shareholder value, political vote catching, and awarding perks then there will be scant regard paid to Sustainable Development. Ownership, and thus good stewardship, of water resources is obscured in the debate.

The need for Sustainability within the Water Cycle is simply expressed:

There is a finite quantity of fresh water of high quality in our system that is at harmony with both the flora and fauna within the environment. This equilibrium will be affected if **precipitation** (rain and snow), **abstraction** (by water companies), **waste** and **pollution** (domestic, agricultural, industrial and untreated/poorly treated waste water by water companies) and **overall water use** as leisure, agriculture and aquaculture farming changes. In order that future generations inherit a harmonious Water Cycle, then we first must clean and restore all the water inherited by us from our ancestors, and make sure that we maintain this new equilibrium by effective, efficient, economical and, most importantly, environmentally sound use of our water resources.

We have concentrated our attention upon the Rivers (Crane, Brent and Thames); the Waterways (Grand Union Canal and the Duke of Northumberland Canal); and Water Bodies (all ponds and reservoirs in the Borough and its parks).

The problem with water, rivers, waterways and water bodies was clearly defined under six areas of concern:

- QUALITY - pollution and toxicity
- USE - effectiveness and efficiency
- ACCESS - ownership and abstraction
- ECONOMIC DEVELOPMENT - leisure, food production and transport
- WASTE WATER - industrial and domestic waste water use and recycling
- ENVIRONMENTAL IMPACT - Environment Agency and statutory bodies.

However all six areas were further incorporated into a search for SUSTAINABLE BEST PRACTICE.

REINTEGRATE WATER, RIVERS, WATERWAYS AND WATER BODIES SUSTAINABLY INTO LOCAL ECONOMY, SOCIO-CULTURAL LIFE AND 0 PURSUITS



RESTORE, REINTEGRATE AND DEVELOP RIVERS, WATERWAYS AND WATER BODIES INTO ECONOMIC, SOCIAL AND CULTURAL ASSETS OF THE BOROUGH



DEVELOP FOOD PRODUCTION POTENTIAL

DEVELOP LEISURE & RECREATIONAL POTENTIAL

DEVELOP LIFE STYLE POTENTIAL

DEVELOP WATER & WASTE WATER RESOURCES

LA21 ADVOCACY & PROMOTION

Develop fisheries and aquaculture

Develop hides, walks, moorings, picnic, barbecue and regatta sites

Regenerate river banks, mixed retail, catering & housing along Thames bank

Effective, efficient and economic use of water in industrial & domestic processes

Information awareness and education strategy

We are not recommending something that can be fixed in one or two years, but have looked at a ten year time span for all improvements to take place - this is a Strategic Plan, not a tactical or operational one. Please bear this in mind when you introduce scepticism into you analysis of our recommendations: Everything is possible with time.

HOUNSLOW'S LA21: TOPIC4: WATER, RIVERS WATERWAYS AND WATER BODIES

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|---|--|---|--|--|--|
| Water Quality is generally low | Improve quality of water in rivers to top EU standards | Prevent untreated sewage from entering rivers Treat sewage to a higher standard Prevent water from leaching out of contaminated landfills | Monitor water quality against EU standards and publicise results | Resistance from industry due to impacts on profits etc. Long term persistence of radioactive materials and other chemicals | Environment Agency OFWAT Local Authority Voluntary groups UNA Rivers Group |
| Fish and other aquatic life being killed by pollution entering water systems | Stop ingress of pollution from contaminated land and landfills, and by industrial chemicals | Identify and publicise list of landowners Seal off landfills and contaminated lands Seek EU grants for hydrological works | Survival and breeding success of fish from egg to adult Biodiversity in water systems | Landowners resistance due to financial impact Landowners lobby against register of contaminated land Unidentified leaks from latent/unregistered sites | Environment Agency Environment and conservation groups Local Authority |
| Lack of a proper waste water management plan allows raw sewage and semi-treated waste to enter water systems | Waste water must be used in an effective and efficient way through proper treatment allowing it to be recycled into the system | Water must be treated to highest EU standards with 100% cleanup of sewage and effluents All users to reduce creation of waste water by efficient and economical use of water | Ratio of water used / waste water recycled Monitor water quality | Water company shareholder value ethos Inconvenience and costs to some users | OFWAT and regulators Environment Agency Public health bodies Environment & conservation groups Water sports groups |

HOUNSLOW'S LA21: TOPIC4: WATER, RIVERS WATERWAYS AND WATER BODIES

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|--|---|---|---|--|-----------------------------------|
| Over-abstraction and untreated sewage is harming the environment | Water companies to halt over-abstraction Water companies to prevent release of impurities and contaminated water | Abstraction licences to reduce limits by estimated leakage rates | Monitor water consumption and leaks | | Environment Agency |
| | | Water companies to eliminate leakages and encourage water conservation measures | Water quality maintained to meet top EU standards | Resistance from water companies as will affect profits and shareholder dividends | OFWAT |
| | | All contaminants to be removed before water returned to rivers | Monitor damage to wildlife and habitats by contaminated waters or by reduced volumes in rivers and water bodies | Political policies to maximise water industry profits | Environment & conservation groups |
| | | | | | |
| Water is wasted in households due to inefficient machines and wasteful lifestyles | Reduce average water consumption in households | Promote use of water efficient machines | Number of water efficient households | Water companies resistance due to impact on profits | OFWAT and regulators |
| | | Use of low volume flush cisterns and reduced water cycle washing machines required by law | Water use /individual & household | Objection to lifestyle changes | Local Authorities |
| | | Promote simple water conservation methods | Amount of waste water generated | Lack of awareness | Health and safety agencies |
| | | | Number of self-maintaining gardens | Regulators reluctant to police water usage | Environment & conservation groups |
| Cultural isolation of rivers | Reintegrate rivers into the civic and social life of the Borough | Develop regattas and river festivals, promenades and piers | Number of festivals and events on the river | Local residents | Local Authority |
| | | Create a new river crossing between Syon and Kew | Number of sites opened | Access and land ownership | Chamber of Commerce |
| | | | Numbers of users | | Cultural societies and clubs |

HOUNSLOW'S LA21: TOPIC4: WATER, RIVERS WATERWAYS AND WATER BODIES

| What's the problem? | What should be done about it? | How should it be done? | How do we know it's being done? | What might slow us down? | Who is going to check it? |
|---|---|---|---|--|--|
| Economic isolation of rivers and waterways | Develop the recreational, transport, residential and business potential - including aquaculture, e.g., farming of fish and aquatic plants | <p>Improve river quality</p> <p>Develop river banks and property through economic regeneration schemes</p> | <p>Proportion of local economy generated by river-related businesses</p> <p>Numbers of businesses and other users</p> | <p>Landowners and rights of way issues</p> <p>Water companies due to fear of increased compensation claims</p> | <p>Local Authority</p> <p>Chamber of Commerce</p> <p>Anglers and Wildlife groups</p> |
| Quality and lack of access to riverbanks prevents the use and development of riverbanks for leisure or general "river lifestyle" | <p>Improve quality of river banks</p> <p>Allow development of mixed residential accommodation and leisure premises</p> | <p>Consolidate and strengthen riverbanks</p> <p>Improve signing and link up with Thames Path</p> <p>Create barbecue and picnic sites</p> <p>Create promenade from Chiswick to Isleworth</p> <p>Develop hides and angling platforms</p> <p>Develop piers, jetties and ramps for boats</p> <p>Extend and improve access to Brent Park</p> | <p>Amount of riverbank accessible</p> <p>Number of users/functions held</p> <p>Number of anglers/fishing permits issued</p> <p>Profits of waterside cafes and pubs etc.</p> | <p>Rights of way and land/property owners</p> <p>Perceived conflicts between wildlife conservation and leisure</p> <p>Lack of awareness and "landlubber" attitudes</p> | <p>Local Authority</p> <p>Environment Agency</p> <p>Angling and water sports groups</p> <p>River dwellers/marine communities</p> <p>Environment and conservation groups</p> <p>Civic amenity societies</p> |

HOUNSLOW'S LOCAL AGENDA 21 - TOPIC 5 - ENERGY

Introduction - The Energy Group considers that the main problems related to energy can be summarised as follows:

- * We are denying our children their share of the earth's resources. At a global level and in developed countries in particular we are using energy much faster than it can be replaced, even faster than alternative technologies are being developed. Oil, coal and gas will run out. Nuclear energy will be available longer, but presents very serious problems in terms of the disposal and storage of waste.
- * The increasing emissions of carbon dioxide (CO₂) will result in a significant warming of the surface of the Earth in the next 50 years (Global Warming). This is a global problem, but we all contribute to it, and it threatens our way of life and the basis of our economy. Global control of these gases requires co-ordinated international action. Locally we should all do our bit.
- * The use of non-renewable energy sources (such as coal, oil and gas) also contributes to local air pollution - especially in urban areas. Good air quality is essential for human health and our local environment.

The Energy Working Group considers that LA 21 should focus on two general principles:

- * that the amount of energy we are consuming locally should be reduced, and every practical measure in support of this aim should be examined.
- * we should maximise the use of renewable (solar, wind power) and other non-polluting energy sources.

| <u>Explaining the terms used in the LA21 Energy Table:</u> | |
|---|--|
| CHP (Combined Heat and Power) | burning a fuel, usually gas, in an engine connected to a generator to produce electricity, and then using the water used to cool the engine as a source of hot water and heating for the building. |
| Coppiced wood | managing woodland to provide a continuous supply of wood as a fuel source. |
| Landfill/biogas | using the methane produced by rotting waste as a fuel source. |
| Photovoltaics | the production of electricity directly from sunlight. |
| Refuse incineration | burning waste materials in specially designed incinerators to produce electricity via a steam driven generator, and/or to provide heating and hot water for buildings. |
| Sewage/organic waste | using sewage either for extracting methane as a fuel source or recovering the surplus heat for heating and hot water |
| Solar collection | heating water directly from sunlight to provide hot water and heating for buildings. |
| Use of rivers and lakes | using the heat stored in large bodies of water to provide hot water and heating for buildings |

Windpower

generating electricity using windmills (or 'aero-generators'), often installed in groups to form 'wind farms.'

HOUNSLOW'S LA21 : TOPIC 5 : ENERGY

| What's the problem? | What should be done about it? | How should it be done? | How do we know its being done? | What might slow us down? | Who is going to check it? |
|---|--|---|--|---|---|
| <p>Our reliance on non-renewable energy sources is too high and produces too much carbon dioxide (CO₂).</p> | <p>Promoting the potential of renewable energy use at a local level.</p> | <p>To assess and implement alternative energy technologies including the use of:</p> <ul style="list-style-type: none"> - sewage/organic waste - solar collection - coppiced wood - photovoltaics - refuse incineration - landfill/bio-gas - use of local rivers and lakes to serve as heat sources - windpower - any other technologies emerging with significant local potential such as gasification <p>(This should only be treated as an indicative listing - Please see box on page 31 for fuller explanation of terms.)</p> | <p>Number of projects considered/ investigated.</p> <p>Number of projects incorporating the technology.</p> <p>The amount of heat/ power generated by these means.</p> <p>Cost saving/payback period for use of alternative energy technology.</p> | <p>These should not compromise other environmental initiatives. For example, refuse incineration will need to consider processes to avoid creation of pollution, and compromising waste management initiatives.</p> | <p>Local Authority</p> <p>Environment Agency</p> <p>Environment Groups</p> <p>Energy Companies</p> <p>Private businesses.</p> |

HOUNSLOW'S LA21 : TOPIC 5 : ENERGY

| What's the problem? | What should be done about it? | How should it be done? | How do we know its being done? | What might slow us down? | Who is going to check it? |
|---|--|--|--|---|---------------------------|
| Energy consumption in residential commercial and industrial buildings is too high. | Encourage and promote energy conservation. | Do energy survey. | Number of buildings improving on the minimum insulation standards. | Obtaining sufficient data to allow an accurate energy profile of the borough to be constructed. | Local Authority |
| | | Improve the energy efficiency of all buildings. | | | |
| | | Lobby government to provide financial incentives to provide energy conservation measures. | Publicise results showing changes in energy rating of building. | Local Authority cannot enforce insulation standards in excess of statutory requirements | Energy Companies |
| | | Promote good energy practice for building in terms of:- -their design and use - energy cost of building throughout its life. | Number of promotional activities undertaken. | | |
| | | Encourage everyone to insulate buildings to higher standards. | Number of enquiries for further action and action taken. | | |
| | | Use roadshows adverts in local media school visits etc. | Number of energy efficient light bulbs sold by major local retailers per year. | | Private Businesses. |
| | | Everyone should seek technical advice on energy conservation options available and | | | |

cost comparisons.

HOUNSLOW'S LA21 : TOPIC 5 : ENERGY

| What's the problem? | What should be done about it? | How should it be done? | How do we know its being done? | What might slow us down? | Who is going to check it? |
|---|--|--|---|---|---|
| <p>Energy consumption in residential commercial and industrial buildings is too high (cont.)</p> | <p>Encourage and promote energy conservation (cont.).</p> | <p>Energy companies, Central and Local Government should provide information on energy conservation grants.</p> <p>Encourage business owners to improve the energy efficiency of industrial processes.</p> <p>Establish an energy sampling procedure for non-residential properties.</p> | <p>Number of industrial/commercial properties surveyed per year.</p> | <p>Institutional changes for the energy industry..</p> | <p>Local Authority</p> <p>Housing Associations</p> <p>Private Developers</p> <p>Energy Companies</p> <p>Private Businesses.</p> |
| | <p>Promote the use of Combined Heat and Power (CHP) where there is potential for its efficient use.</p> <p>Consider the use of CHP in place of conventional heating plant in buildings with large space or water heating requirements.</p> | <p>Evaluate opportunities for using CHP in new and existing buildings e.g. swimming pools.</p> | <p>Number of buildings using CHP.</p> <p>Number of swimming pools using CHP.</p> <p>Increase in amount heat/power generated by CHP.</p> <p>Cost saving/payback period for use of CHP.</p> | <p>Size and location constraints.</p> <p>Need to raise consumer acceptability of CHP as a shared resource</p> <p>Improvements to noise levels is essential.</p> | <p>Local Authority</p> <p>Combined Heat and Power Association (CHPA).</p> <p>Energy Companies</p> <p>Private Businesses.</p> |

