Royal Borough of Kingston Air Quality Action Plan

2027 - 2032

THE ROYAL BOROUGH OF KINGSTON UPON THAMES

Summary

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the actions we will take to improve air quality in the Royal Borough of Kingston between 2027-2032.

This action plan replaces the previous version which ran from 2021 to 2026. Highlights of successful projects delivered through the past action plan include:

- The delivery of over 100 Play Streets and Street Parties across the borough
- Successful implementation and expansion of a public e-bike (Forest) hire scheme
- Implementation and continued proliferation of School Streets across the borough
- 98% of roads in the Royal Borough of Kingston are now 20 mph

The council declared a Climate Emergency in 2019, and remains steadfast in its commitment to creating a greener, healthier borough for current and future generations.

The local air we breathe directly shapes the health, wellbeing, and daily quality of life of our residents. Our Air Quality Action Plan sits fully aligned with our Climate Action Strategy, ensuring a unified approach to decarbonise our borough while actively cleaning our air.

By aligning sustainable transport, green infrastructure, improving buildings, and public health initiatives, we maximise our ability to tackle the dual challenges of climate change and local air pollution together.

Air pollution is associated with a number of negative 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 chronic illnesses, such as heart and lung conditions.

In 2024, in Greater London, up to 5,100 premature deaths and £5.1 billion in economic costs were estimated as attributable consequences of exposure to air pollution[1]. Air pollution has been shown to have an impact on health even at low concentrations, and because of this, it is now widely accepted that there is no safe level of exposure to air pollution.

Poor air quality widens inequality gaps; those who are most exposed to air pollution, are more likely to live in areas dealing with higher levels of social and economic deprivation, and are more likely to be members of minority groups (e.g., disability, chronically ill, or ethnic)[2]. These groups

[1] London health burden of recent air pollution, 2026.

[2] Air quality exposure and inequalities study (Part 1 - London analysis), June 2023.

may be disproportionately impacted by the consequences of air pollution economically and in terms of overall health outcomes.

Kingston council is committed to improving the lives of people living and working in the borough, and those affected by air pollution generated within Kingston while existing beyond the boundary of the borough. This AQAP forms part of the council's legal obligation and represents the council's commitment to this process.

Within this AQAP, actions have been developed aligning with the themes in the Council Plan, to create a fairer, safer and greener borough, together. These actions can be further categorised under eight broad topics; each topic has priority actions:

Fairer

1. **Public health and awareness raising:** increasing awareness of the sources of air pollution and its dangers, can help us all make an informed decision on how we can protect our own health and wellbeing, as well as the health and well being of family, friends, and the people that depend on us. Each person making different choices, or small changes in the way they go about their lives can add up to a significant reduction of pollution emissions, and exposure to air pollution.
   GLA Priority Actions:
   - ❖ Continuing to support alerts services such as AirTEXT and promoting the Mayor's air pollution forecasts.
   - ❖ Reducing pollution in and around schools and extending school audits to other schools in polluted areas.

Safer

2. **Monitoring and other statutory duties:** maintaining monitoring networks is absolutely critical for understanding where pollution is most concentrated in Kingston, and the impacts of any measures that may be introduced to reduce air pollution. The borough's other statutory duties, such as annual reporting and enforcement, ensures that Kingston remains accountable to regional and national authorities, has the power to enact policy & strategy to prevent pollution events, and has the power to undertake investigations of pollution events.

3. **Emissions from developments and buildings:** emissions from buildings and development (e.g., from gas boilers, construction, commercial cooking, and wood burners) account for about 30% of NOx emissions, and 38% of the $PM_{2.5}$ emissions in Kingston and therefore are important in reducing pollutant concentrations.
   GLA Priority Actions:
   - ❖ Continuing to enforce and promote Smoke Control Zones
   - ❖ Continuing to enforce the Non-Road Mobile Machinery (NRMM) Low Emission Zone.

- Continuing to promote and deliver energy efficiency retrofitting projects in workplaces and homes.

Greener

4. **Borough fleet actions:** Kingston Council's fleet (council owned and contracted) includes light and heavy-duty diesel-fuelled vehicles, such as mini buses, with high primary NO_2 emissions. Tackling our own fleet allows us to lead by example; Kingston Council has recently electrified the Waste and Street Cleansing fleet. This is one step forward in the overall aim of reaching net zero emissions, and shows that it is achievable.

5. **Cleaner transport**: road transport is the main source of air pollution in Kingston. Cleaner transportation methods need to be a viable option for travel in and around The Royal Borough of Kingston. Public transport, walking, cycling, and the usage of low emission vehicles (such as electric) will help to reduce the burdens of air pollution in the borough. The council will facilitate, promote, and/or incentivise these options where possible and as far as possible.

6. **Delivery servicing and freight**: vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with relatively high primary NO_2 emissions, as well as particulate matter emissions. The sheer number of institutions, businesses, and industries which will require or supply these services would mean that there is a great number of these vehicles on the road at any time.

7. **Green Infrastructure and Urban Greening**: green spaces and infrastructure can be an effective means of reducing the impacts of air pollution. Providing breaks in urbanised spaces, a physical barrier to the movement of some pollutants (particulate matter), and as locations that can accommodate people, while excluding the most common sources of pollution, green spaces provide value for maintaining the health of the populations around them.

   GLA Priority Actions:

   - Installing Ultra-Low Emission Vehicle (ULEV) infrastructure.
   - Improving walking and cycling infrastructure: we will build on the work already undertaken in relation to encouraging cycling and walking.
   - Reducing emissions from council fleets.

Together

8. **Localised (neighbourhood) solutions**: these seek to improve the environment of neighbourhoods through a combination of measures e.g., implementation of Low Emissions Neighbourhoods (LENs) and Zero Emissions Zones (ZEZs), expansion of green infrastructure (trees, pocket parks), and local improvements to roads and transportation.

   GLA Priority Actions:

   - Regular temporary road closures (Car Free days/Play Streets/Street Parties) in neighbourhoods and high footfall areas.

The AQAP is a collaborative effort; to achieve these priorities, Kingston Council has endeavoured to engage with stakeholders across the council and beyond, including our local communities, neighbouring boroughs, and other regional and national authorities, including the GLA and TfL.

This AQAP will outline how the council plans to effectively use local levers to tackle the air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of the council's influence, such as ULEZ, and taxis and buses. Kingston council will continue to work with and lobby regional and central government on policies and issues beyond the council's direct influence.

We would like to thank all those who have worked with us in the past and we look forward to working with you again, as well as with new partners, as we deliver this new action plan over the coming years.

Responsibilities and commitment

This AQAP was prepared by the Regulatory Services (Pollution Control) Team of Kingston Council with the support and agreement of the following officers and departments: Regulatory Services, Public Health, Highways and Transport, Climate Change and Environment, Communications and Engagement, Achieving for Children, Neighbourhoods and Community Involvement, Parking, Planning, Procurement, and Property Services.

Following engagement, this AQAP will be approved by:

Name	***Role***	***Signature***	***Date***
Cllr Mike Massimi	*Portfolio Holder for Climate Action, Biodiversity and Regulatory Services*		
Matt Hill	*Director of Highways and Regulatory Services*		
Katy Scammell	*Director of Public Health*		
Deborah Dibb	*Director of Climate Change, Environment, and Registrations*		

This AQAP will be subject to an annual review. Progress each year will be reported in the Annual Status Reports produced by Kingston Council, as part of our statutory London Local Air Quality Management (LLAQM) duties.

If you have any comments on this AQAP, please send them to the Pollution Control Team at:

pollution_control@kingston.gov.uk.
Or:
Regulatory Services
Pollution Control
Guildhall 2
High Street
Kingston, KT1 1EU

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Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NO_2	Nitrogen Dioxide
NOx	Oxides of Nitrogen
NRMM	Non-Road Mobile Machinery
PM_{10}	Particulate matter less than 10 micron in diameter
$PM_{2.5}$	Particulate matter less than 2.5 micron in diameter
PM_1	Particulate matter less than 1 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London
UFP	Ultrafine particulate matter less than 0.1 microns in diameter

Foreword



As Portfolio Holder for Climate Action, Biodiversity and Regulatory Services, I am pleased to present Kingston's new Air Quality Action Plan for 2027–2032.

Air pollution remains a public health concern, affecting our health and quality of life, particularly for children, older residents and people with existing health conditions.

Kingston has made real progress through initiatives such as School Streets, 20mph roads, the public e-bike scheme and cleaner Council vehicles. However, some areas remain a concern, particularly around major roads and busy traffic corridors. Many of these routes are outside the Council's direct control, making continued work with TFL and other partners essential.

This plan sets out the next steps to reduce pollution, promote cleaner transport, improve our neighbourhoods and protect residents' health.

Improving air quality is a shared responsibility.

By working with residents, businesses and our partners, we can continue to make progress towards cleaner air and a healthier Kingston.

Councillor Mike Massimi,

Portfolio Holder for Climate Action, Biodiversity and Regulatory Services.

1 An Introduction to Air Quality in the Royal Borough of Kingston upon Thames

1.1 Why we need and Air Quality Action Plan

This air quality action plan (AQAP) outlines the actions that the Royal Borough of Kingston will deliver between 2027-2032 in order to reduce concentrations of air pollution, and exposure to air pollution; which will positively impact the long-term health, and quality of life of residents, workers, and visitors to Kingston.

This document has been developed in accordance with the council's statutory duties under the Environment Act (1995), UK Air Quality Strategy (2021) and the London Local Air Quality Management (LLAQM) statutory process[3]

The Royal Borough of Kingston is meeting all of the national objectives for the gas Nitrogen Dioxide (NO_2) at all monitored locations.

The Royal Borough of Kingston is meeting the current national objectives for Particulate Matter (PM_{10} and $PM_{2.5}$) at all monitored locations.

But, the World Health Organisation's guidelines are stricter; the national $PM_{2.5}$ legal limit (20 µg m^{-3}) is far higher than the World Health Organisation (WHO) recommended guideline limit (5 µg m^{-3}). For this reason, in the London Environment Strategy the Mayor of London has committed to meeting the WHO health-based interim guideline target of 10 µg m^{-3} across London by 2030.

The Royal Borough of Kingston is still exceeding World Health Organisation guideline $PM_{2.5}$ limits, and so a key area of focus will be to help the Mayor meet this 2030 target, and reduce the concentrations of the other key pollutants; NO_2 and PM_{10}, in Kingston towards the World Health Organisation guideline limit values.

There is no safe level of air pollution, so every reduction towards these guideline values will have benefits for the overall health and wellbeing of people in Kingston, and support the ability of those in Kingston and beyond to lead longer and healthier lives.

[3] LLAQM Policy and Technical Guidance.
https://www.london.gov.uk/what-we-do/environment/pollution-andair-quality/working-boroughs

LAEI (2022) Modelled Annual Mean Concentrations of NO_2, PM_{10} and $PM_{2.5}$

- *Figure 1.1 - NO_2*
- *Figure 1.2 - PM_{10}*
- *Figure 1.3 - $PM_{2.5}$*

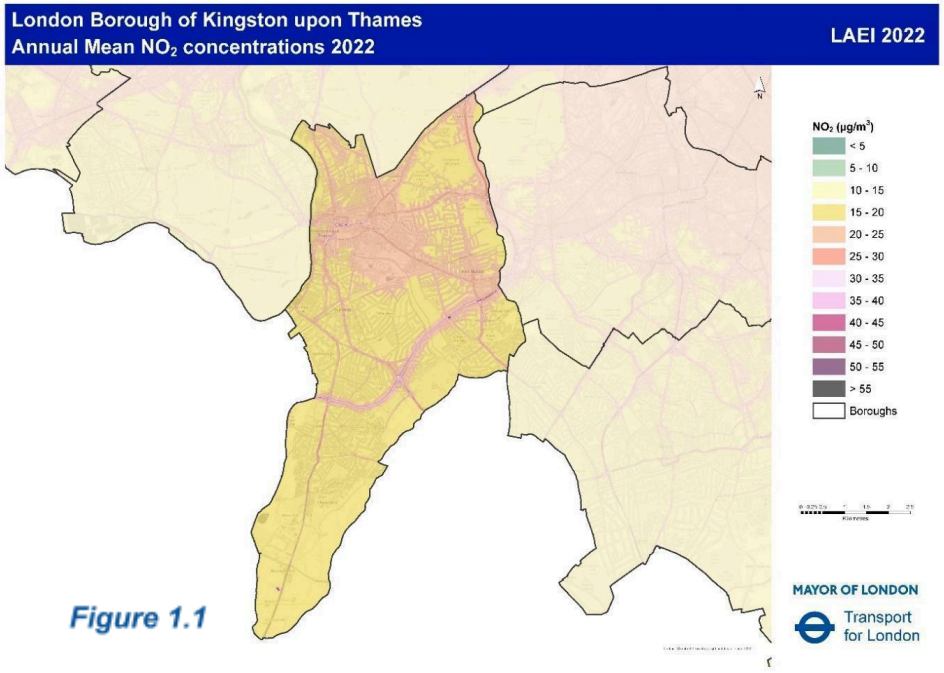


Figure 1.1

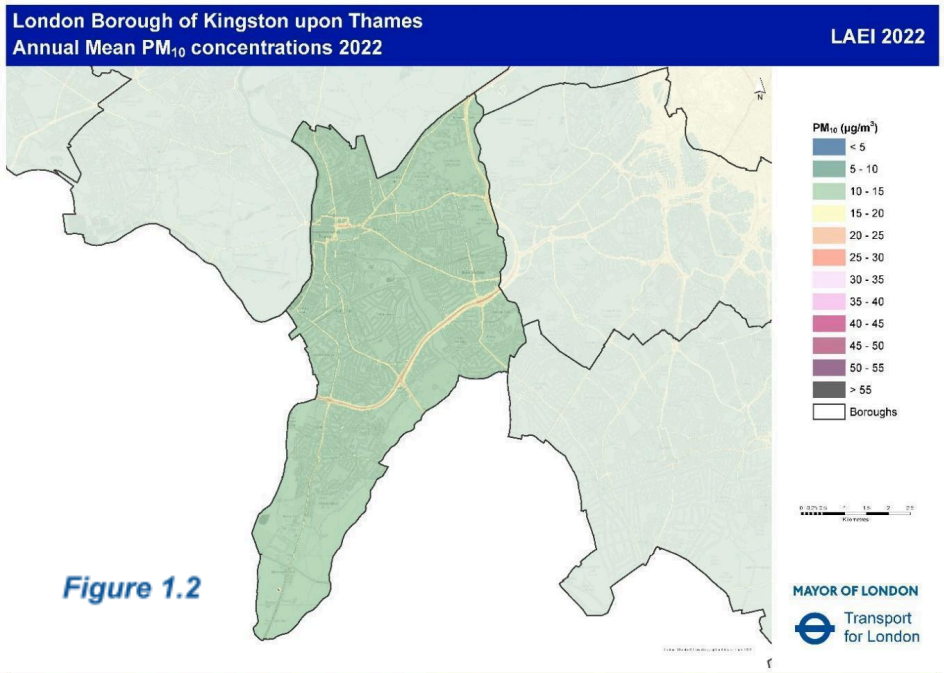


Figure 1.2

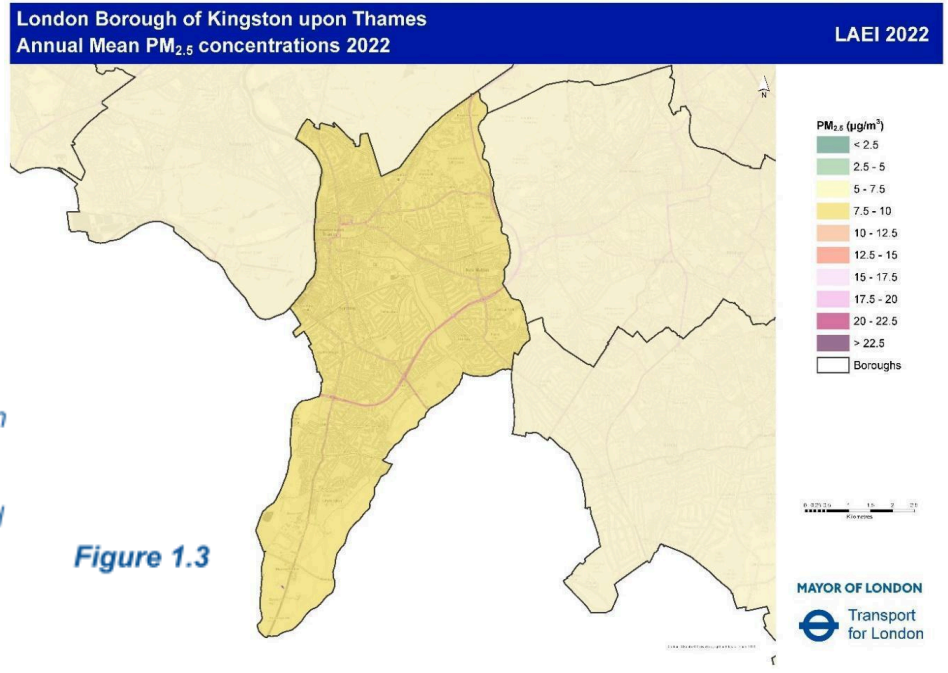


Figure 1.3

This Air Quality Action Plan presents pollution concentration maps for Kingston upon Thames from the 2026 release of the London Atmospheric Emissions Inventory (LAEI), for a base map year of 2022. The LAEI provides publicly accessible data and generates maps of pollution concentrations on a 20 metre x 20 metre grid across the entirety of London.

The LAEI also provides projections of pollutant concentrations for 2025 and 2030, which may be accessed via the LAEI webpage.

As shown in figure 1.1, higher concentrations of NO_2 in Kingston upon Thames are clustered in the northwest of the borough, namely around the Town Centre and its immediate surrounds (Norbiton, Kingston Hill and Coombe Vale).
A-roads appear to be responsible for most of the NO_2 concentrations across the rest of the borough; the A3, A2043, A238, A240, A243, A307, and A308, are some of the biggest contributors to NO_2 concentrations across the borough, and higher concentrations of NO_2 are observed in locations where the roads converge.

The highest concentrations of NO_2 in Kingston are generally associated with A-roads in the borough, specifically; the A3, A308 (London Road), and the A240 (Wheatfield Way). The A3 is a TfL controlled road, and has the highest concentration of NO_2 in the borough on its roadway.

Some smaller roads within Kingston Town Centre; Clarence Street, Old London Road, and Fairfield North, also show concentrations of NO_2 similar to those on A-roads. There are aspects of these locations (e.g., proximity/connection to other congested routes, relatively narrow, street canyon features) which contribute to the results seen here.

The WHO guideline target for NO_2 (10 µg m^{-3}) limit is exceeded in all modelled locations within the borough, however, the second interim target (20 µg m^{-3}) is met in most locations across the borough.

Figure 1.2 indicates that Road Transport is the main contributor to PM_{10} pollution in Kingston; relatively high concentrations of modelled PM_{10} in Kingston are shown to be on the borough's busiest roads; the A3, A2043, A238, A240, A243, A307, and A308, along with Clarence Street, Old London Road, and Fairfield North. The highest concentration of PM_{10} is observed on the A3. The WHO target for PM_{10} is exceeded on, and in immediate proximity to these roadways.

Outside of these areas and other main road locations, concentrations of PM_{10} are well below statutory limits, and are likely to be close to, or meeting, the WHO annual target of 15 µg m^{-3}.

In Figure 1.3, Road Transport is the greatest contributor to $PM_{2.5}$ emissions in Kingston. Up to 80% of total PM_{10} emissions can be $PM_{2.5}$, therefore it is not unexpected that the modelled distribution of $PM_{2.5}$ mirrors that of PM_{10}. The current statutory limit for $PM_{2.5}$ is 20 µg m^{-3}, which is generally complied with across the borough. Highest concentrations are again observed on the A3. The long-term national target of 10 µg m^{-3} (to be met by 2040) is broadly met across the borough, excluding congested roads in the town centre, such as Fairfield North, and A-roads.

The WHO target concentration value of 5 µg m^{-3} is exceeded over the entirety of Kingston. The Mayor of London has committed to meeting the WHO interim guideline target of 10 µg m^{-3} by 2030.

1.2 Progress in Kingston's Air Quality Management Areas (AQMAs)

In The Royal Borough of Kingston, an Air Quality Management Area (AQMA) has been declared across the whole borough since 2003.

The AQMA has been declared for the following pollutants:

National Statutory Target	Highest pollution concentration at declaration
NO_2 (annual mean*)	At declaration (02/01/2003), the NO_2 annual mean concentration was 73 µg m^{-3} (Kingston Bypass A3)
PM_{10} (annual mean*)	At declaration (02/01/2003), the PM_{10} annual mean concentration was 33 µg m^{-3} (Kingston Bypass A3)
PM_{10} (24 hour mean**)	At declaration (02/01/2003), the PM_{10} - 24 hour mean saw 42 exceedances annually (Kingston Bypass A3)

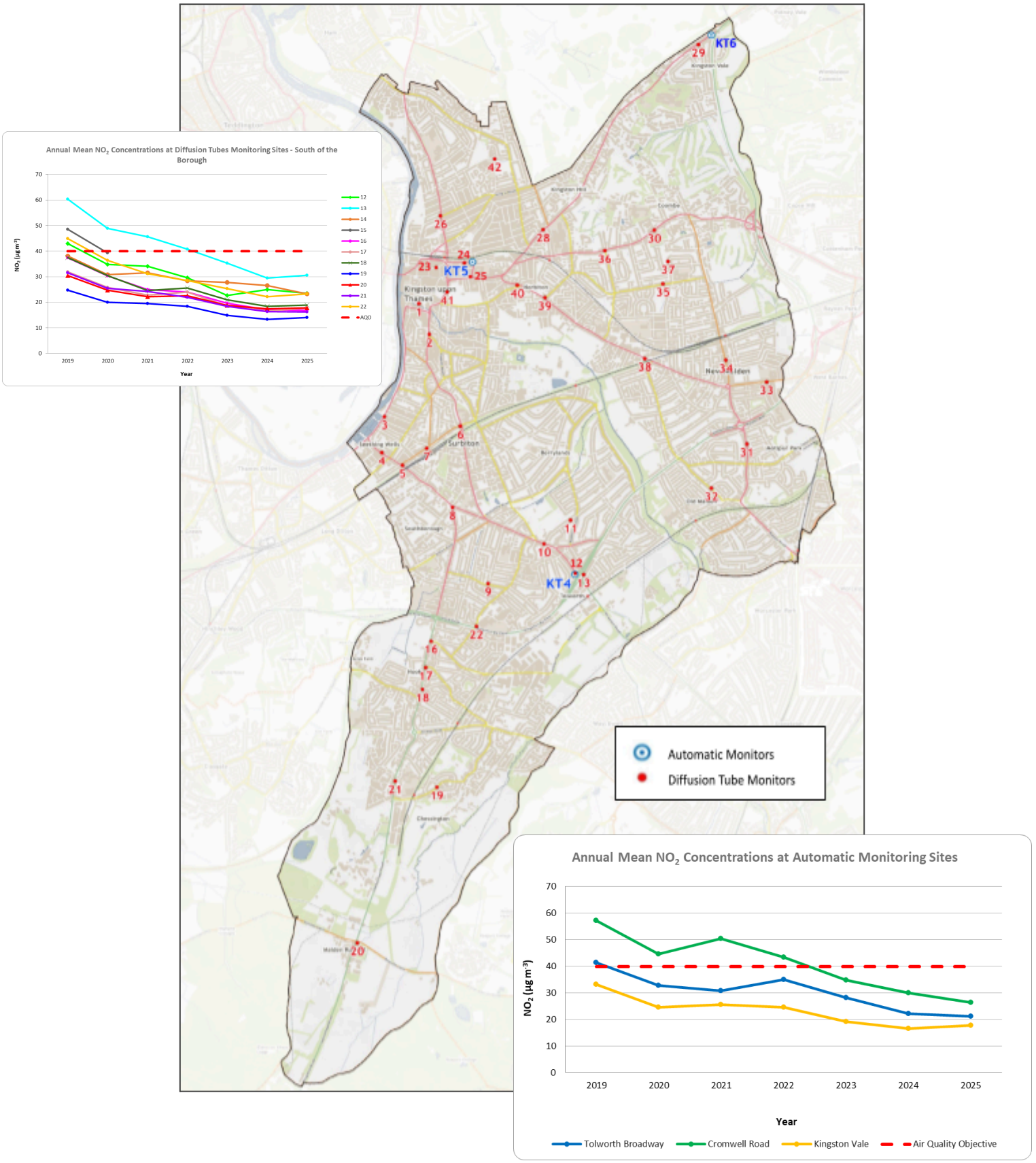
** 40 µg m^{-3}*
*** 50 µg m^{-3} not to be exceeded more than 35 times per year.*

Historical air quality monitoring in Kingston showed that the national statutory limits (annual and hourly) for the pollutants above were breached in many locations across the borough.

For the past three years all monitoring stations have shown compliance with these statutory limits, however, concentrations of these pollutants in the borough are still exceeding World Health Organisation air quality guidelines. The council has a statutory responsibility to continue to work towards reductions of these pollutants, as well as $PM_{2.5}$, which contributes to up to 80% of total PM_{10} concentrations. Figure 1.4 shows the current locations of diffusion tubes and automatic monitors across Kingston upon Thames, and contains a sample of annual air quality monitoring results from 2025.

Air quality monitoring in Kingston is reported annually in Annual Status Reports as part of the council's statutory London Local Air Quality Management duties. These reports are available online through the council's website. The council's annual reporting, and details of the council's monitoring, can be found on our Advanced information on air quality webpage.

Figure 1.4 Locations of automatic monitors and diffusion tube monitors in Kingston upon Thames, and a sample of recent air quality monitoring data from automatic and diffusion tube monitors.



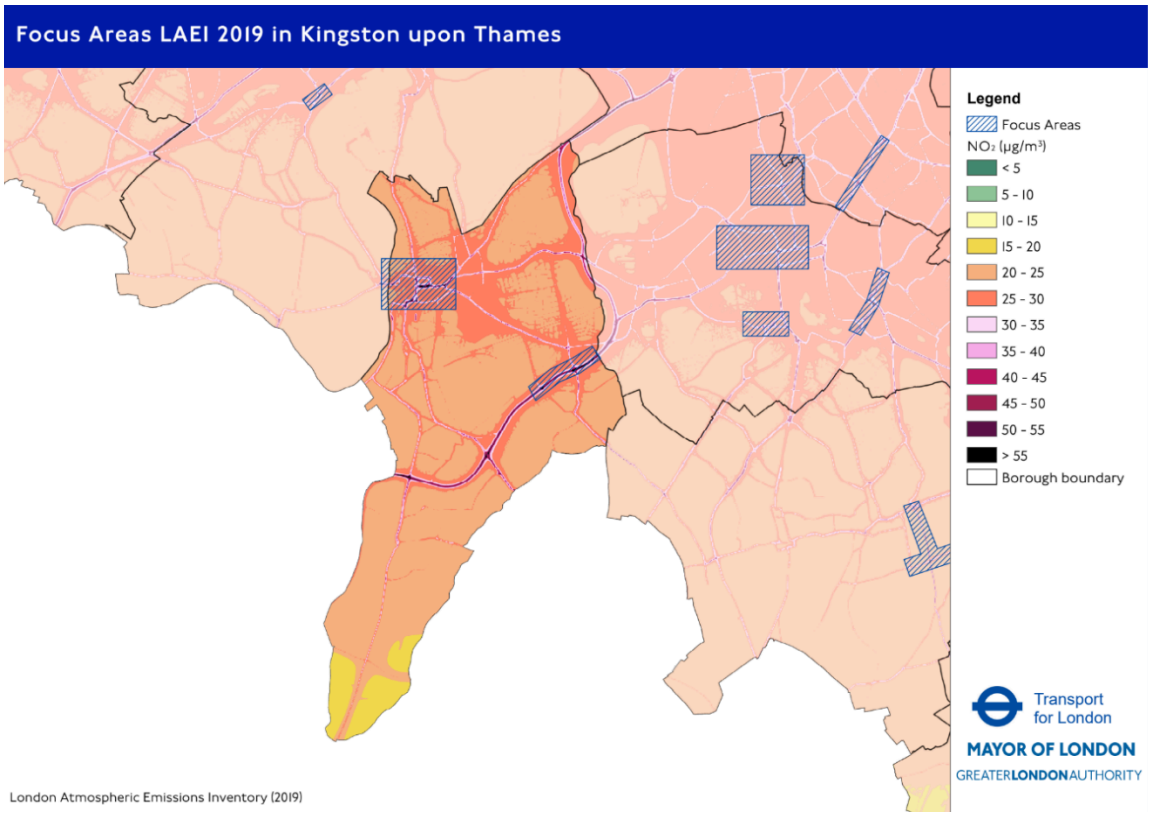
1.3 Progress in Kingston's Air Quality Focus Areas (AQFAs)

An Air Quality Focus Area (AQFA) is a location that has been identified as having high levels of pollution and high levels of human exposure to it. As shown in figure 1.5, there are two focus areas in the borough. These are:

- Kingston Bridge/Richmond Road/Wheatfield Way/Kingston Hall Road/London Road
- A3 Kingston Bypass at Malden Junction*

**TfL Controlled Road*

Figure 1.5 Air Quality Focus Areas in Kingston upon Thames, LAEI (2019)



**At time of writing, the most up to date Focus Area maps are still from the LAEI 2019*

Improvements have been made by Kingston Council and other stakeholders, such as TfL, to improve air quality in focus areas. In the Kingston Bridge/Richmond Road/Wheatfield Way/Kingston Hall Road/London Road Focus Area, the following developments are examples of schemes that will help to improve conditions in the immediate area, and/or have been designed sustainably:

- **Improvements to Cromwell Road Bus Station**

  Led by TfL, the Cromwell Road Bus Station underwent refurbishment. Improvements to energy efficiency and sustainability were included as part of this work, and the facility now benefits from improved insulation, solar panels, a green canopy and planters; all of which will reduce the energy requirements and emissions of the facility.

- **Redevelopment of the Cambridge Road Estate**

  Kingston Council, in partnership with Countryside Partnerships, embarked upon an ambitious project to revitalise the Cambridge Road Estate. This estate sits partially in Kingston's largest AQFA. Over 2,000 new sustainable dwellings are to be delivered, providing residents with safer, warmer, and greener homes. Improvement measures impacting air quality include:
  - Travel Plans
  - A District Heat Network
  - Improved building insulation and ventilation

- **Royal Exchange - Old post office**

  The Old Post Office and Telephone Exchange is a mixed used major development, which was redeveloped to maintain the two Grade II listed buildings on site, provide up to 25,000 sq. ft of commercial/retail spaces, and provide 322 new residential dwellings. The development participated in a Water Neutrality trial, in conjunction with Thames Water, which offset 45,000 litres of water per day.
  Public spaces on site were designed and landscaped to promote cycling, in line with the Kingston Cycle Routes programme.

- **Unilever Eden Campus**

  The Unilever Eden campus is a mixed used major development developed with the aspiration of being full carbon Net Zero in operation. The development consists of offices and residential; of the 115 residential dwellings, approx. 30% are designated as affordable.
  Sustainable technologies and choices encompassed within the development include:
  - Facility for connection to Kingston's (proposed) District Heat Network
  - Rooftop photovoltaic (solar) panels
  - Rainwater harvesting systems
  - 30% electric vehicle charging facility
  - 450 cycle spaces
  - Restoration of the Hogsmill River

This focus area also benefits from the decarbonisation of Kingston's Waste and Street cleansing fleet, which operates on an intensified regimen in the area due to its central location.

1.4 Sources of Pollution in The Royal Borough of Kingston

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

Of the pollution that originates in the borough the main sources of NO_x are:

- Road Transport; most of which is attributable to diesel vehicles (commercial, public, and private)
- Industrial and commercial heat and power generation; fossil fuel combustion (industrial boilers, burners etc.)
- Domestic heat and power generation; fossil fuel combustion (boilers etc.), and;
- Other sources such as: sewage treatment works, and agriculture

The main sources of particulate matter (PM_{10} and $PM_{2.5}$) in Kingston upon Thames are:

- Road Transport; petrol cars being the single biggest contributor, and diesel vehicles being the overall largest contributor when all vehicle types are considered, inclusive of Non-Exhaust Emissions (NEEs), i.e., particulate matter not generated from tailpipes, such as tyre and brake wear
- Domestic biomass and wood burning (the second largest source of $PM_{2.5}$ and the third largest source of PM_{10});
- Resuspension (the second largest source of PM_{10}); the movement of dust that is already present on roads and carriageways, such as de-icing grit and NEEs
- Construction
- Other sources such as: small-scale waste burning and accidental fires

1.4.1 Road Transport

Road Transport is heavily represented as a source for all of the main pollutants in Kingston (figures 1.6-1.8). The borough hosts a number of roads which are part of London's Strategic Road Network (SRN). This makes Kingston's roads an attractive route for commuters from inside and outside of the borough, and high volumes of traffic will travel through the borough on a daily basis.

The Royal Borough of Kingston is an Outer London borough, situated in the southwest of London. Like many Outer London boroughs, there is a higher dependency on private vehicle transport; approximately 75% of the borough has a Public Transport Accessibility Level (PTAL) of 3 (moderate) or below. While the borough has national rail and bus connections, these are not distributed evenly across the borough, and Kingston does not have any stations on the London Underground, Overground, Tram, or Elizabeth Line networks. This lack of high speed "middle to short" distance public transport availability within the borough makes car travel feel more attractive.

London's Ultra Low Emissions Zone (ULEZ) expanded to include all London boroughs in August 2023. Since then, vehicles (excluding HGVs, which instead have to meet a separate LEZ standard specific to vehicles weighing over 3.5 tonnes) driving within Kingston are required to meet Euro emissions standards depending on the vehicle and fuel type. This initiative has disincentivised the movement of more polluting vehicles into and through the borough, as non-compliant vehicles are required to pay when travelling through the ULEZ. Since the expansion of the ULEZ to include Kingston, vehicle compliance has increased from 91% to

97% in outer London boroughs. Air pollutant emissions across the Royal Borough of Kingston and other Outer London boroughs are[4]:

- 13% and 16% lower for car and van associated NOx emissions, respectively
- 31% lower for exhaust associated $PM_{2.5}$ emissions from cars and vans

While there is currently some reliance on private vehicles in the borough, ULEZ in all its stages (from 2019 to 2023) will have helped to reduce the air pollutant burden by enforcing emissions standards for the vehicles on our roads.

Non-Exhaust Emissions (NEEs) are the emerging threat in Kingston upon Thames and the rest of London. Recent studies suggest that, now, the vast majority of particulate matter emissions from road transportation do not come from vehicle exhausts. Up to 88% of PM_{10}, and 78% of $PM_{2.5}$ emissions can be attributed to road wear, brake, and tyre wear[5] .

Brake wear, alone, is predicted to contribute up to 40% airborne NEEs in urban areas. NEEs can be formed from a range of materials, including heavy metals and microplastics, which are then introduced into the surrounding environment via emissions directly to the air or runoff into drains and gullies.

The implication of this is that there are no true zero emissions vehicles. Therefore, the most effective means of reducing this type of pollution is to generally shift away from vehicle usage, take up active travel where possible, and use public transport to its fullest potential.

Kingston Council, residents, commuters, commercial businesses, and wider governing bodies all have their part to play in bringing about this change, and reducing the spread and impacts of air pollution.

[4] London-wide Ultra Low Emissions Zone One Year Report, March 2025, accessed at on 03/08/2026, at: https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/environment-and-climate-change-publications/london-wide-ultra-low-emission-zone-one-year-report

[5] Mobility, E. U. (2025). Study on non-exhaust emissions in road transport. Mnichov: EIT Urban Mobility [cit. 2026-03-21]. Dostupné z: https://www.eiturbanmobility.eu

Figure 1.6 NO_x Emissions by source and vehicle type (LAEI 2022)

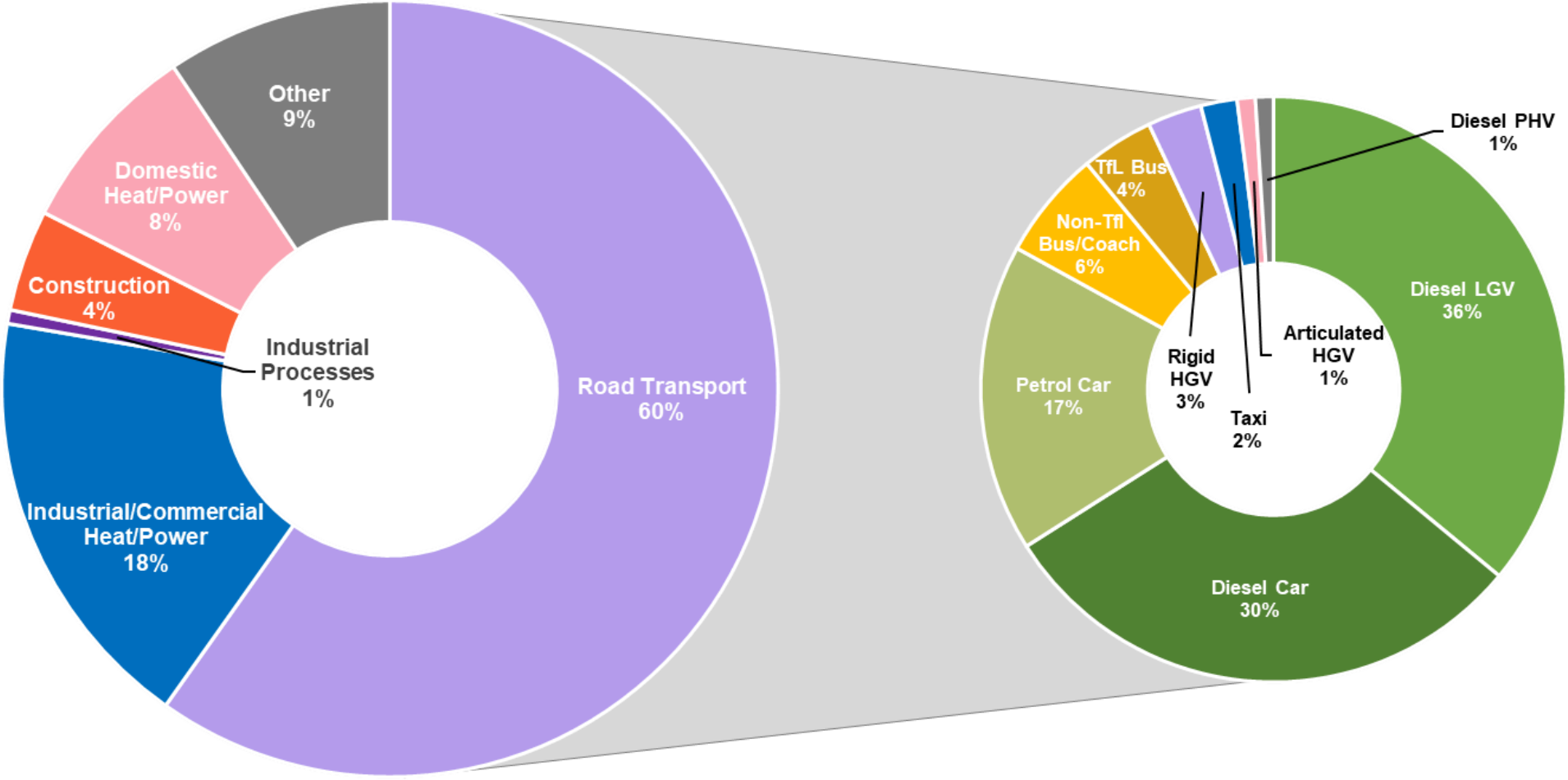


Figure 1.7 PM_{10} Emissions by source and vehicle type (LAEI 2022)

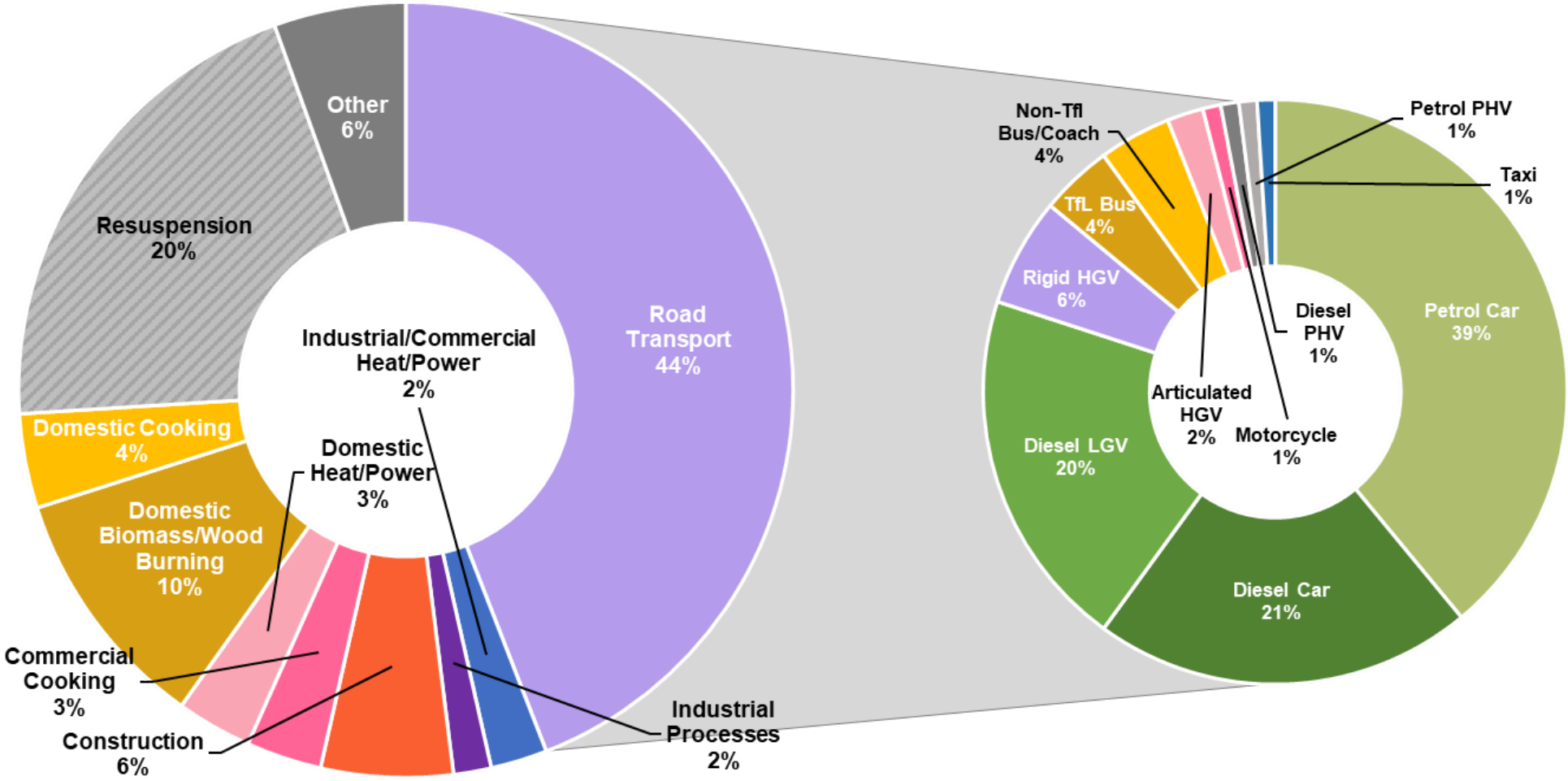
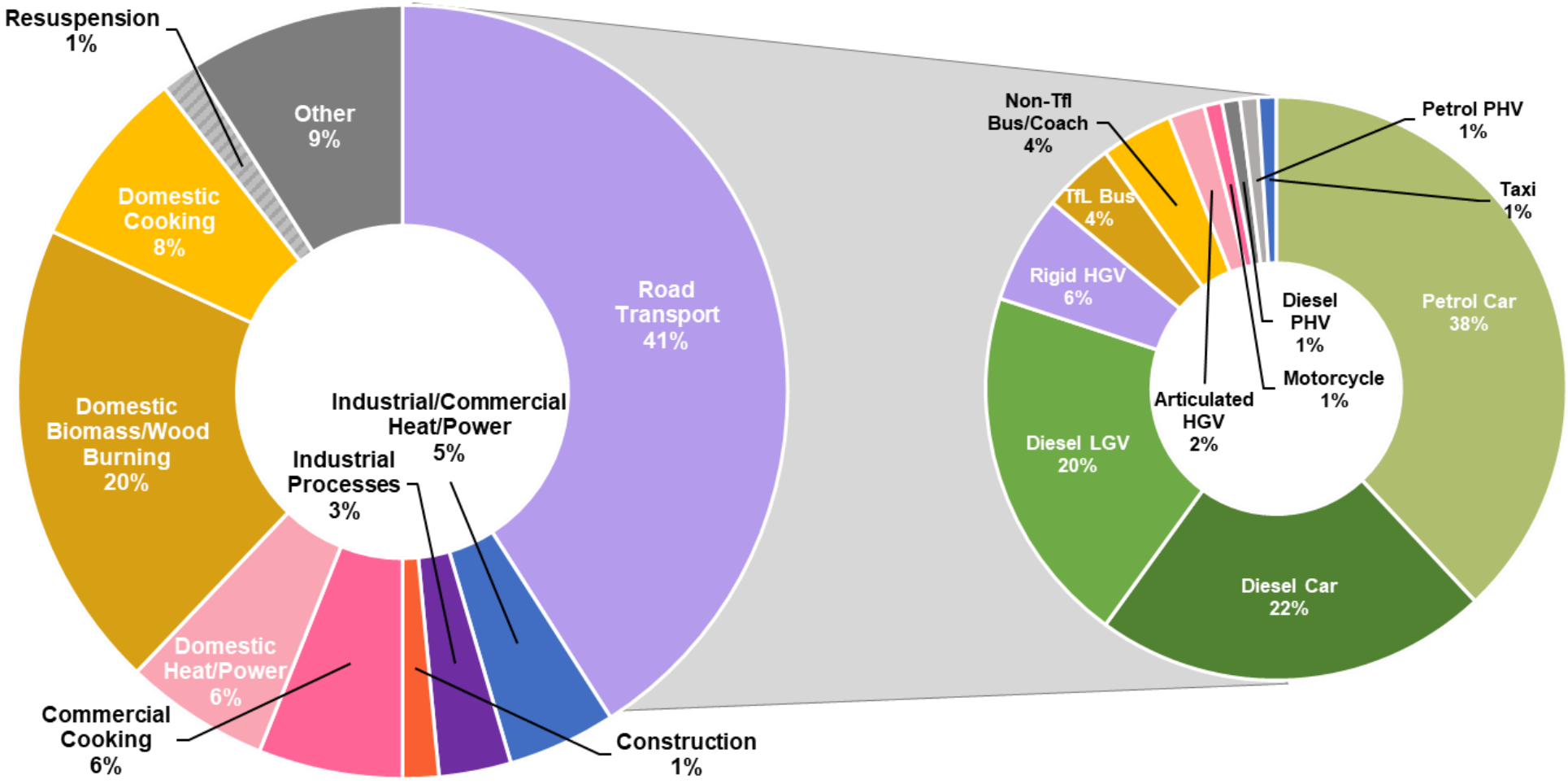


Figure 1.8 $PM_{2.5}$ Emissions by source and vehicle type (L:AEI 2022)



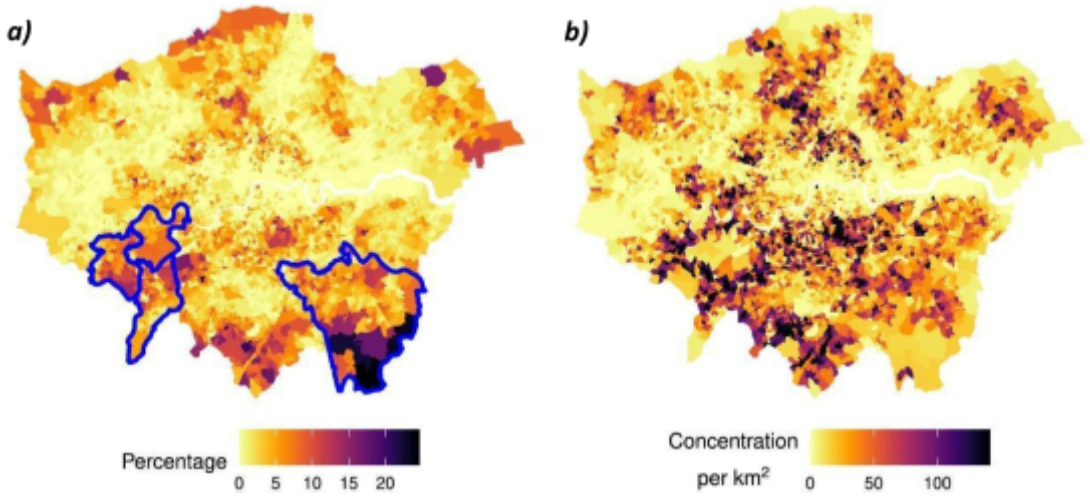
1.4.2 *Domestic Wood and Biomass Burning*

Domestic biomass and wood burning accounts for a relatively large amount of particulate matter emissions in Kingston (19% of $PM_{2.5}$ and 10% of PM_{10} respectively). Concentrations of smaller particulate matter sizes ($PM_{2.5}$ and below) are primarily related to combustion processes, atmospheric chemical reactions and long-range airborne transport.

Kingston has one of the highest prevalence of wood burners in London, according to a recent study by Horsfall et al. 2025[6] (fig. 1.9), which estimated this using Energy Performance Certificates (EPCs). This study names Kingston as the borough with the second highest prevalence of wood burners in London. Domestic burning is a relatively unique source of air pollution as it is one of the few which are voluntarily invited into homes, despite being a well-known source of the arguably more dangerous air pollutants ($PM_{2.5}$, black carbon, and ultrafine particles).

The entirety of the Royal Borough of Kingston is a Smoke Control Area. This means that emitting smoke from chimneys or flues within the borough is prohibited. Further information on the enforcement of Smoke Control Areas in Kingston can be found on the council's website, and details of our Smoke Control area can be found on the DEFRA Smoke Control Area Interactive Map.

Figure 1.9 Prevalence and concentration of wood burning stoves in Kingston by Horsfall et al. (2025).



a) Estimated prevalence of wood burners by LSOA in London. Richmond upon Thames, Kingston upon Thames, and Bromley highlighted. b) Estimated concentration of wood burners per km² by borough

[6] Horsfall, Laura, et al. "High-resolution mapping of residential wood burning heat sources using Energy Performance Certificates: A case study of England and Wales." Environment international 201 (2025): 109537. https://doi.org/10.1016/j.envint.2025.109537

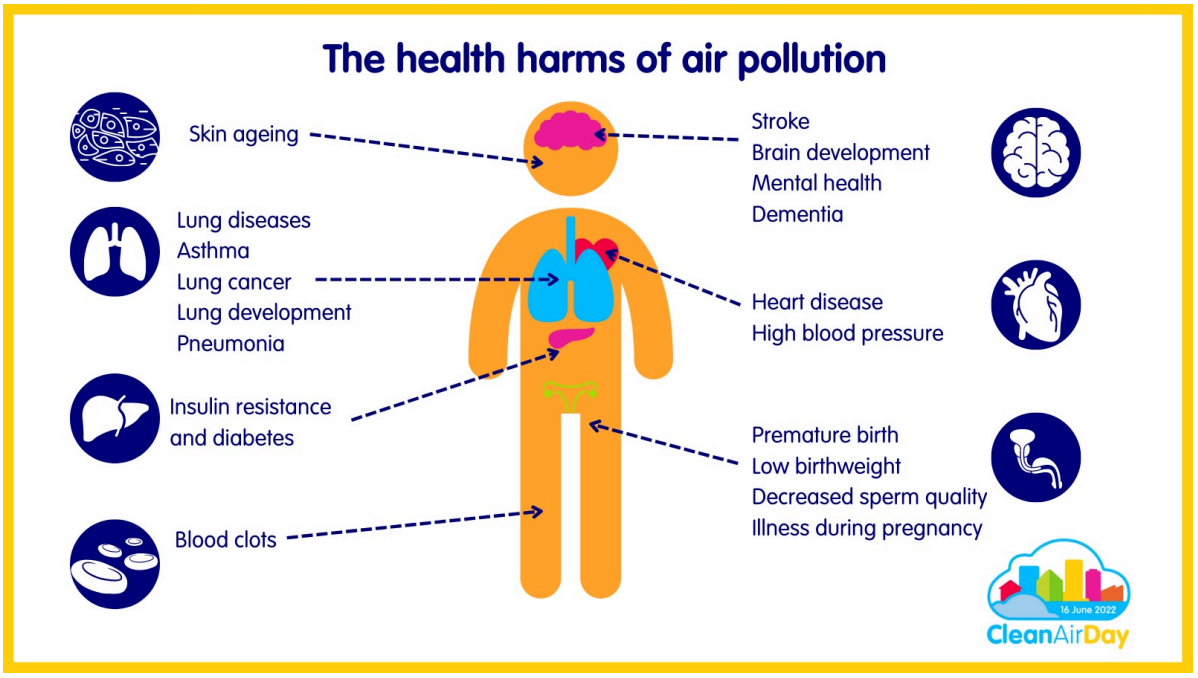
1.5 Health Impacts of Poor Air Quality

Poor air quality has a known and tangible impact on health and quality of life. Air pollutants, including nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$), have been linked to a range of illnesses, including:

- Chronic obstructive pulmonary disease (COPD)
- Asthma (including bronchial)
- Cardiovascular disease and heart disease
- Bronchitis
- Cancers (lung, potentially, liver and pancreatic, and breast[7])
- Further evidence is emerging, linking air pollution to other conditions, such as diabetes and dementia [8,9].

Poor air quality is a significant factor in the health outcomes for vulnerable populations, such as those already suffering from chronic pulmonary and/or respiratory conditions, children, and the elderly. Air pollution aggravates illnesses by causing inflammation, sensitisation to allergens, and in some cases, facilitates secondary infections and provides a vector for viral infections to occur, such as COVID.

Figure 1.10 Health impacts of air pollution (Global Action Plan, 2022)



[7] Wong, Chit Ming, et al. Cancer mortality risks from long-term exposure to ambient fine particle. Cancer Epidemiology, Biomarkers & Prevention 25.5 (2016): 839-845. https://doi.org/10.1158/1055-9965.EPI-15-0626

[8] Zhou C et al. Long-term and short-term exposure to outdoor air pollution and its association with glycolipid metabolic disorders. World J Diabetes (2025):110028. https://doi.org/10.4239/wjd.v16.i12.110028

[9] Best Rogowski, CB, & Bredell, C et al. Long-term Air Pollution Exposure and Incident Dementia: A Systematic Review and Meta-Analysis. Lancet Planetary Health (2025). https://doi.org/10.1016/S2542-5196(25)00118-4

Smaller sizes of particulate matter, such as $PM_{2.5}$, PM_{1}, and UFPs (ultrafine particles) are particularly problematic, because they are often able to bypass the body's natural defences and enter the bloodstream. Once in the bloodstream, these particles can travel the entirety of the body; studies have found $PM_{2.5}$ in brains, umbilical cords, and kidneys. $PM_{2.5}$ is known to introduce pathogens to the body, disrupt the immune system, and cause/accelerate a variety of health issues, including inflammation, and autoimmune disorders.[10]

Outdoor air pollution becomes indoor air pollution as air naturally moves through buildings via openings, such as vents, windows, and doors. Indoor air pollution is an emerging threat, as many pollutants, such as particulate matter from wood burners, candles and aerosols, will compound the effects of pollutants associated with outdoor air pollution.

There is no safe level of air pollution. Any and all reductions to the concentration of pollutants in the air we breathe will bring benefits to the health and wellbeing of all living beings within Kingston upon Thames.

2 The Royal Borough of Kingston's Air Quality Priorities

The Royal Borough of Kingston aims to build off of the successes of the 2021 – 2026 Air Quality Action Plan:

- The delivery of over 100 Play Streets and Street Parties across the borough
- Successful implementation and expansion of a public e-bike (Forest) hire scheme
- Strategic implementation of School Streets across the borough
- 98% of roads in the Royal Borough of Kingston are now 20 mph
- The decarbonisation of the Waste and Street Cleansing fleet

And support the ongoing delivery of important projects in Kingston upon Thames, such as:

- The construction of Kingston Leisure Centre (Scheduled opening 2027)
- The Cambridge Road Estate regeneration scheme (Phase 1C commencing Spring 2026; Phase 2 planning consent granted in Summer 2026)
- The Kingston District Heat Network;

As well as Sustainable Transport projects, including:

- Cycleways (Ewell Road and Cambridge Road/Kingston Road – due for completion end of 2026)
- Delivery of the Electric Vehicle Charging Points programme
- Continued expansion of the school streets programme (10 already permanent and 4 new currently proposed) and production of School Streets Map.

[10] Sangkham, Sarawut, et al. An update on adverse health effects from exposure to PM2. 5. Environmental Advances 18 (2024): 100603. https://doi.org/10.1016/j.envadv.2024.100603

- Micromobility Carriageway Bays; on-street bays for e-bike rental schemes (50 potential locations for public consultation by March 2027)

This action plan will continue to support the above projects as they progress, expand and introduce new innovative actions which have not been seen in Kingston before.

The strategic context of this AQAP will have it support Kingston's Joint Local Health and Wellbeing Strategy (JLHWS) 2025-2028[11], and feed directly into supporting activities, such as the Childhood Asthma Needs Assessment; a boroughwide assessment of the social and environmental factors that influence the prevalence and exacerbation of asthma in Kingston, and make recommendations to close the gaps in management and prevention.

Themes from Kingston's Climate Action Strategy 2024-2030 [12], such as sustainable transport, are aligned directly with this air quality action plan in an effort to produce a joined up response to the Climate Emergency, declared by Kingston Council in 2019, and the ongoing threat of air pollution in Kingston.

Air Quality is a material consideration within Kingston's Local Plan (2028-2043) (*currently in draft*). This Local Plan sets out the council's vision for Kingston upon Thames over the next 15 years; this Air Quality Action Plan will support the requirements laid out in policy KC2. Specific reference to Kingston's Air Quality Action Plan is made in Policy KC2(B) which underlines the expectation that all development in Kingston will align with the goals of this action plan, and subsequent action plans.

This new action plan aligns with the themes of the Council Plan, which sets out Kingston's commitment to building a borough which is "*Fairer, Safer, Greener, Together*":

Fairer

"*Enabling people to be resilient, and live healthy and independent lives. Tackling and preventing poverty*".

This AQAP aligns with this theme by supporting work which will:

- Improve health outcomes by reducing air pollution, addressing inequalities in exposure, and reducing exposure for the most vulnerable members of our community, such as children, the elderly, and those with chronic illnesses and/or disabilities.
- Promote and facilitate active travel around the borough.
- Publicise air quality events and alerts services, such as AirTEXT so that more people may enjoy regular outdoor activity.
- Host Car Free days/Play Streets/ Street parties, and other temporary road closures in high footfall areas

Safer

[11] https://www.kingston.gov.uk/health-and-wellbeing/kingston-joint-local-health-and-wellbeing-strategy
[12] https://www.kingston.gov.uk/climate-and-sustainability/kingstons-climate-action-strategy

"*Keeping the public, our spaces and streets safe and in good condition, supported by physical infrastructure improvements and community safety initiatives*".

This AQAP aligns with this theme by supporting work which will:

- Use our regulatory powers to enforce on air pollution incidents under Statutory Nuisance and Smoke Control.
- Improve the resilience of buildings and development within Kingston, through decarbonisation; retrofitting and renewal of older polluting technologies.
- Proliferate and maintain green spaces and infrastructure.
- Link the air quality action plan with other relevant policy, such as the Climate Action Plan, to facilitate a joined-up approach to tackling the impacts of climate change and air pollution together
- Continue to monitor the impacts of the implementation of 20mph speed limits, and understand how it contributes to a reduced level of collisions

Greener

"*Advancing active travel and public transport infrastructure to enhance air quality and improve health*".

This AQAP aligns with this theme by supporting work which will:

- Support the delivery of active travel infrastructure, such as the strategic cycle network
- Expand Ultra-Low Emission Vehicle (ULEV) infrastructure.
- Support green and low carbon development, and promote sustainable choices for residents, workers, and businesses in Kingston.
- Use our regulatory powers and enact policy to reduce emissions from buildings and development, through planning and enforcement, to maintain cleaner air for all.
- Deliver a step change in the number of electric vehicle charge points so that electric vehicles are a viable choice for residents who may need a vehicle.

Together

"*Utilising local, regional and strategic partnerships to explore innovative and financially sustainable ways to achieve local outcomes*"

This AQAP aligns with this theme by supporting work which will:

- Maintain regular communications through our official social channels about air quality events, such as Car Free Day and Clean Air Night.
- Continue to engage and liaise with TfL to improve the parts of their network in Kingston, and work with neighbouring boroughs to improve air quality across South West London.
- Strengthen healthier neighbourhood and town centre development through community engagement and consultation.
- Provide air quality data and education to Kingston's workers, residents, schools, hospitals and health centres, and businesses about the dangers of air pollution and;
- Empower communities in Kingston to positively impact the air quality in their localities.

3 Development and Implementation of Kingston's AQAP

3.1 Consultation and Stakeholder Engagement

In developing/updating the action plan we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1. In addition, we have undertaken consultation via Kingston Let's Talk.

Table 3.1 Consultation Undertaken

Yes/No	Consultee
Y	The Environment Agency
Y	Transport for London and the Mayor of London
Y	All neighbouring local authorities
Y	Other public authorities as appropriate
Y	Bodies representing local business interests and other organisations as appropriate

3.2 Steering Group

A new group is being established in The Royal Borough of Kingston, as a Transport, Air Quality & Climate Group. This group will meet on a quarterly basis, with the aim of providing a forum to discuss and make decisions on Transport, Climate, and Air Quality matters, and integrate these areas to benefit health, and the environment.

The teams who will be the main contributors to this group provided action plan measures, targets, and KPIs relevant to their work areas in the first draft of the document. This draft is then reviewed as required by the Heads of Service, Councillors, and the GLA. The draft action plan is then returned to the officers for any final revisions prior to public consultation.

4 The Air Quality Action Plan Table

Table 4.3 contains actions included in the Royal Borough of Kingston's AQAP. It contains:

- The actions that form part of the plan
- The responsible departments/organisations who will deliver this action
- Estimated cost to the council
- Expected benefit in terms of emissions and concentration reduction
- The timescale for implementation
- The outputs, targets, Key Performance Indicators (KPIs), and how progress will be monitored

The actions have been grouped into eight categories:

- Monitoring and core statutory duties
- Emissions from developments and buildings
- Public health and awareness raising
- Delivery servicing and freight
- Borough fleet actions
- Localised solutions
- Cleaner Transport
- Green Infrastructure and Urban Greening

4.1 Costs and Expected Levels of Impact

All actions in the plan will have associated costs, and will contribute to the improvement of air quality in The Royal Borough of Kingston in different ways. The actions in table 4.3 will be associated with costs and expected levels of impact provided in tables 4.1 and 4.2.

Table 4.1 Definition of Costs

Cost	***Estimated cost range***
Low (L)	< £10,000
Low – Medium (L-M)	£10,000 - £50,000
Medium (M)	£50,000 - 100,000
Medium – High (M-H)	£100,000 - £150,000 >
High (H)	£150,000 + ongoing costs

Table 4.2 Definitions of Expected Levels of Impact

Benefit	***Description***
Limited (Li)	No direct impact: "*a step in the right direction*" or facilitation of other measures which will have emissions benefits within the "Low" to "High" categories
Low (L)	Barely Perceptible; measures that will directly impact air pollution, but not in a way that is easily quantifiable by monitoring and/or modelling.
Medium (M)	Observable impacts; a demonstrable improvement in air quality via modelling and monitoring. An improvement not likely to be observed through monitoring alone due to factors such as random and systematic errors in generating concentration data, and natural phenomena e.g., weather, seasonal, and daily patterns.
High (H)	Significant and obvious; easily observable through monitoring data and/or sensory perception, or a clear result of systemic implementation of policy (e.g., ULEZ).

Table 4.3 Air Quality Action Plan Table

Monitoring and core statutory duties					
ID	**Action name and description**	**Responsibility**	**Cost**	**Expected emissions benefits, targets and KPIs**	**Timescale**
1	Maintain the borough's three automatic monitors and 40 diffusion tubes.	Regulatory Services (Pollution Control)	M-H	M Standard activity. Required as part of the council's statutory obligations to understand the level and distribution of emissions. Supports evidence based strategy, and progress of pollution reduction actions Target/KPI(s): • Continued maintenance of monitors and over 90% data capture • Annual NO_2, PM_{10} and $PM_{2.5}$ results not to exceed UK National limits • Where possible, expanding the selection of pollutants monitored by automatic monitors.	Ongoing/indefinite; required for as long as the borough maintains air quality monitoring equipment
2	Collect and publish air quality monitoring data in line with the requirements of the London Local Air Quality Management framework.	Regulatory Services (Pollution Control)	L	M Standard activity. Required as part of the council's statutory obligations Target/KPI(s): Continued delivery and publication of our Annual Status Reports (ASRs) on the Kingston Council website	Ongoing
Emissions from developments and buildings					

ID	Action name and description	Responsibility	Cost	Expected emissions benefits, targets and KPIs	Timescale
3	Ensuring emissions from construction are minimised.	Planning (Development Management, Enforcement) Regulatory Services (Pollution Control)	L	M Standard activity. Required as part of the council's statutory obligations. Will have a material impact on local particulate emissions. Target/KPI(s): • Conditions applied for relevant developments produce Construction Environmental Management Plans and/or Dust Management Plans for condition discharge: o 100% of major developments to be conditioned to provide a CEMP/DMP • Investigation and enforcement on all developments contravening air quality related planning conditions. • Continued investigation and/or enforcement on all developments causing statutory nuisance through uncontrolled dust/odour/smoke emissions. • All relevant complaints to be investigated within 3 working days.	Ongoing
4	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies.	Planning (Development Management, Enforcement) Regulatory Services (Pollution Control)	L	M Will have a material impact on local emissions. Dependent on the number of NRMM active in the borough at any one time. Target/KPI(s): • All relevant planning applications (major and minor) to have the NRMM condition applied. • Continued participation in the London NRMM enforcement project. • Continuation of compliance monitoring and reporting (for conditions and Low Emission Zone Standards) • 100% of all major developments to be registered at http://nrmm.london/	Ongoing

5	Reducing emissions from Combined Heat and Power (CHP).	Planning (Development Management) Regulatory Services (Pollution Control)	L	M Levels of CHP are relatively low in the borough already, with low rates of new applications. The loss/conversion of existing installations will have an impact as they are typically associated with large developments. Target/KPI(s): • Applying London Plan CHP and biomass air quality policies to relevant development. • 100% of new developments including CHP to be compliant with the London Plan. • Continue to monitor and the number of new CHP installations in the borough • Encourage current CHP installations to switch to lower carbon alternatives where appropriate.	Ongoing
6	Enforce Air Quality Neutral policy.	Planning (Development Management, Spatial Planning)	L	L Non-quantifiable. This action maintains air quality and prevents worsening of current conditions, rather than actively improving conditions. Target/KPI(s): • Update Validation Checklist to include Air Quality Neutral requirements for minor developments. • Applying London Plan (2021) Air Quality Neutral policies and SPG guidance (2023); and subsequent guidance; to all development in the borough • Record percentage of major and relevant minor developments submitting an Air Quality Neutral Assessment) • Record number of offsetting (S106) payments for non-neutral developments as a percentage of the total assessments submitted annually.	Ongoing 2027/28 (Validation Checklist update)
7	Ensuring adequate, appropriate, and well-located green space and infrastructure is	Planning (Development Management)	L-M	M Benefits not easily quantifiable, but can be significant where “pollution absorbing” species are deployed, or brownfield land is regenerated into green space. Target/KPI(s):	Ongoing

	included in new and existing developments.			• Urban Greening Factor requirement for relevant developments in line with the Draft Local Plan Policy KN4 (which currently proposes higher targets than the 2021 London Plan); • 100% of relevant developments to have maintenance plans for green infrastructure secured by planning condition(s). • 100% of officers working on major schemes to have had training on the Healthy Streets Checklist.	
8	Raising awareness of solid fuel regulations and smoke control area restrictions.	Regulatory Services (Pollution Control) Communications and Engagement	L	L to M Kingston has been identified as an area with relatively high levels of biomass burning in London. 19% of $PM_{2.5}$ emissions in Kingston are from domestic wood/biomass burning This is higher than the London-wide average of 15%. Impact may be quantifiable where significant numbers of regular burners change behaviour Target/KPI(s): • Residents and businesses to be engaged via council channels (social media, newsletters). Posts/articles timed for the period approaching Clean Air Day and Night (autumn and spring) – 2 posts/articles minimum per quarter. Action to be intensified over winter periods. • One post per day leading up to Clean Air Day/Night for a period of a week.	Ongoing
9	Ensuring that Smoke Control Areas are enforced through investigating complaints of smoke, and investigating fuel retailers for compliance.	Regulatory Services (Pollution Control, Trading Standards)	L	M Kingston has been identified as an area with relatively high levels of biomass burning in London. 19% of $PM_{2.5}$ emissions in Kingston are from domestic wood/biomass burning This is higher than the London-wide average of 15%. Target/KPI(s): • Fuel suppliers in the borough engaged via relevant team(s). • 100% of complaints to be investigated. • 100% of alleged perpetrators to be sent an information letter detailing Smoke Control Area rules.	Ongoing

				• 100% of cases to be investigated under the protocol developed by the London Wood Burning Project 2 (LWBP2). • Record the number of subjects of repeated complaints. Repeat "offenders" to be subjected to intensified engagement.	
10	Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches.	Planning (Development Management, Spatial Planning)	L	M to H Standard activity. Depends on the historical use of the land. Will prevent the worsening of air quality. May offer significant improvement were replacing more industrial land uses/upgrading older facilities. Target/KPI(s): • Only permit planning applications which are compliant with relevant planning policies in relation to air quality in order to mitigate the potential impacts of development on air quality and to protect the health and amenity of the population. • Continue to incorporate the Healthy Streets Approach to increase the level of active travel in the borough. • 100% of eligible major developments to submit an air quality positive statement. • 100% of new major developments (and relevant minor developments) will incorporate the Mayor of London's Health Streets Approach • Monitor the percentage of Transport Assessments submitted with a Healthy Streets Score.	Ongoing
11	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces, public buildings and homes through Warmer Homes Social Housing Fund, Warmer Homes Local Grant and borough Carbon Offset funds.	Property Services	H	L Decarbonisation of buildings will have a significant impact on overall emissions; gas and electricity use in buildings accounts for 2341 (64.4%) tonnes of carbon dioxide equivalent emissions (2023/2024) in Kingston. The mechanisms that produce this carbon also produce other air pollutants. Reduction of this value will significantly reduce the carbon emissions of the council and borough. Target/KPI(s): • Continue to host the Kingston Efficient Homes show; add mini-shows to the line-up for a total of 2 annual events.	Ongoing; beyond the period of this AQAP

				• Continue to use and seek funding for decarbonisation of buildings, homes, and facilities within the borough. And explore wider opportunities for making the transition to low carbon heating systems as easy and economic as possible. • Achievement of Net Zero Emissions for council operations by 2030, and Net Zero Carbon emissions for the wider borough by 2038.	

Public health and awareness raising

ID	Action name and description	Responsibility	Cost	Expected emissions benefits, targets and KPIs	Timescale
12	Supporting a direct alert service such as AirTEXT, and promotion and dissemination of high pollution alert services.	Communications and Engagement Regulatory Services (Pollution Control)	L	Li Will reduce exposure to pollution by warning of pollution events. Moderate long-term benefits for the overall health of Kingston's population. Target/KPI(s): • Continue to promote AirTEXT through council channels on the website, doctor's surgeries, hospitals, and schools. Mayor's air quality alerts to be disseminated using social media • Obtain statistics on how many subscribers there are in Kingston, and monitor annual changes to this number. • Aim to increase the number of subscribers in the borough, with particular attention paid to health centres, hospitals, and schools.	Ongoing
13	Encourage schools to join the TfL "Travel for Life" accredited travel planning programme, and support participating schools in maintaining their accreditation.	Highways (Sustainable Transport)	L	M Standard activity. As of March, 2026 Kingston schools have achieved the following awards: • 7 Gold • 1 Silver • 1 Bronze To expand participation, the aim is to: • Engage 2 non- participating schools per year.	Ongoing

				• Support accredited schools to at least maintain their current awards.	

14	Air quality in and around schools; projects and engagement.	Public Health
		
		Regulatory Services (Pollution Control)
		
		Highways (Sustainable Transport)
		
		Climate and Sustainability
		
		Communications and Engagement
		
		Climate and Sustainability (Green Spaces)
			L-M	M to H
				
				Localised, but potentially significant benefits around most exposed schools and school commuter routes by reducing exposure to poor air quality in and around schools.
				
				Air quality monitoring projects will provide a quantifiable result once implemented.
				
				Target/KPI(s):
				
				• Implement a school outreach programme designed to raise awareness of the impacts of air pollution and help them to create clean air route plans.
				• Engage with schools' leadership via Travel for Life, and push accreditation with emphasis on the inclusion of the following topics (min. 10 schools per year):
				  ○ Anti-idling
				  ○ Clean Air Day/Night
				  ○ World Car Free Day
				
				And provide/signpost digital resources to aid air pollution education.
				
				• Obtain funding for Young Person (secondary school) assemblies about road safety, active travel, social empowerment and group behaviour dynamics.
				• Develop and obtain funding for projects to support/ run alongside school air quality audits, e.g., school air quality monitoring
				• School Indoor and Outdoor Air Quality Monitoring (projected start 2026/27). Funding sources to approach/apply to include the Mayor's Air Quality Fund.
					2028 (School AQ Monitoring project)
					
					2027 (Engagement and outreach programme, School Air Quality Audits)
					
					Ongoing, through and beyond this AQAP (Travel for Life)

15	Air Quality Communications Strategy and Campaigns.	Communications and Engagement Regulatory Services	L	Li This action will help to encourage behaviour change among communities in Kingston. Target/KPI(s): • 12 posts/articles per year (3 per topic) • Develop a communications strategy which raises public awareness of the harm caused by air pollution, and actions which can be taken to reduce exposure and impacts.	Ongoing/ indefinite

		(Pollution Control)		• Topics to include:
				  ○ Solid fuel burning.
				  ○ Anti-idling
				  ○ Health impacts of Air Pollution
				  ○ Promotion of Active Travel
				  ○ Promotion of use of parcel lockers over home deliveries
				
				Strategy to be produced/ incorporated into general communications strategy in 2027.
				
				• Record number of interactions per post/article, per platform. Aim to see increasing levels of interaction as time progresses.	

16	Community Education and Empowerment.	Public Health
		
		Communications and Engagement
		
		Regulatory Services (Pollution Control)
			M	Li
				
				This action will help to encourage behaviour change among communities in Kingston.
				
				Output/KPI(s):
				
				• Implement a community outreach programme to raise awareness of the harm caused by air pollution, local drivers of air pollution and actions that can be taken in the community to reduce air pollution:
				  ○ 5 air quality presentations to local community groups/ organisations per year (by the council or external third party funded/endorsed by the council).
				  ○ Provide leaflets and/or other resources to community hubs (health centres, religious organisations, hospitals, allotments etc.).
				  ○ Resources (digital or physical) to be provided to at least 5 groups/ organisations per year.
					2027 and beyond

17	Integration of Public Health and Air Quality projects.	Public Health Regulatory Services (Pollution Control)	L-H	M This measure will facilitate the reduction of exposure to poor air quality for Kingston residents and workers. Other benefits include increased coordination and support for campaigns and projects e.g., School Air Quality Audits. Output/KPI(s):	2028 (AQ and PH integrated project guidelines), and beyond the period of this air

				• Director of PH will be consulted on all relevant air quality projects to liaise with key stakeholders. • Strengthening coordination with Public Health by ensuring that at least one Consultant grade public health specialist within the borough has air quality responsibilities outlined in their job profile (as part of a wider role, not a dedicated air quality post). • Joint creation project guidelines which will delineate the roles officers take in joint projects, e.g., School Air Quality Audits, School Superzones.	quality action plan.
18	Integration of Air Quality and Public Health Policy.	Public Health Regulatory Services (Pollution Control)	L	M This measure will facilitate the reduction of exposure to poor air quality for Kingston residents and workers. Other benefits include increased coordination and support high level policy documentation, such as Air Quality Action Plans and Joint Strategic Needs Assessments. Output/KPI(s): • In relevant Public Health publications and in the statutory Annual Public Health Report, the Public Health DPH will have responsibility to ensure inclusion of up-to-date information on air quality impacts on the population. • Director of Public Health/relevant CHoS to sign off Statutory Annual Status Reports and all new Air Quality Action Plans. • Ensure that the Director of Public Health is fully briefed on the content of the Annual Status Reports on air quality in relation to the current situation in our local authority area, actions that have been taken thus far, and what is needed to reduce the health impacts of poor air quality in the future.	Indefinite; will be required for all relevant strategy documents.
19	Internal dissemination of Air Quality information and responsibilities.	Regulatory Services (Pollution Control)	L	Li This action will help proliferate knowledge of Air Quality issues,statutory obligations, and encourage behaviour change within the council. Target/KPI(s): • Provide air quality briefings/presentations etc. to other council departments detailing their responsibilities in relation to air quality improvement as well as risks and opportunities relevant to their service area that relate to air quality.	2027; to continue indefinitely.

				• Biannual presentations/ updates. Addressing general air quality and/or the air quality topic of choice for teams/departments.	

Cleaner Transport

ID	Action name and description	Responsibility	Cost	Expected emissions benefits, targets and KPIs	Timescale
20	Ensuring that Transport and Air Quality policies and projects are integrated.	Highways Regulatory Services (Pollution Control)	L	M Proper integration of Air Quality and Transport Policy will likely result in moderate long term benefits.However, this is not likely to be quantifiable. This measure aims to further integrate Air Quality consideration in transport projects. Target/KPI(s): • Continue to perform Air Quality assessments to predict the impacts of the largest highways developments on local air quality.	2027
21	Discouraging unnecessary idling by taxis and other vehicles.	Highways (Parking, Sustainable Transport) Regulatory Services (Pollution Control)	L	M A small-scale study by King's College suggested that concerted idling action campaigns could reduce local concentrations very close to the source of idling vehicles by 20-30 per cent. Target/KPI(s): • Discouraging unnecessary idling through continued participation with the Idling Action campaign. • Where possible, installation of anti-idling road signs at known hotspots, promotion of anti-idling online workshops provided by Idling Action with schools, businesses, and borough drivers. Target 3 hotspots per year. • Provide training for officers on car idling enforcement and issuing Financial Penalty Notices (FPNs). - All officers trained by 2029. • Maintaining participation in the London Anti-Idling Project group.	Ongoing (2029 for officer training)

22	Regular Pedestrian led/ focused events (requiring, temporary road closures).	Resident and Communities (Neighbourhoods and Communities Team)	L-M	L
				
				Emissions benefits are localised to area of road closure, and frequency of events. Kingston has many pedestrian led events annually, including:
				
				• The Pride Pedestrian Parade
				• The Kingston Walking Festival
				
				Target/KPI(s):
				
				• Annual target for total number of street events: 15 (min. 75 over the course of this AQAP)
				• Annual target for street event types: 2 (min.) Progress measured by:
				  ○ Number of Play Streets per year
				  ○ Number of Street Parties per year
				  ○ Number of one-off events marking national/international pedestrian and car free days
				• Development of advertising strategy to broaden the type and number of street events in the borough, introducing the following to regular rotation:
				  ○ Car Free days
				  ○ Pedestrian days per year
					Ongoing/ indefinite
					
					2030 (advertising strategy; dependent on resource/ funding)

23	Using parking policy to reduce pollution emissions and identify any displacement activities.	Highways (Parking)	L	L Kingston's new parking strategy is complete (2024). Policy KT4 of the draft Local Plan specifies the council's preference for "car free" developments. There is now emphasis on "parking restraint" through the submission of Parking Design and Management Plans, and the strategic reduction of parking in town centre locations such as New Malden. This measure will encourage a change in car usage behaviours, and influence purchasing choices with the overall aim of reducing car ownership in the borough. Target/KPI(s): Areas for future work have been identified: • Updating this measure to reflect the expansion of ULEZ	Ongoing 2029 (review of measures)

				• Whether further measures such as EBP remain viable measures for encouraging transition to lower emission vehicles. • Success may be measured in: • Reduction in the number of diesel permits issued per year • Reduction in the number of households with multiple vehicle permits • Overall reduction number of vehicle permits issued per year	
24	Installation of electric vehicle infrastructure to support the transition to Ultra-low Emission Vehicles (ULEVs).	Highways (Sustainable Transport)	M	Li No direct impact on emissions; will facilitate the uptake of ULEVs, which will in turn reduce tailpipe emissions from vehicles travelling within or through Kingston. The strategic road network through Kingston will be better able to support ULEV through traffic. Measure supported by charge points delivered by external Charge Point Operators. Includes on-street electric vehicle charging points, Standard Plus and Rapid electric vehicle charging points, and consideration of new innovations, such as cross-pavement charging options. **Priority**: Catering for households without access to private off-street parking (this will impact density of provision in different parts of the borough). Investigation of Cross-Pavement charging options (depending on site criteria, ability to install a home charge point and will require residents to pay for installation and product.) Output/KPI(s): • Continue to proliferate EV charging infrastructure across Kingston. • Continue consultation; provide updates on collated themes and potential EV charge point locations through Kingston Let's Talk Survey (closes in 2028): https://www.kingstonletstalk.co.uk/highways-and-transport/copy-of-ev-charging-point-proposal/ • Record number of EV charging points per year as a metric per 100,000 residents annually: ○ By 2030: a density of 500 charge points, per 100,000 (population). • Continue to pursue opportunities for extra EV charge points from contractors and external organisations, by leveraging Social Value Commitments. • Continue to submit applications for Funding e.g., Department for Transport's Office of Zero Emission Vehicles (OZEV) LEVI funding and Cross-Pavement Grant.	Ongoing; subject to procurement and meeting requirements set by OZEV and funding terms and conditions. Delivery in incremental batches (2030)

				• Maintain and regularly publicise an up-to-date map of EV charging locations in Kingston	

25	Provision of infrastructure to support walking and cycling.	Highways (Sustainable Transport)	H	M
				
				Switching to active modes of transport may reduce exposure to pollution in surrounding roads and/or neighbourhoods by up to 50%.
				
				Output/KPI(s):
				
				• Implementation of Micromobility Carriageway Bays for hire e-bikes:
				  ○ Min. 15 of 50 locations identified and implemented (3 per year) following public consultation in 2027.
				• Systemic review of Cycling in the South of the Borough
				• Completion of strategic cycleways C29 (Ewell Rd) and C32 (Kingston to New Malden) and assessing feasibility of other proposed cycleways:
				  ○ South of the borough
				  ■ Jubilee Way
				  ○ Kingston and North Kingston
				  ■ Richmond Road
				• Installation of at least three residential cycle hangars in Local Authority run housing estates per year.
					Ongoing (2027 and beyond)
					
					2026 (completion of strategic cycleways C29 and C32)

26	Stakeholder Lobbying (TfL, South Western Railways, Surrey CC, and other neighbouring boroughs).	Director of Highways, Transport, and Regulatory Services	H	M to H In 2016, bus routes saw ~ 90% reduction in NOx emissions with the low emission bus zone (min vehicle spec Euro VI). All buses in London are Euro VI compliant since 2021. 100% tailpipe emissions reduction can be achieved with the introduction of EV buses on all routes in Kingston. Better price public transport (train) services will make it a more attractive option for commuting between Kingston, Central London and Surrey. Output/KPI(s): • Proliferation of electric buses (controlled by TfL and Surrey CC) across all services within the borough	Ongoing/ indefinite

				• Inclusion of Kingston into Zone 5, thereby reducing train fares for those travelling in/out of the borough, making public transport a more viable option. • Lobbying for improvements in facilities to support walking and cycling on the Transport for London Road Network. • Investigation of opportunities to collaborate with neighbouring boroughs regarding air pollution arising from transport (road and river).	
27	Reallocation of road space.	Highways Planning	H	Li This action will have limited benefit in localised areas on its own. As a wider part of action 23, the cumulative impacts of these actions will be more substantial. Target/KPI(s): • Implementation of 2-3 formal crossings per year across the borough to encourage walking.	Ongoing/ indefinite
28	Maintain and expand Kingston's public e-bike hire scheme.	Highways (Sustainable Transport)	M	L As of 28/2/2026 448,510 journeys have been made using Forest bikes, covering a total distance of 9124.44 miles and avoiding 74.14 tons of CO_2 emissions. • Output/KPI(s): Appoint two operators for a more comprehensive service and monitor their performance: Success measured in: ○ Number of journeys ○ Miles travelled ○ Emissions saved/avoided	Ongoing/ indefinite

Borough fleet

ID	Action name and description	Responsibility	Cost	Expected emissions benefits, targets and KPIs	Timescale

29	Reducing emissions from council fleets.	Achieving for Children (AfC) Procurement Pollution Control Climate and Sustainability Highways (Sustainable Transport)	M-H	M Council's fleet is relatively small so impact is limited by capacity. The waste fleet is now fully electric. Overall, 90% of the fleet operated by the council is now electric. The rest of the fleet consists of vehicles compliant with Euro VI standards. FORS Silver Accreditation is required for council operated fleet and suppliers. Output/KPI(s): • AfC will undertake a commissioning exercise to electrify their fleet. This will include updating the infrastructure at the depots such as installing electric charging points. Targets will be provided once this exercise is complete. AfC is committed to supporting the wider council target of 2030 for Net Zero council operations. • AfC is FORS registered, and aims to achieve accreditation by September 2027. • Development of a strategy for the proliferation of EV charging infrastructure for use of council and contractor fleet. • Devise and implement a driver training system to promote efficient driving practice amongst council employees. (PC)	2030 (AfC) 2027 (AfC FORS acred.) 2027/28 (PC)

Delivery Servicing & Freight

ID	Action name and description	Responsibility	Cost	Expected emissions benefits, targets and KPIs	Timescale
30	Reducing emissions from local businesses.	Climate and Sustainability	L	M Potentially higher impact if there is a large uptake of green initiatives across Kingston Target/KPI(s): • Hold a healthy green workplaces conference to encourage the use of sustainable transport.	Ongoing/ indefinite

				• Increase the number of businesses signed up to the Kingston Green Business Community • Increase the number of businesses that apply for Kingston's Green Business Challenge (currently in its second iteration)	
31	Applying procurement policies to reduce pollution from logistics and servicing.	Procurement	M	L Most air quality benefits obtained from the very largest tenders. Highly dependent on the subject of the tender itself Target/KPI(s): • Continue to ensure that all suppliers with large fleets have achieved at least Silver Fleet Operator Recognition Scheme (FORS) accreditation. • Continue to have all suppliers meet Kingston's Social Value Framework requirements as specified within Kingston's guide for suppliers "*Doing business with Kingston Council A Guide For Suppliers*" • Sustainability to continue being a scorable bidding criteria with value of at least 10% • Review current procurement and commissioning policies and as the council's climate and environmental commitments evolve.	Ongoing
32	Secure delivery and servicing plans (DSP) and monitoring via planning obligations for large traffic generators.	Planning (Development Management)	L	Li Standard Activity. This measure prevents the worsening of current air quality. Improvements may be seen as vehicle technologies progress. Includes: commercial developments, new/ expanded schools and other community facilities, and major residential developments. Target/KPI(s): 100% of all relevant larger (major) developments to have planning conditions for a DSP.	Ongoing/ indefinite

Localised solutions

ID	Action name and description	Responsibility	Cost	Expected emissions benefits, targets and KPIs	Timescale

33	Proliferate and convert experimental school streets to permanent installations.	Highways (Sustainable Transport)	M	Li
				
				Localised, but potentially significant for schools with high levels of exposure to air pollution.
				
				Output/KPI(s):
				
				• Continue to propose and implement school streets across Kingston:
				  ○ Implement 4 experimental school streets using (max. 18-month) Experimental Traffic Management Orders (ETMOs) per two-year period
				  ○ convert min 2 of these to permanent school streets per two-year period (following each installation's ETMO period)
				• Produce an up-to date map of School Streets in the borough
				• Improve Kingston's Healthy Streets Score.
					Ongoing/ indefinite

34	Perform Kingston's first School Air Quality Audit.	Pollution Control Highways (Sustainable Transport) Public Health	L-M	L Localised impacts; Low in terms of the entire borough, but potentially high for audited schools with relatively high exposure to air pollution. Output/KPI(s): • Pilot 1 School Air Quality Audit in Kingston in 2027/28 with a view to expand the programme to at least five schools in the borough over the next 5 years. • Link to findings of School Air Quality Audits to target specific issues around the school(s) and support Actions 13 and 31.	2027/28 (first Audit)
35	Carry out study to assess feasibility of implementing Kingston's first Zero Emissions Zone.	Highways	M-H	M to H Dependent on the size and location of ZEZ. Medium benefit expected at minimum. Output/KPI: • The feasibility of implementing a ZEZ or Low Emissions Neighbourhood (LEN) will be assessed by the Highways Team over the period of this AQAP as general town centre and neighbourhood improvement plans progress (action 34).	Ongoing; Action is dependent on funding

36	Regeneration and Sustainable development of Kingston's neighbourhoods.	Planning (Regeneration, Spatial Planning)	H	M Localised, but will potentially address air pollution and congestion issues in Kingston's Air Quality Focus Areas Output/KPI(s): • Focus on the following areas: o Canbury Gardens o The Cambridge Road Estate o Kingston Town Centre o Tolworth Town Centre Specific measures for the improvement of these areas will likely arrive over the course of the AQAP, with the publication of Kingston's incoming Local Plan (2028-2043)	Ongoing; beyond the period of this AQAP

Green Infrastructure an Urban Greening

ID	Action name and description	Responsibility	Cost	Expected emissions benefits, targets and KPIs	Timescale
37	Improvement and expansion of existing green spaces.	Climate and Sustainability (Green Spaces)	L-M	L Localised, but can have significant cumulative impact if proliferated across the borough. Output/KPI(s): • Holistically focused assessment of existing green spaces for improvement. • Implementation Pocket Parks and Wildways/Greenways. • Proliferate green space creation in partnership with local community groups such as Transition Town Kingston (TTK) • 5 new community/mini-forests (2032) • Increase canopy cover to 20% (2036) • Plant 5000 trees (2036).	Ongoing/ Beyond the period of this AQAP: assessment of action feasibility and impact of existing green spaces

38	Sequestration/restriction of the movement of air pollutants.	Climate and Sustainability Green Spaces	M	L Localised, but can have significant cumulative impact if proliferated across the borough. Output/KPI(s): • Active protection of green space and corridors to provide an air pollution buffer. • Investigation into the development of a borough Wetlands Habitat Management Plan • Establishment of street vegetation (hedges/trees) in new locations.	Ongoing; assessment of action feasibility around the A3

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)
Delivery Servicing & Freight	Update of procurement policies to reduce pollution from logistics and servicing	Completed in 2023; Update of local authority Procurement policies to include a requirement for suppliers with large fleets to have attained silver FORS accreditation. Update of Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainable criteria). There is no view to revise this strategy at this current time. This may change upon further review.

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