

# Richmond Public Space Protection Order Consultation 2025 (Anti-idling) Consultation

## Feedback Report

### 1. Introduction

Between 19 August and 28 October 2025, Richmond Council conducted a public consultation on a proposed borough-wide Public Spaces Protection Order (PSPO) targeting unnecessary vehicle idling. The consultation sought views from residents, businesses, and stakeholders on the introduction of a one-year trial designed to reduce air pollution and improve public health.

Public Spaces Protection Orders (PSPOs) are legal tools introduced under the Anti-Social Behaviour, Crime and Policing Act 2014. They enable local authorities to address behaviours that negatively impact the quality of life in public spaces. In this case, the proposed PSPO would prohibit unnecessary idling of vehicles in the borough including at level crossings, to support the Council's commitment to cleaner air and healthier communities.

Feedback gathered during the consultation period informed whether the proposed PSPO should be implemented, amended, or reconsidered.

This report presents the detailed findings of all responses received during the consultation period.

## 2. Executive Summary

There were 814 responses to the online questionnaire. The majority of respondents live in the borough, with 93% providing a Richmond postcode.

The headline feedback is as follows:

- 97% of respondents said they are aware of the health risks posed by pollution from vehicles idling unnecessarily, while 3% said they are unaware of the health risks.
- 82% of respondents reported being aware that it is an offence to leave a vehicle idling unnecessarily, compared to 18% who said they are not aware.
- Just over two-thirds of respondents (70%) said that they have come across vehicles idling unnecessarily and persistently in the borough, while 30% said they had not.
- Female respondents were more likely to report coming across idling (83%) compared to male respondents (67%). Based on postcode data about where respondents live, the ward with the highest proportion of residents reporting persistent and unnecessary vehicle idling was North Richmond (91%). The lowest proportion of residents reporting idling were from Hampton North (53%).
- 70% of respondents agreed that vehicles idling unnecessarily have a detrimental effect on the quality of life on them or others in the local area. 19% of respondents said they disagreed, while 10% neither agreed nor disagreed. Female respondents were more likely to agree (84%) compared to male respondents (69%). Respondents aged 45 and over were more likely to agree that unnecessary idling has a detrimental effect on quality of life in the borough (80% compared to 68% of respondents aged 44 or younger).
- Almost two-thirds of respondents (65%) said they agree that it is reasonable and justified to implement a PSPO to address vehicles idling unnecessarily in the borough, compared to 31% who disagree. Respondents who don't drive a car were more likely to agree (85%) than respondents who do drive a car (61%). Female respondents were more likely to agree it is reasonable and justified to implement a PSPO (82%) compared to male respondents (62%). Respondents aged 45 and over were more likely to agree that implementing a PSPO is reasonable and justified (74% compared to 64% of respondents aged 44 or younger).
- Respondents were asked if there was anything they would like to say about the proposal. Just over one quarter of respondents (26%) provided comments that were generally positive or supportive of the proposed PSPO, while 18% gave comments that were negative or against the introduction of the PSPO. 11% of respondents provided criticism of Richmond Council's priorities, while 9% raised concerns about the impact of idling on air quality. Some respondents provided detail regarding their experience witnessing idling vehicles, with level crossings (7%) and outside or near schools (6%) most frequently mentioned.

### 3. Methodology

Data was gathered using an online survey hosted on the Richmond Council website. The consultation material and questionnaire are included as appendices to this report. Paper copies and additional formats were available on request.

To promote awareness and ensure that everyone had the chance to participate, the Council publicised the engagement exercise in the following ways:

- Council e-newsletters distributed to residents, schools, and local businesses
- Emails to stakeholders including community groups, delivery and service companies, and other local venues, organisations and charities
- Local MPs and Councillors
- Statutory notifications via emails and online forms
- Social media, including Facebook and Twitter/X posts
- Internal communications to Council employees
- Community group newsletters and social media posts

The consultation was open to all, and respondents were asked for their full postcode and the capacity in which they were responding, to help the Council understand any impact on people in the borough.

The consultation responses were analysed and reported by the Councils' Consultation Team on an anonymous basis under the guidelines of the Data Protection Act. The Consultation Team are qualified researchers and certified members of the Market Research Society, bound by the MRS Code of Conduct when conducting research.

#### Methodology notes

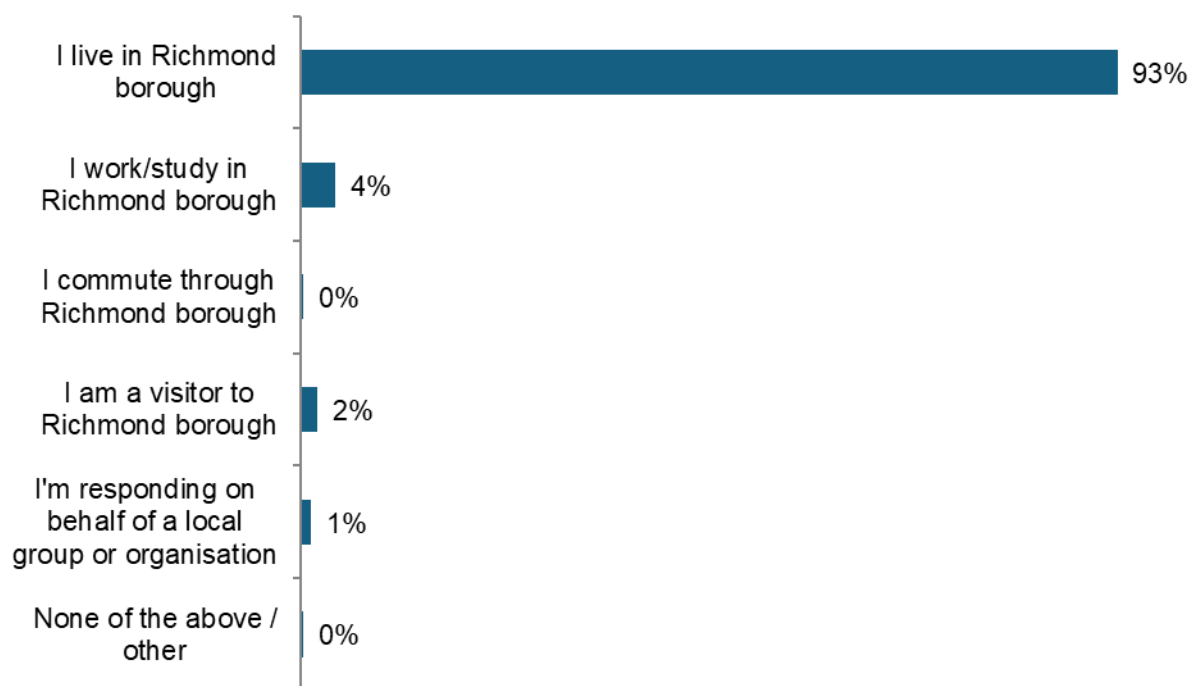
For each question the results shown refer to percentage of the total sample, not percentage of responses to that question. In the written text, percentages have been rounded for conciseness. For multi-choice questions or where respondents were able to make comments on more than one theme, percentages will not add up to 100.

### 4. Response

In total, the Council received 814 responses to this survey. Additionally, the Council received one response via email, details of which can be found in Section 7 of this report. A demographic profile of respondents can be found in Section 6 of this report.

## 5. Results

### What is the main capacity in which you are responding to this consultation?



Respondents were asked about the main capacity in which they were responding to the consultation. Almost all of the respondents (93%) said they live in Richmond borough. 4% of respondents said they either work or study in Richmond borough, while 2% said they are a visitor to the borough. 1% of respondents said they were responding on behalf of a local group or organisation.

Respondents who said they were responding on behalf of a local group or organisation were provided with a free text box to specify. Their responses included the following:

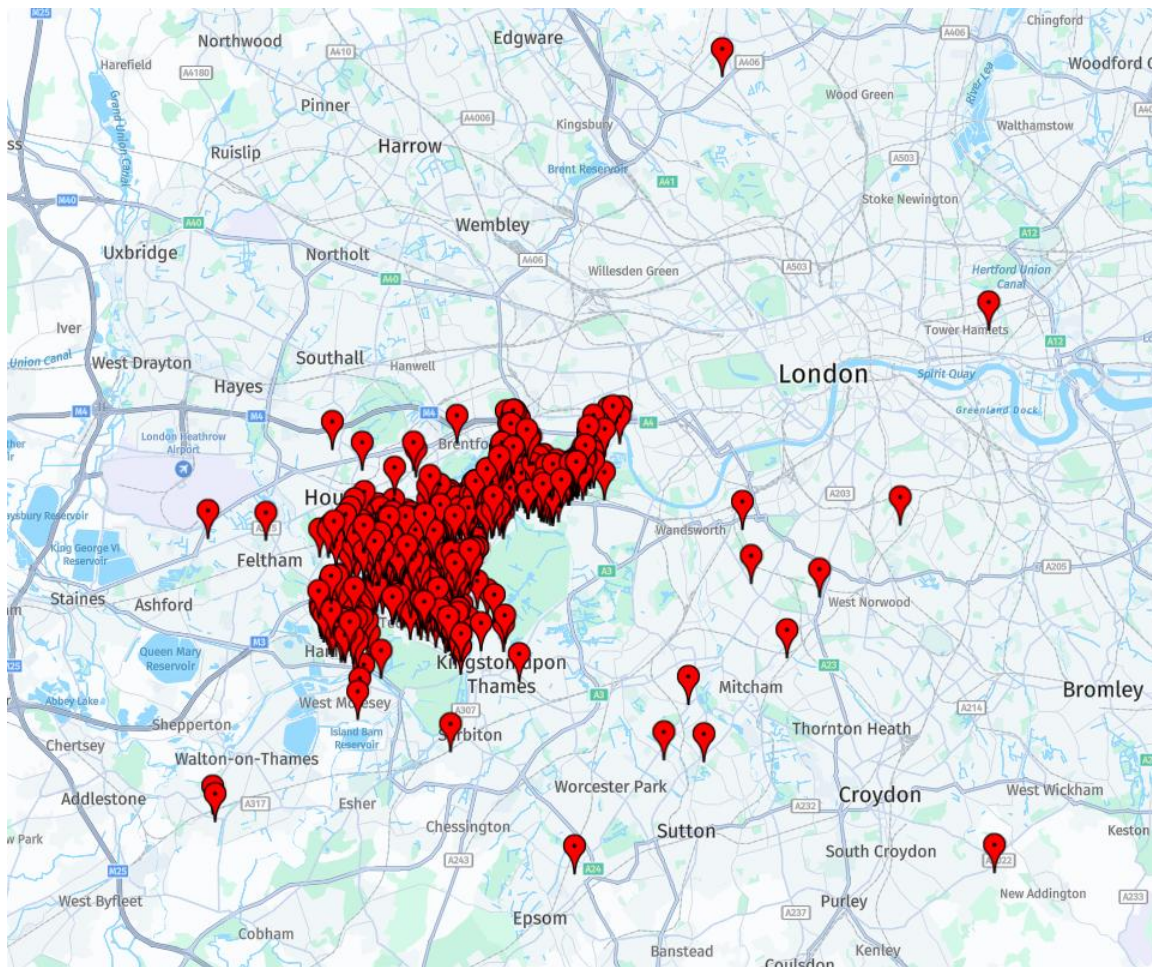
- Richmond & Twickenham Friends of the Earth
- The Kew Society
- Unicorn School
- United Cabbies Group
- Mortlake with East Sheen Society
- The Richmond Society
- Barnes Community Association - Travel Barnes group

The full responses from these groups can be found in Appendix C.

**Please tell us your postcode:**

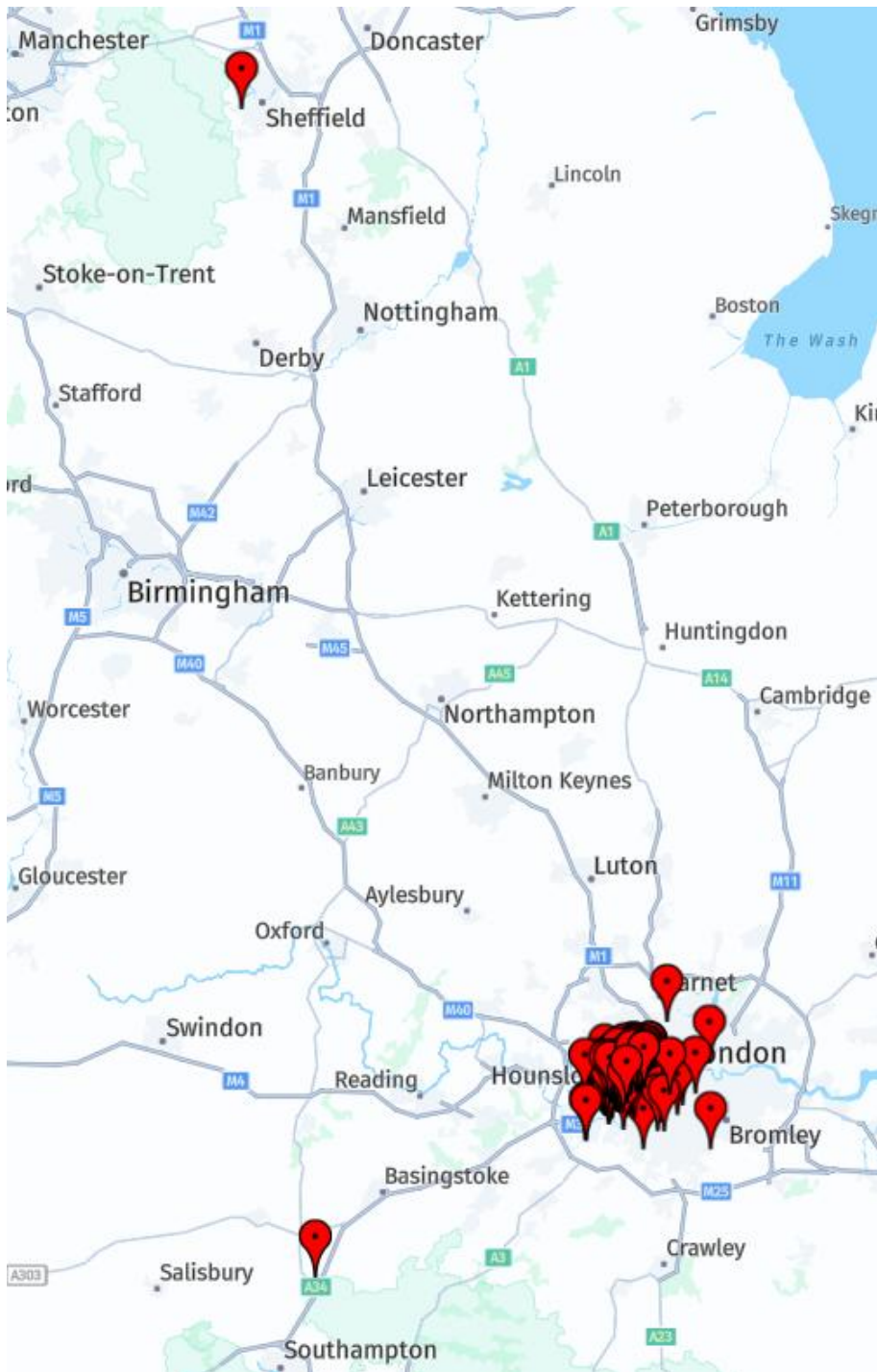
There were 798 responses to this question. 93% of respondents provided a Richmond borough postcode.

The map below shows the distribution of all respondents who provided a postcode across Greater London:

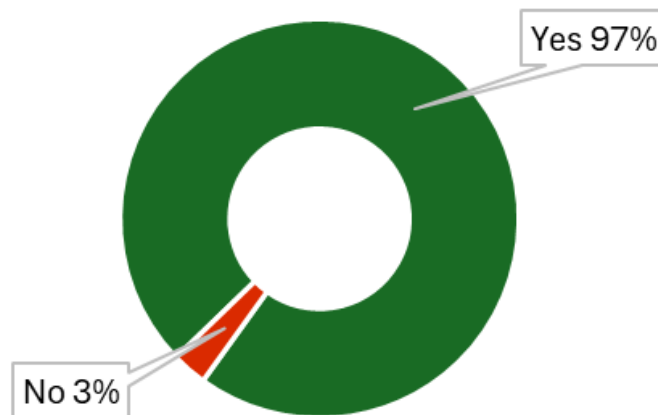




The map below shows the distribution of all respondents who provided a postcode:



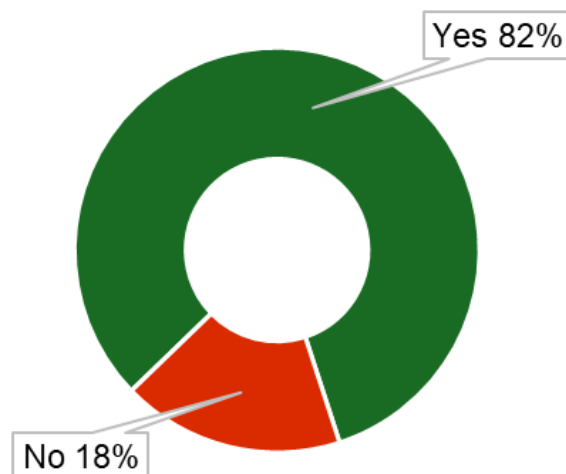
**Are you aware of the health risks posed by pollution from vehicles idling unnecessarily?**



810 respondents provided an answer to this question.

97% of all respondents said they are aware of the health risks posed by pollution from vehicles idling unnecessarily, while 3% said they are not aware.

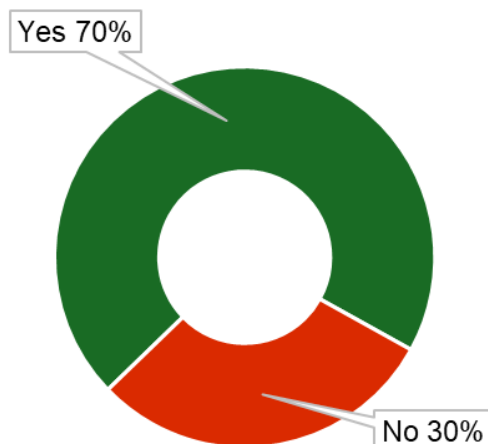
**Are you aware that it is an offence to leave a vehicle idling unnecessarily?**



810 respondents provided an answer to this question. 82% of respondents said they are aware it is an offence to leave a vehicle idling unnecessarily. Just under one-fifth of respondents (18%) said they are not aware it is an offence.

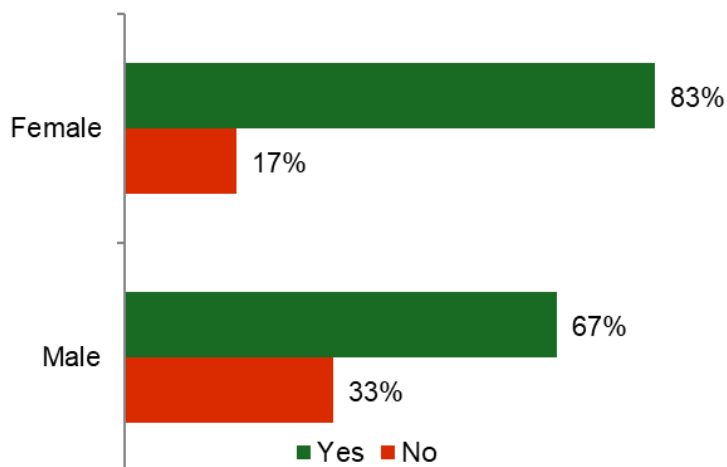
Analysis of this question showed minimal difference between male and female responses, with 84% of males and 82% of females aware that it is an offence to leave a vehicle idling unnecessarily.

**Have you come across vehicles idling unnecessarily and persistently in the borough?**



811 respondents provided an answer to this question. 70% of respondents said they have come across vehicles idling unnecessarily and persistently in the borough, while 30% said they have not.

The following graph shows responses to this question based on respondents' sex. Male respondents were less likely to report seeing vehicles idling unnecessarily and persistently (67%), compared to female respondents (83%).

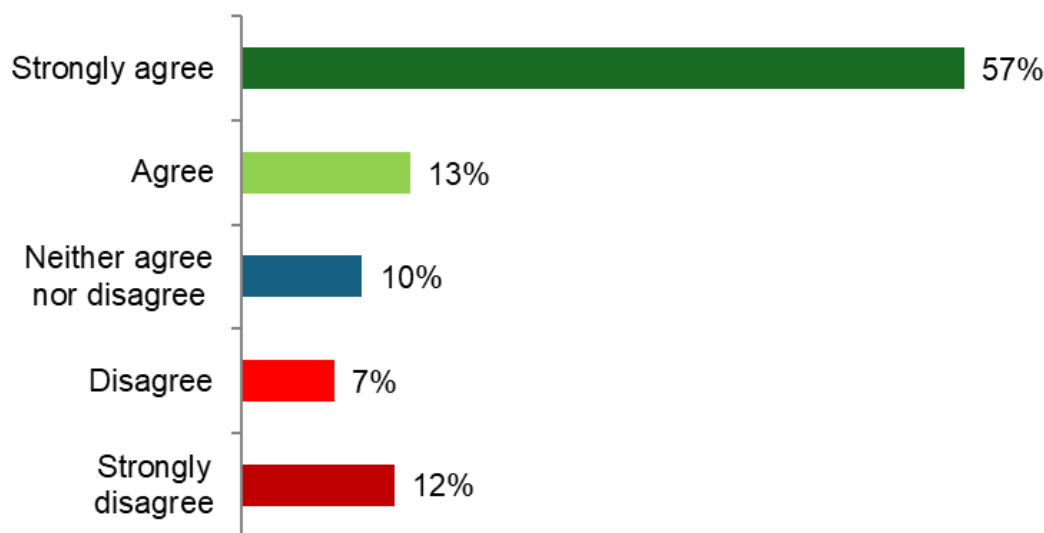


Based on postcode data about where respondents live, the five wards with the highest proportion of residents reporting persistent and unnecessary vehicle idling are North Richmond (91%), Twickenham Riverside (82%), Kew (80%), Mortlake & Barnes Common (78%), and East Sheen (74%).

The five wards with the lowest proportion of residents reporting persistent and unnecessary vehicle idling are Hampton North (53%), Teddington (56%), Ham, Petersham & Richmond Riverside (57%), West Twickenham (60%), and Heathfield (62%).

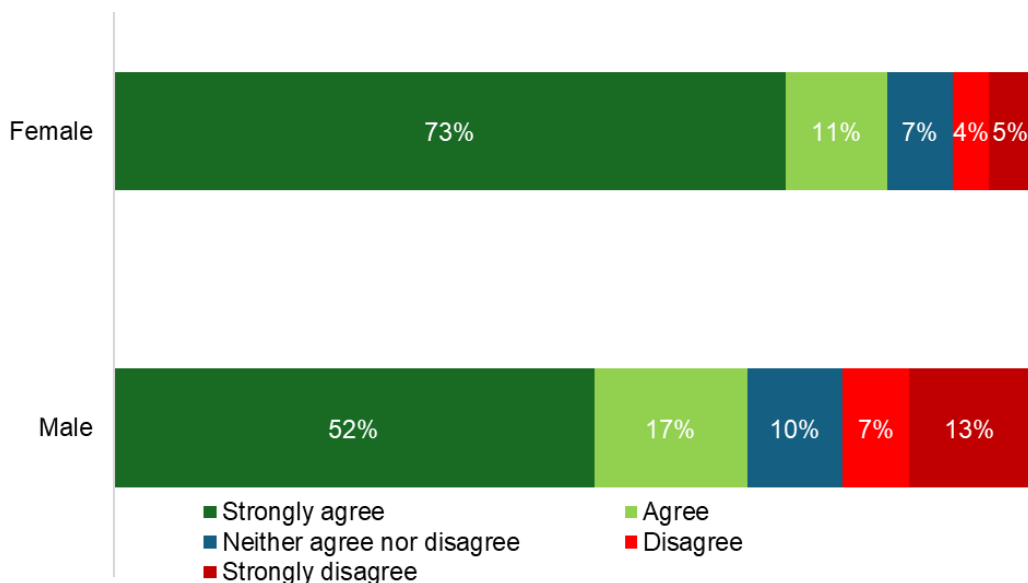


**To what extent do you agree or disagree that vehicles idling unnecessarily have a detrimental effect on the quality of life of you or others in the local area?**

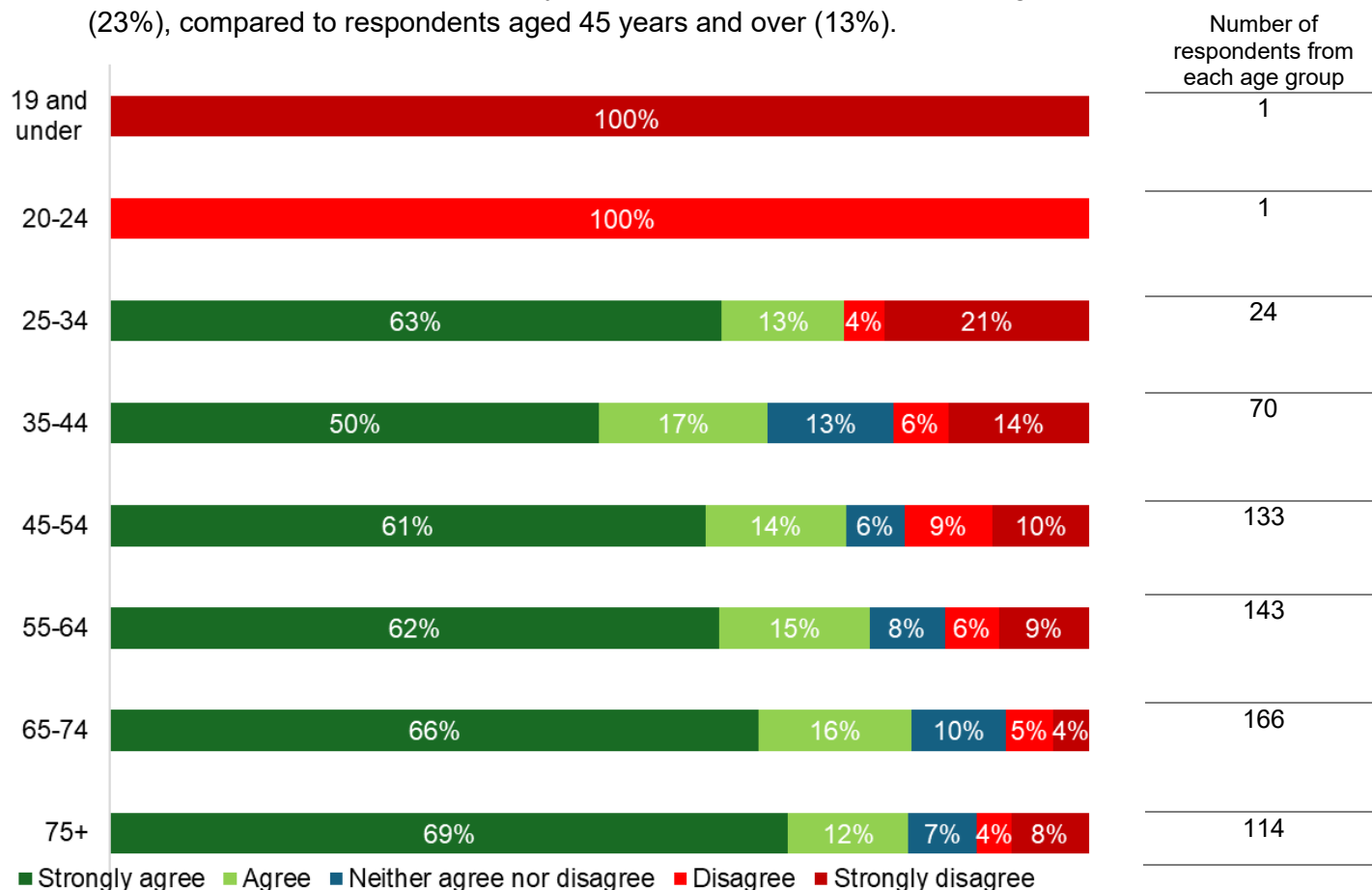


There were 812 responses to this question. The majority of respondents (70%) agreed that vehicles idling unnecessarily have a detrimental effect on the quality of life on them or others in the local area. Almost one-fifth of respondents (19%) said they disagreed, while 10% said they neither agree nor disagree.

The following graph shows responses to this question based on respondents' sex. Female respondents were more likely to agree that vehicles idling unnecessarily have a detrimental effect on the quality of life of them or others in the borough (84%), compared to male respondents (69%).

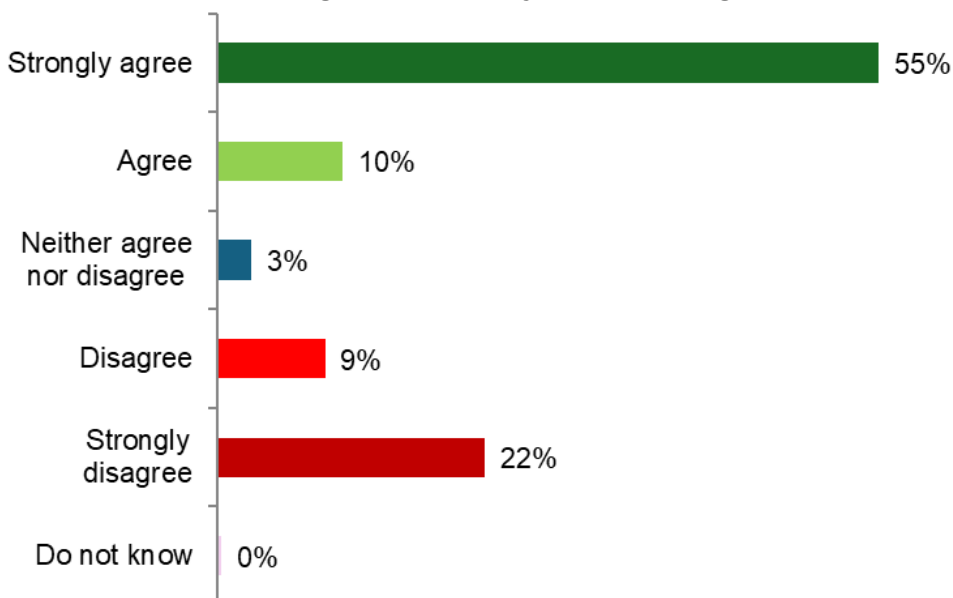


The following graph shows responses to this question based on respondents' age. Respondents under the age of 45 were more likely to disagree that unnecessary idling has a detrimental effect on the quality of life of them or others in the borough (23%), compared to respondents aged 45 years and over (13%).



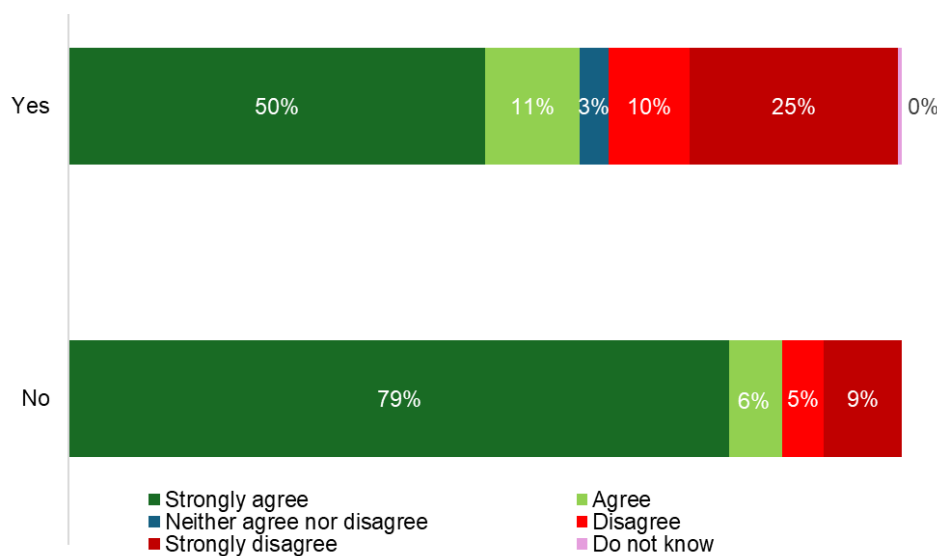
*N.B. Please note very low sample sizes for younger respondents. There was only one respondent from each of the '19 and under' and '20-24' age groups. There were 24 respondents from the '25-34' age group, and 70 from the '45-54' age group. All other age groups had over 110 respondents each.*

**Do you agree or disagree that it is reasonable and justified to implement a PSPO to address vehicles idling unnecessarily in the borough?**

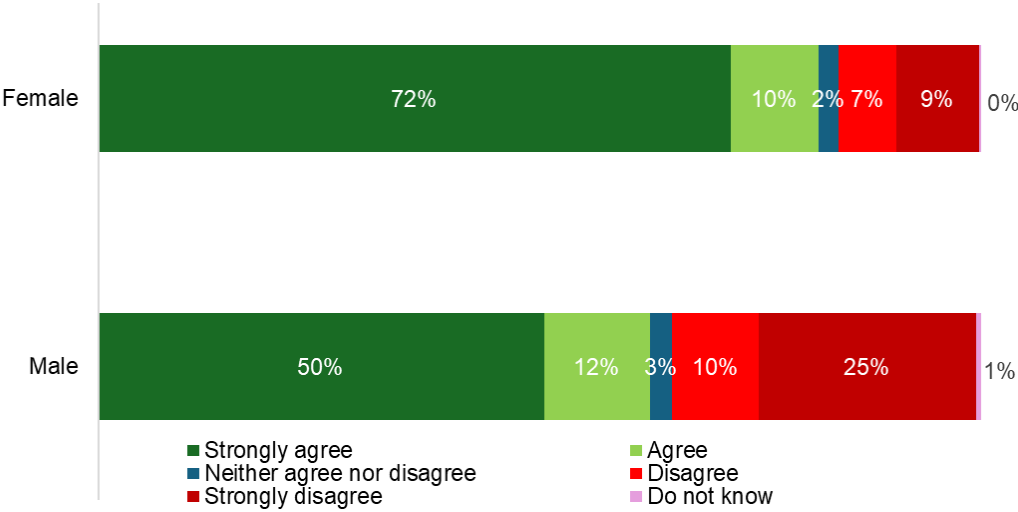


812 respondents provided a response to this question. Almost two-thirds of respondents (65%) said they agree that it is reasonable and justified to implement a PSPO to address vehicles idling unnecessarily in the borough. Just under one third of respondents (31%) said they disagree that it is reasonable and justified to implement a PSPO. 3% of respondents neither agree nor disagree.

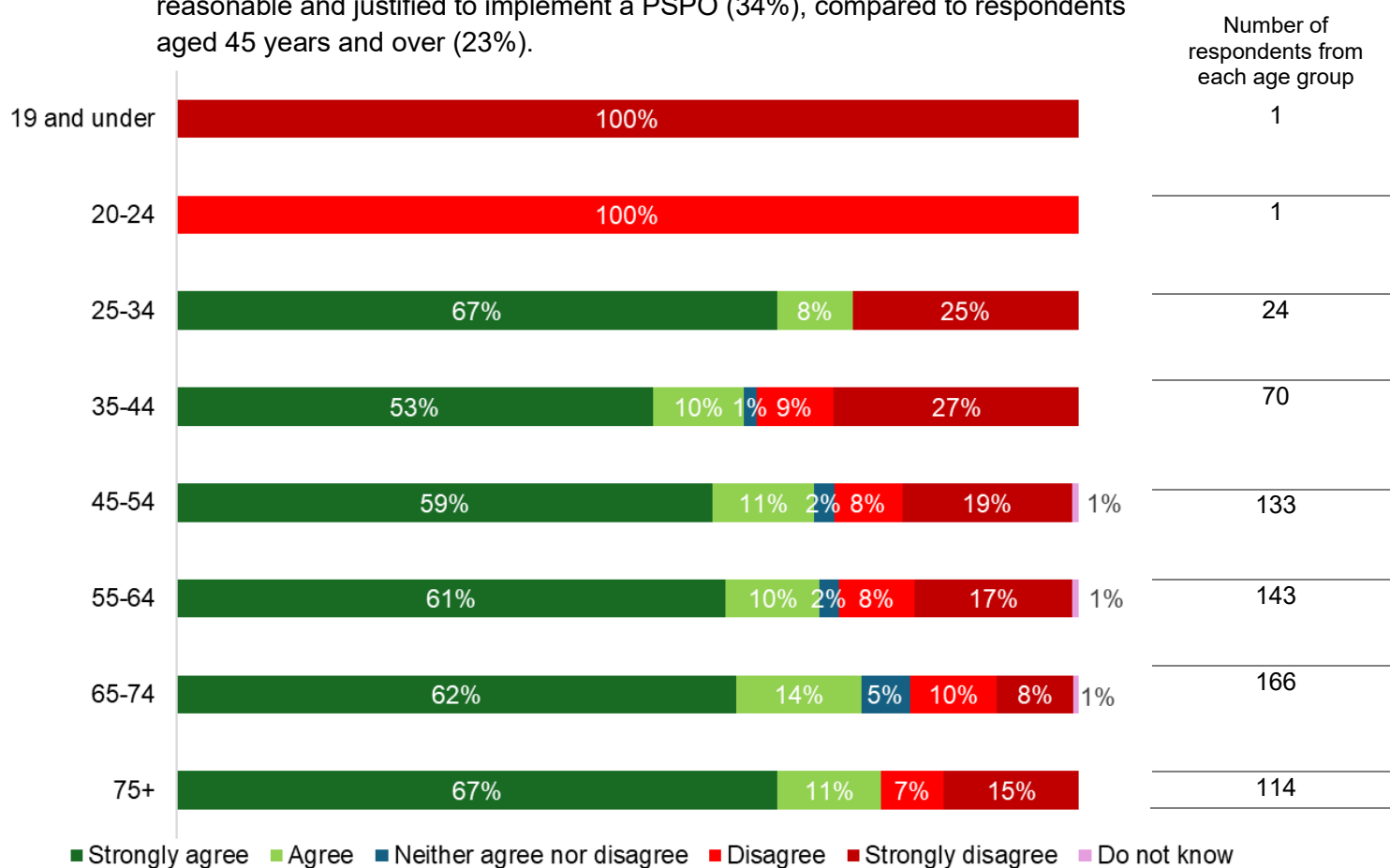
The following graph shows responses to this question based on whether respondents said they drive a car in Richmond borough or not. Respondents who said they drive a car in Richmond were less likely to agree that it is reasonable and justified to implement a PSPO (61%), compared to those who don't drive a car (85%).



The following graph shows responses to this question based on respondents' sex. Male respondents were less likely to agree that it is reasonable and justified to implement a PSPO (62%), compared to female respondents (82%).

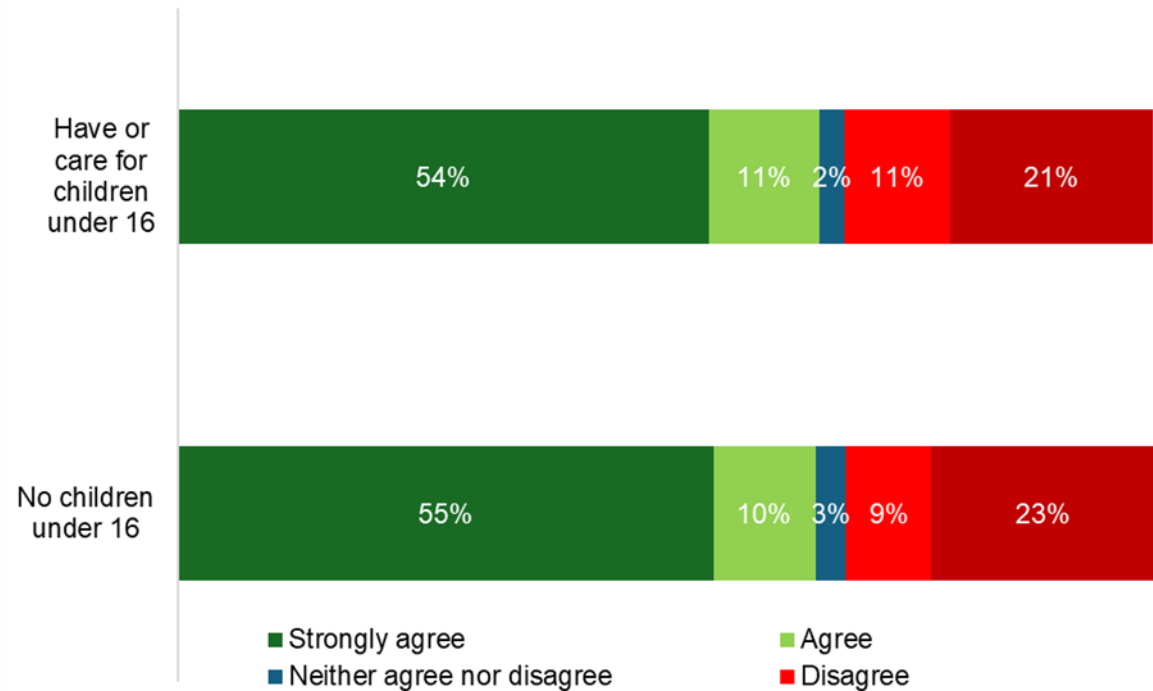


The following graph shows responses to this question based on respondents' age. Respondents under the age of 45 were more likely to disagree that it is reasonable and justified to implement a PSPO (34%), compared to respondents aged 45 years and over (23%).

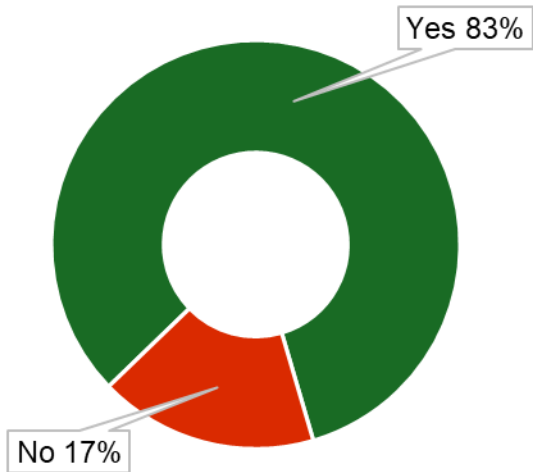


*N.B. Please note very low sample sizes for younger respondents. There was only one respondent from each of the '19 and under' and '20-24' age groups. There were 24 respondents from the '25-34' age group, and 70 from the '45-54' age group. All other age groups had over 110 respondents each.*

The following graph shows responses to this question based on whether respondents have or care for children under the age of 16. There was no difference between the two groups, with 65% of respondents in each agreeing that it is reasonable and justified to implement a PSPO.



**Do you drive a car in Richmond borough?**



There were 808 responses to this question. 83% of respondents said they drive a car in Richmond borough, while 17% said they do not.



**Is there anything you would like to say about this proposal? - You can share your thoughts, concerns, or suggestions about the proposed PSPO here:**

Respondents were asked if they had anything to say about the proposal. 605 respondents provided an answer to this question.

Just over one quarter of all respondents (26%) provided comments that were generally positive or supportive of the proposed PSPO. Just under one-fifth of all respondents (18%) provided comments that were negative or against the introduction of the PSPO.

11% of respondents provided criticism of Richmond Council's priorities. These responses included perceptions that the Council holds an anti-motorist stance and views that the PSPO proposal is primarily intended to generate revenue. Additionally, 7% of respondents felt that addressing unnecessary idling is a low priority and a waste of resources.

9% of respondents raised concerns about the impact of idling on air quality or expressed the view that the PSPO would contribute to improvements in air quality. A further 5% raised similar concerns in relation to health.

5% of respondents felt that the PSPO was vague, citing a lack of information and clarity around the definition of unnecessary idling, enforcement criteria, exemptions, and the appeal process. 6% of respondents felt that the PSPO would require robust enforcement, including active monitoring, adequate officer presence, and consistent issuing of fines. A further 4% of respondents raised concerns about the cost and practicality of enforcement.

8% of respondents used the free-text box as an opportunity to provide comments on wider transport factors such as congestion, speeding, road design, and public transport. Additionally, 4% of respondents felt that idling could be reduced through changes to traffic flow, roadwork coordination, and transport infrastructure.

Some respondents provided detail regarding their experience of witnessing idling vehicles. Level crossings (7%) and locations outside or near schools and nurseries (6%) were mentioned most frequently. Commercial vehicles - including refrigerated vehicles, vans, lorries, and trade vehicles, were referenced by 4% of respondents, with transport vehicles such as buses and taxis (2%) and delivery vehicles (1%) also noted.

11% of respondents referred to specific locations where they had observed vehicles idling. The most frequently mentioned sites were Manor Road/Level Crossing (2%), White Hart Lane Level Crossing (2%), and Sheen Lane Level Crossing (1%). Additionally, 8% of respondents described instances where they had attempted to

engage with drivers about idling. Several of these comments indicated that individuals had encountered verbal resistance or felt uncomfortable initiating such interactions. Other comments included suggestions for clearer signage at idling hotspots, limiting the PSPO to specific areas or circumstances, and excluding certain vehicle types. Some respondents felt enforcement should be gradual or supported by public awareness campaigns, while others raised concerns about proving idling, the practicality of enforcement, and the risk of unfair penalties. A small number questioned the necessity of the PSPO, citing modern vehicle technology or operational reasons for idling.

All responses were analysed and themed and the most common themes are listed in the table below.

<b>What are you most concerned about in the local area where you live, work or study in Richmond borough?</b>		
<b>Themes</b>	<b>Number of comments on this theme</b>	<b>Percentage of all survey respondents</b>
General positive/supports introducing PSPO	212	26%
General negative/against introducing PSPO	148	18%
Experience witnessing idling vehicles at a specific location	93	11%
Criticism of Richmond Council priorities: perceived anti-motorist stance, revenue-raising motives, lack of trust in polices	87	11%
Concerns about the impact of idling on air quality/perceived benefits of PSPO on improving air quality	72	9%
Comments about residents' attempts to address idling (reports of verbal abuse, fear of confrontation)	66	8%
Experience witnessing idling vehicles: At level crossings	60	7%
Comments on wider transport issues: congestion, speeding, road design, public transport, cycling behaviour	59	7%
Perceived as low priority or a waste of resources	56	7%
Experience witnessing idling vehicles: Outside or near schools/nurseries	52	6%
Respondent feels PSPO requires robust enforcement: need for active monitoring, sufficient officers, consistent issuing of fines	49	6%
Concerns about the impact of idling on health/perceived benefits of PSPO on health	40	5%
Suggestions for clear and visible signage at sites where idling is prohibited	37	5%
Concerns about vagueness of PSPO: unclear definition of 'unnecessary idling', enforcement criteria, exemptions, and appeal process	37	5%
Suggestions to reduce idling through improvements to traffic flow, roadworks coordination, and transport infrastructure	36	4%

Concerns about the cost and practicality of enforcement	35	4%
Comments about the Council's previous efforts to enforce idling (perceived as insufficient)	35	4%
Experience witnessing idling vehicles: Commercial vehicles (refrigerated vehicles, vans, lorries, trade vehicles)	29	4%
Negative impact of idling on children/schools	28	3%
Idling might be necessary for heating/cooling	27	3%
Concerns about proving idling/risk of unfair enforcement	25	3%
Idling might be necessary for vehicle battery health/function	25	3%
Comments about older vehicles or those without start-stop technology (may be disproportionately affected)	21	3%
Suggestions to raise public education and awareness regarding idling	20	2%
Experience witnessing idling vehicles: Seasonal (during winter/summer)	20	2%
Respondent feels PSPO is disproportionate to the problem/ is an abuse of PSPO powers	19	2%
Modern cars have automatic start-stop technology; therefore proposal is unnecessary	18	2%
Experience witnessing idling vehicles: Buses/taxis/transport vehicles	18	2%
Modern cars have automatic start-stop technology, engine won't always turn off in order to maintain sufficient battery charge	16	2%
Idling might be necessary for operational/safety reasons	15	2%
Respondent feels stop-starting the engine will cause more emissions/damage vehicles	14	2%
Respondent doesn't consider idling vehicles to be an issue/people already switch off	13	2%
Negative impact of idling on noise pollution	13	2%
Experience witnessing idling vehicles: While driver is on phone, eating, waiting for someone	13	2%
Suggestion: Limit PSPO to specific areas, times, circumstances (e.g. school zones, level crossings)	12	1%
Suggestion: Exclude certain vehicles from PSPO (e.g. hybrid cars, non-electric vehicles, motorcycles, older vehicles)	12	1%
Other sources of pollution (e.g. aircraft) perceived as more significant	12	1%
Experience witnessing idling vehicles: Delivery vehicles	11	1%
PSPO must apply to all vehicles/no exemptions (including commercial vehicles, public transport, Council vehicles, hybrids)	10	1%
Respondent feels focus should be on education/nudging	10	1%
Requests for robust evaluation and justification of anti-idling measures	8	1%
Suggestion: Miscellaneous	8	1%
Suggestion: provide ways for members of the public to report idling	7	1%
Respondent feels PSPO should be enforced gradually/with compassion/with prior awareness campaign	6	1%

Respondent feels the current approach to idling vehicles is acceptable	6	1%
Suggestions: introduce signs at level crossings advising how long you will be waiting (includes comments saying it is difficult to know how long you will be waiting)	5	1%
Respondent feels lower income individuals/families may be disproportionately affected	4	0%
Other comments	21	3%

*NB Respondents were able to make comments on more than one theme, so percentages may not equal 100*

## 6. Demographic Profile

Demographic	Sample base	Proportion of respondents to this question (%)
<b>What is your sex?</b>		
Female	352	43.24%
Male	317	38.94%
Prefer not to say	114	14.00%
<i>Base: 814 respondents</i>		
<b>Is the gender you identify with the same as your sex registered at birth?</b>		
Yes	649	79.73%
No	6	0.74%
Prefer not to say	118	14.50%
<i>Base: 814 respondents</i>		
<b>What was your age last birthday?</b>		
19 and under	1	0.12%
20 – 24	1	0.12%
25 – 34	24	2.95%
35 – 44	70	8.60%
45 – 54	133	16.34%
55 – 64	143	17.57%
65 – 74	166	20.39%
75+	114	14.00%
Prefer not to say	134	16.46%
<i>Base: 814 respondents</i>		
<b>Do you consider yourself to have a disability?</b>		
Yes	116	14.25%
No	557	68.43%
Prefer not to say	108	13.27%
<i>Base: 814 respondents</i>		
<b>Which of the following best describes your sexual orientation?</b>		
Straight/Heterosexual	561	68.92%
Gay man or Lesbian	10	1.23%
Bisexual	5	0.61%
Prefer not to say	178	21.87%
Other sexual orientation	8	0.98%
<i>Base: 814 respondents</i>		
<b>What is your religion?</b>		
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	248	30.47%

Buddhist	2	0.25%
Hindu	4	0.49%
Jewish	6	0.74%
Muslim	6	0.74%
Sikh	0	0.00%
Any other religion	10	1.23%
No religion	325	39.93%
Prefer not to say	161	1.23%
<i>Base: 814 respondents</i>		
<b>What is your ethnic group?</b>		
White	577	70.88%
Mixed/multiple ethnic groups	20	2.46%
Asian or Asian British	14	1.72%
Black/African/Caribbean/Black British	3	0.37%
Prefer not to say	142	17.44%
Other ethnic group, please specify	18	2.21%
<i>Base: 814 respondents</i>		
<b>If you have or care for children, please tell us how old they are:</b>		
<b>Under 5</b>	54	6.63%
<b>5-7</b>	43	5.28%
<b>8-11</b>	51	6.27%
<b>12-15</b>	55	6.76%
<b>16+</b>	119	14.62%
<b>N/A</b>	456	56.02%
<i>Base: 814 respondents</i>		

## 7. Other responses

In addition to the online responses, the Council received one email in response to the consultation. The email was a combined response from the Greater London Authority's (GLA) and Transport for London's (TFL) Air Quality Teams.

The full response from these groups can be found in Appendix D.



## Appendix A – Overview

### Richmond Public Space Protection Order Consultation 2025 (Anti-idling)

**Closed 28 Oct 2025**

Opened 19 Aug 2025

#### Contact

Any queries please contact:

[consultation@richmond.gov.uk](mailto:consultation@richmond.gov.uk)

*Update 22/08 - The draft PSPO has been produced for this consultation by the Council's Legal team and can be viewed [here](#).*

#### What Are PSPOs?

Public Space Protection Orders (PSPOs) are an element of legislation introduced by the Anti-Social Behaviour, Crime and Policing Act 2014 to tackle anti-social behaviour in a flexible and responsive way.

A PSPO prohibits specific activities within a defined area and is intended to deal with particular nuisances or problems that are detrimental to the local community's quality of life and ensure that people can use and enjoy public spaces safe from anti-social behaviour.

Breaching a PSPO without a reasonable excuse is a criminal offence and on conviction, a person guilty of an offence is liable to a fine of up to £1,000. However, breaches of PSPOs are more commonly dealt with through the issuing of Fixed Penalty Notices, currently set at £100 but reduced to £50 if paid within 10 days.

#### What's being proposed and why

The Council proposes to implement a borough-wide Public Spaces Protection Order to enable practical enforcement against drivers that unnecessarily leave their vehicles idling.

#### Background

We are committed to clean air and healthier lives for everyone in the borough. Our new award-winning Air Quality Action Plan proposes to go beyond the current UK objectives

and aim for the cleanest air in the UK. To do this we need to act differently and challenge polluting behaviour.

Pollution from vehicle idling remains a problem in the borough and despite putting additional resources into our parking services to deal with this issue, there continues to be a problem throughout the borough, with thousands of interventions made by our Civil Enforcement Officers (CEOs). In the first quarter of this year alone we recorded 1,909 interventions by our CEOs.

A particular difficulty with the current enforcement regime is that a Fixed Penalty Notice can only be issued where a driver refuses to stop idling when asked to do so by an authorised officer such as a CEO. As a result, only one fine has been issued in the past six years, despite over 65,000 interventions by our CEOs in the borough. The absence of a realistic risk of a fine means there is little incentive for those drivers who continue to engage in idling to change their behaviour.

To tackle this unnecessary and illegal behaviour the Council must consider all the powers available to it to address the continued high level of idling and the resulting negative impact on air quality.

### **Proposal**

We propose to run a one-year trial using a bespoke Public Spaces Protection Order (PSPO) aimed at unnecessary idling vehicles in the borough, including vehicles at level crossings.

Details of exemptions are provided in our supplementary information paper [here](#).

It is anticipated that this will be delivered in targeted areas during the pilot to assess the impact before any extension or widespread use of these powers.

### **Considerations**

Any use of these powers will need to be reasonable and proportionate and in line with the Council's enforcement policy.

Where practicable, we will run a period of written warnings and a communications campaign prior to implementation and ensure that our highways signage is updated and amended to ensure that this is as visible as reasonably possible.

There will be a right of appeal which in the first instance will be dealt with by the Council and then, if necessary, escalation to the magistrate's court.

### **Have your say**

Please give us your feedback using the Online Survey link below.

Please read the [Equalities Impact Needs Assessment \(EINA\)](#) before giving us your views using the online survey link below.

If you need the questionnaire in paper or any other format, please contact us at [consultation@richmond.gov.uk](mailto:consultation@richmond.gov.uk) or call **020 8891 1411** quoting *Richmond Anti-Idling PSPO Consultation*.

### **What happens next**

All feedback we receive in response to the consultation will be carefully analysed and considered before a decision is made on the way forward.

## **Give Us Your Views**

[Online Survey](#)

## Appendix B – Questionnaire

### Your privacy

All the information you provide will be treated in strict confidence and will only be used for the purposes of this consultation. The Council will do all we can to respect your privacy and to protect the personal information we acquire through responses to our consultations. Anonymised comments may be published on the council website. You can read the Council's Privacy Notice [here](#):

[Richmond Council Privacy Notice](#)

By clicking below you agree to participate in this activity and to the use of your response as described above.

☐ Click here to begin the questionnaire *(Required)*

*Alternatively, if you do not wish to participate in the activity, please close your browser.*

### Your response

What is the main capacity in which you are responding to this consultation?

*(Required)*

*Please select only one item*

- ☐ I live in Richmond borough
- ☐ I work/study in Richmond borough
- ☐ I commute through Richmond borough
- ☐ I am a visitor to Richmond borough
- ☐ I'm responding on behalf of a local group or organisation
- ☐ None of the above / other

Please tell us your postcode:

### Your response continued

In what other capacity are you responding to this consultation?

## Local group or organisation

Which group or organisation are you responding on behalf of?

Name of group or organisation:

Your name:

☐ Please tick here to confirm you are authorised to provide an official response on behalf of this group or organisation

## Your views

Are you aware of the health risks posed by pollution from vehicles idling unnecessarily?

Please select only one item

- ☐ Yes
- ☐ No

Are you aware that it is an offence to leave a vehicle idling unnecessarily?

Please select only one item

- ☐ Yes
- ☐ No

Have you come across vehicles idling unnecessarily and persistently in the borough?

Please select only one item

- ☐ Yes
- ☐ No

To what extent do you agree or disagree that vehicles idling unnecessarily have a detrimental effect on the quality of life of you or others in the local area?

Please select only one item

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Do not know

Do you agree or disagree that it is reasonable and justified to implement a PSPO to address vehicles idling unnecessarily in the borough?

Please select only one item

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Do not know

### Additional information

Do you drive a car in Richmond borough?

Please select only one item

- ☐ Yes
- ☐ No

If you have or care for children, please tell us how old they are:

Please select only one item

- ☐ Under 5
- ☐ 5-7
- ☐ 8-11
- ☐ 12-15
- ☐ 16+
- ☐ N/A

Is there anything you would like to say about this proposal?



## About you

The following optional questions will help the Council to improve its services and be fair to everyone who lives in the borough. The information you provide will be used for statistical and research purposes only and will be stored securely. If there are any questions you do not wish to answer, please move on to the next question.

## Why do we ask the 'About you' questions?

The Council asks Equality Monitoring questions at the end of all of our public consultations. It might not seem obvious why they're relevant to each individual consultation, but we need to be sure that we're being fair, and considering the impacts of any possible changes on any groups with protected characteristics. The Council is required to do this under Equalities legislation.

The questions help us to:

identify residents' needs and whether the services we provide are right for them

be better positioned to know whether we are providing fair and equal access to all groups of people who need our services

identify how we can improve services to make them more accessible and inclusive

understand who is or is not responding to our consultations

The questions are optional – if respondents don't feel comfortable providing this information they are under no obligation to do so. All monitoring data is classed as personal data and is treated as confidential, in line with Data Protection requirements.

There is a helpful guide by Stonewall on this issue called 'What's it got to do with you?' which you can read by clicking [here](#).

### What is your sex?

Please select only one item

- ☐ Female
- ☐ Male
- ☐ Prefer not to say

### Is the gender you identify with the same as your sex registered at birth?

Please select only one item

- ☐ Yes
- ☐ No, write in gender identity below
- ☐ Prefer not to say

### What was your age last birthday?

Please select only one item

- ☐ 19 and under
- ☐ 20-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ Prefer not to say

**Do you consider yourself to have a disability or long-term health condition that affects your daily life?**

*Please select only one item*

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

**What is your ethnic group?**

*Please select only one item*

- ☐ White
- ☐ Mixed/multiple ethnic groups
- ☐ Asian or Asian British
- ☐ Black/African/Caribbean/Black British
- ☐ Prefer not to say
- ☐ Other ethnic group, please specify

**Which of the following best describes your sexual orientation?**

*Please select only one item*

- ☐ Straight/Heterosexual
- ☐ Gay man or Lesbian
- ☐ Bisexual
- ☐ Prefer not to say
- ☐ Other sexual orientation, write in

**What is your religion?**

*Please select only one item*

- ☐ No religion
- ☐ Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- ☐ Buddhist
- ☐ Hindu
- ☐ Jewish
- ☐ Muslim
- ☐ Sikh
- ☐ Prefer not to say
- ☐ Any other religion, write in

## Appendix C – Online responses from local organisations/groups

Question	Response
<p>Are you aware of the health risks posed by pollution from vehicles idling unnecessarily?</p>	<p><b>Richmond &amp; Twickenham Friends of the Earth</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>The Kew Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Unicorn School</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>United Cabbies Group</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Mortlake with East Sheen Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>The Richmond Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Barnes Community Association - Travel Barnes group</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul>
<p>Are you aware that it is an offence to leave a vehicle idling unnecessarily?</p>	<p><b>Richmond &amp; Twickenham Friends of the Earth</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>The Kew Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Unicorn School</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>United Cabbies Group</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Mortlake with East Sheen Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>The Richmond Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Barnes Community Association - Travel Barnes group</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul>

<p>Have you come across vehicles idling unnecessarily and persistently in the borough?</p>	<p><b>Richmond &amp; Twickenham Friends of the Earth</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>The Kew Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Unicorn School</b></p> <ul style="list-style-type: none"> <li>• No</li> </ul> <p><b>United Cabbies Group</b></p> <ul style="list-style-type: none"> <li>• No</li> </ul> <p><b>Mortlake with East Sheen Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>The Richmond Society</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul> <p><b>Barnes Community Association - Travel Barnes group</b></p> <ul style="list-style-type: none"> <li>• Yes</li> </ul>
<p>To what extent do you agree or disagree that vehicles idling unnecessarily have a detrimental effect on the quality of life of you or others in the local area?</p>	<p><b>Richmond &amp; Twickenham Friends of the Earth</b></p> <ul style="list-style-type: none"> <li>• Strongly agree</li> </ul> <p><b>The Kew Society</b></p> <ul style="list-style-type: none"> <li>• Strongly agree</li> </ul> <p><b>Unicorn School</b></p> <ul style="list-style-type: none"> <li>• Agree</li> </ul> <p><b>United Cabbies Group</b></p> <ul style="list-style-type: none"> <li>• Agree</li> </ul> <p><b>Mortlake with East Sheen Society</b></p> <ul style="list-style-type: none"> <li>• Strongly agree</li> </ul> <p><b>The Richmond Society</b></p> <ul style="list-style-type: none"> <li>• Neither agree nor disagree</li> </ul> <p><b>Barnes Community Association - Travel Barnes group</b></p> <ul style="list-style-type: none"> <li>• Strongly disagree</li> </ul>
<p>Do you agree or disagree that it is reasonable and justified to implement a</p>	<p><b>Richmond &amp; Twickenham Friends of the Earth</b></p> <ul style="list-style-type: none"> <li>• Strongly agree</li> </ul> <p><b>The Kew Society</b></p> <ul style="list-style-type: none"> <li>• Strongly agree</li> </ul>

<p>PSPO to address vehicles idling unnecessarily in the borough?</p>	<p><b>Unicorn School</b></p> <ul style="list-style-type: none"> <li>Disagree</li> </ul> <p><b>United Cabbies Group</b></p> <ul style="list-style-type: none"> <li>Strongly disagree</li> </ul> <p><b>Mortlake with East Sheen Society</b></p> <ul style="list-style-type: none"> <li>Strongly agree</li> </ul> <p><b>The Richmond Society</b></p> <ul style="list-style-type: none"> <li>Strongly disagree</li> </ul> <p><b>Barnes Community Association - Travel Barnes group</b></p> <ul style="list-style-type: none"> <li>Strongly agree</li> </ul>
<p>Is there anything you would like to say about this proposal? - You can share your thoughts, concerns, or suggestions about the proposed PSPO here:</p>	<p><b>Richmond &amp; Twickenham Friends of the Earth</b></p> <ul style="list-style-type: none"> <li>We strongly support this proposal which should help to improve air quality and health outcomes in LBRuT.</li> </ul> <p><b>Unicorn School</b></p> <ul style="list-style-type: none"> <li>Need to be crystal clear on criteria and more practically, how this could possibly be enforced with limited resources in the borough. Officers stationed constantly by the road-side?</li> <li>Most modern cars have auto-engine cut off anyhow, including sitting in traffic as well as at level crossings etc</li> </ul> <p><b>United Cabbies Group</b></p> <ul style="list-style-type: none"> <li>Licensed Taxis (Hackney Carriages/Black Cabs) are not cars but classified as taxis only and the majority of the fleet is zero emission capable and we receive regular reminders from TfL regarding engine idling and to switch off engines when on taxi ranks. This order is not necessary and seems to be revenue raising.</li> </ul> <p><b>Mortlake with East Sheen Society</b></p> <ul style="list-style-type: none"> <li>Our Society's main concern is about the idling at the Sheen Lane level crossing and the impact on children at Thomson House School, including their journeys to and from; and also at the White Hart Lane level crossing and the impact on children at the new nursery school, again including their journeys to and from. The signage on these two roads is too small. The message about air quality cannot be conveyed without larger signs, possibly with flashing lights, that drivers can actually see. We would also recommend count-down signals that give drivers and pedestrians some idea of how soon the barriers will rise.</li> </ul> <p><b>The Richmond Society</b></p> <ul style="list-style-type: none"> <li>Please x-reference to details provided to Air Quality officers by email.</li> </ul>

Disproportionate: The Air Quality Action Plan shows idling problems tend to be localised (e.g. near schools and stations) and are not borough wide. Duplicate powers: The Council already has powers under the Road Traffic (Vehicle Emissions) (Fixed Penalty) Regulations 2002 to act against drivers who refuse to switch off engines.

Patchy enforcement: A blanket order across the borough would be impossible to monitor consistently and it therefore risks unfair enforcement.

Legal and reputational risk: The Home Office and LGA emphasise proportionality and targeting of PSPOs and discourage blanket bans. Will the legal tests of necessity and proportionality be met without challenge.

Public trust: The quiet implementation of punitive measures may alienate residents and undermine public support for more significant cleaner-air initiatives. Most especially when the PSPO carries criminal consequences on conviction in court.

#### **Barnes Community Association - Travel Barnes group**

- Idling vehicles create air and noise pollution, with particular problems in Barnes:
  - at the level crossing at White Hart Lane, which is close to a nursery and on the way to a primary school;
  - on the High Street
  - from delivery vans leaving their engines running on residential streets
 As well as supporting the proposed rule change, we would draw attention to the need for adequate resources for enforcement.  
 (NB I will not answer the two questions above, nor any at the end about personal characteristics, because I am answering on behalf of an organisation)
- Apologies - I missed out one point in my previous response. Our support for the proposal is based on the assumption that if a person is in a modern vehicle whose engine cuts out automatically, they would not be susceptible to a fine.



## Appendix D – Email responses from local organisations/groups

Group	Response
GLA and TfL's Air Quality Teams	<p data-bbox="521 380 813 407">Dear Consultation Team,</p> <p data-bbox="521 464 1360 611">It's great to see the positive action that you are planning via your proposed Public Space Protection Order (PSPO) to combat idling and improve air quality at hotspots. TfL and the GLA are happy to provide a response to support with the consultation as follows:</p> <ul data-bbox="513 667 1399 1472" style="list-style-type: none"> <li data-bbox="513 667 1399 863">• Engine idling is a serious issue. It can worsen local air quality and is unnecessary and wasteful. We recognise that typical routes for enforcing against idling are currently very limited. As such, we welcome any alternative approach to enforcement which could help tackle unnecessary idling.</li> <li data-bbox="513 911 1399 1058">• It is great to see your PSPO trial will be targeted at schools and areas that complaints suggest are air pollution hotspots. It may also be helpful to consider targeting other areas with large numbers of sensitive receptors e.g. outside hospitals, nurseries, and care homes.</li> <li data-bbox="513 1106 1399 1226">• It is good that you have thought about the need for signage to make car users aware of the scheme. It will be vital that DfT approve this for signage to be put in place and enforceable.</li> <li data-bbox="513 1274 1399 1472">• We would be keen to understand how you will evaluate the success of the pilot: there doesn't appear to be a specific target referenced in the consultation documents to indicate that the PSPO has been successful or guidance on what key indicators will be looked at. We would be very happy to work with you on this if helpful.</li> </ul> <p data-bbox="521 1528 1399 1717">We welcome the PSPO trial and are keen to share this example with other boroughs looking to combat idling so would appreciate if you would keep us updated on progress. We'd be happy to meet with you to discuss further the ways we can work together to reduce road transport emissions.</p> <p data-bbox="521 1774 894 1801">GLA and TfL's Air Quality Teams</p>